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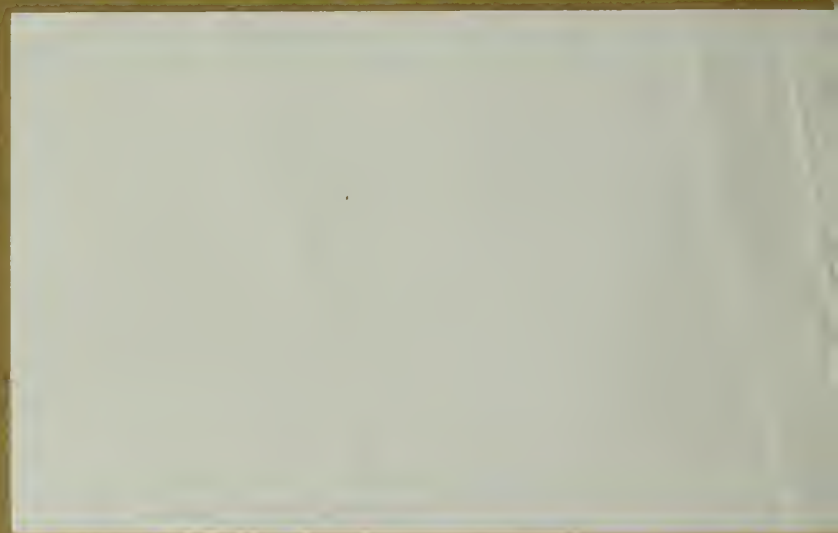




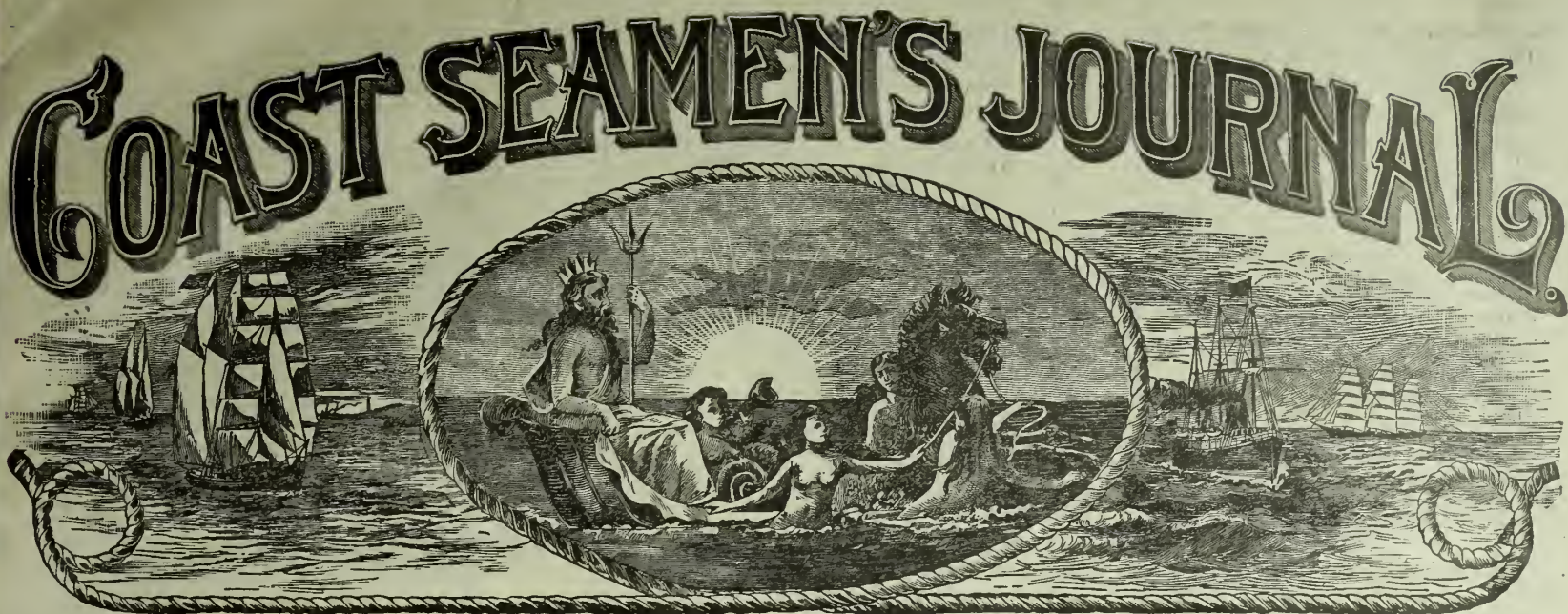












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SEPTEMBER 15, 1915—SEPTEMBER 6, 1916

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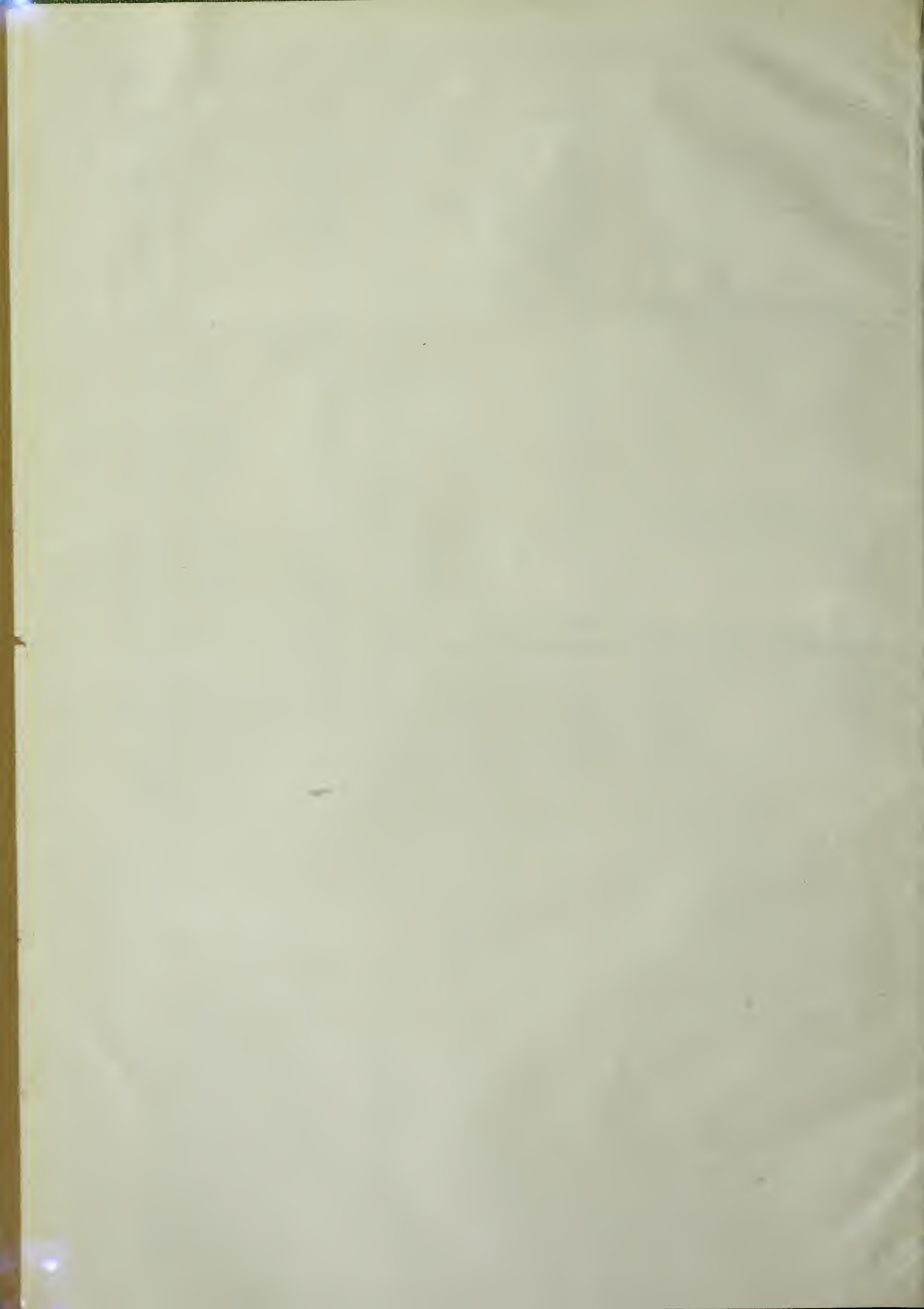


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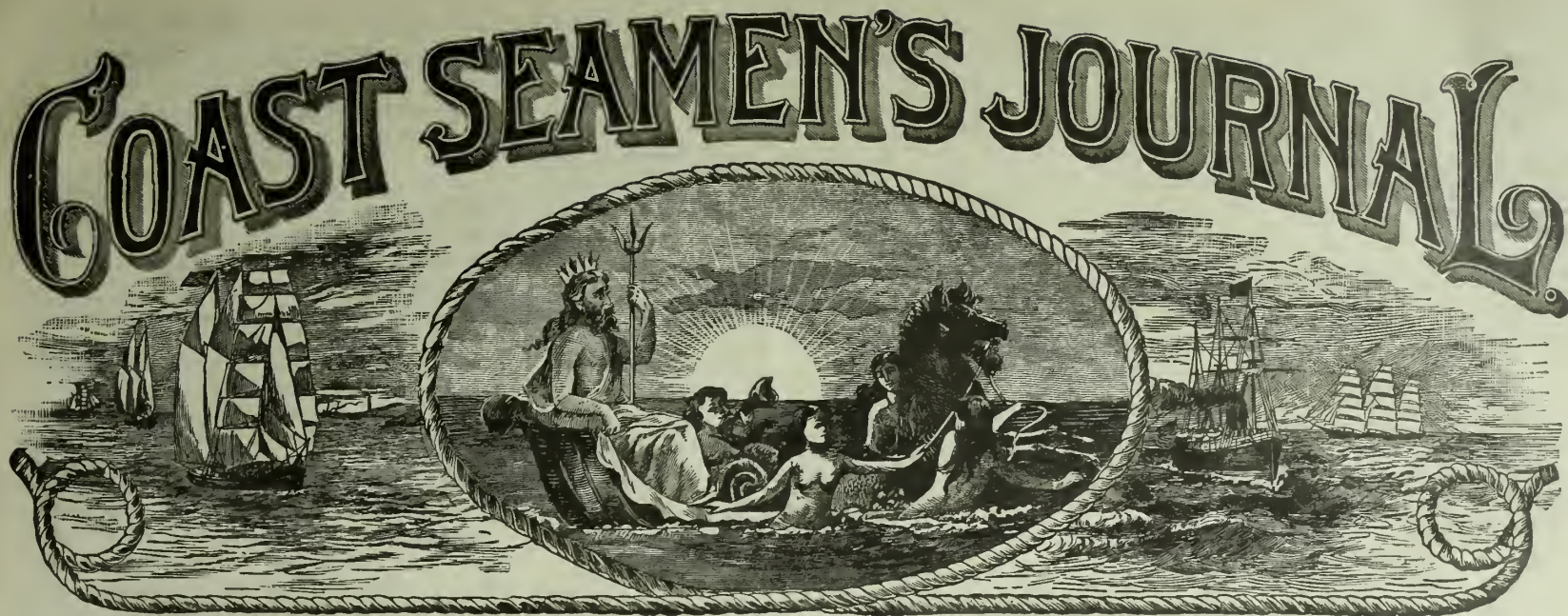
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FOR THE SEAFARING PEOPLE OF THE WORLD.  
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXIX, No. 1.

SAN FRANCISCO, WEDNESDAY, SEPTEMBER 15, 1915.

Whole No. 2347.

## MASS MEETING A GRAND SUCCESS

Stage Fright Strikes R. P. Schwerin and Robert Dollar.

Anyone can "pose" as a "victim." It requires neither brains nor courage.

But it requires both to meet your adversary in open and honest public debate.

Therefore, that "aching void" in the big public mass meeting, held in the Scottish Rite Auditorium at San Francisco on last Wednesday, for the purpose of presenting all the facts about the new Seamen's law.

Everything in connection with that memorable public gathering was a howling success. The big crowd assembled early and filled the magnificent auditorium, gallery and all.

Mr. Rudolph Spreckels, the chairman of the evening, was there on time and in fine mettle.

Walter Macarthur and Andrew Furuseth were there with facts, figures and abundance of eloquence.

### "Not Present" on Roll Call.

But the distinguished opponents of the Seamen's law were mainly conspicuous by their absence. Neither R. P. Schwerin nor "Captain" Robert Dollar had been able to muster sufficient courage to face the music—to "make good" their newspaper assertions that the new Seamen's law is driving the American flag from the seas. In a sense, it was the most candid admission of their inability to meet the issue fairly and squarely. It was also an acknowledgment of the well known fact that the Schwerin-Dollar arguments cannot stand the acid test.

Chairman Rudolph Spreckels was introduced to the audience by Mr. Paul Scharrenberg, editor of the Coast Seamen's Journal, who also briefly stated the purpose of the meeting.

Mr. Spreckels, after a few appropriate remarks upon the desirability of acquainting the people with the true facts involved in the new legislation, introduced Mr. Walter Macarthur, United States Shipping Commissioner at San Francisco.

### Walter Macarthur Has the Facts.

Mr. Macarthur stated that it was not his intention to make an argument for the new Seamen's law, but that he would rather attempt to deliver a reply to the many misleading newspaper assertions which have been made of late with reference to the "decline" of the American Merchant Marine.

Among other things Mr. Macarthur then proved that the merchant marine of the United States, instead of being wiped from the seas, was the second largest in the world and constantly growing.

He showed by irrefutable evidence that the American shipping world was in a prosperous condition and was going about its business as if there never was any such thing as a Seamen's act.

He also called attention to the fact that the buyers of the Pacific Mail were able to pay a "very handsome price" for the line, and characterized the sale as "a very good bargain all around."

Following is some of the data submitted by Mr. Macarthur:

### American and Foreign Shipping in 1914.

Lloyds' Registry of Shipping, for the year

ending June 30, 1914, estimates the total merchant shipping of the world (exclusive of vessels under 100 tons), as follows:

No. of vessels: steam, 24,444; sail, 6,392—Total, 30,836. Tonnage: steam, gross, 45,403,877; net, 27,987,782; sail, net, 3,685,675—Total, 49,089,552.

The number of vessels and their tonnage owned by the ten leading maritime nations is as follows:

| Country              | No. of Vessels | Tonnage    |
|----------------------|----------------|------------|
| Great Britain.....   | 11,328         | 21,045,049 |
| Germany .....        | 2,388          | 5,459,296  |
| United States .....  | 3,174          | 5,368,194  |
| Norway .....         | 2,191          | 2,504,722  |
| France .....         | 1,576          | 2,139,438  |
| Japan .....          | 1,103          | 1,708,386  |
| Holland .....        | 806            | 1,496,455  |
| Sweden .....         | 1,466          | 1,118,086  |
| Austro-Hungary ..... | 445            | 1,055,719  |
| Russia .....         | 1,254          | 1,053,818  |

The remaining 6,000,000 tons is distributed among forty nations throughout the world.

### Changes Shown by Estimates for 1915.

The foregoing figures cover the period immediately preceding the outbreak of the war, and are therefore representative of normal conditions. The latest issue of Lloyds' Register brings the estimates down to June 30, 1915. These estimates show that the total tonnage of the world's merchant marine has slightly increased, notwithstanding the war. The present total tonnage is 49,261,769, of which 21,274,068, or 43 per cent., is owned by Great Britain.

During the year German shipping has decreased 753,269 tons, while that of the United States has increased 524,445 tons. Thus the latest estimates place the United States in second rank among the maritime nations of the world. The total tonnage of the American merchant marine is now 5,892,639.

The increase of American tonnage during the past year is about three times greater than the average annual increase during any previous year in American history.

### Effect of Ship Registry Act.

The larger part of this increase is represented by vessels transferred from foreign to American registry under the Ship Registry Act of August 18, 1914. The latest report on the operation of that Act, dated August 28, 1915, shows that up to that date 161 vessels, of 564,278 tons, have been added to the American merchant marine. Under the provisions of the Ship Registry Act these vessels will be operated exclusively in the foreign trade.

The single vessel which, as announced in the press, is likely to be returned to her original registry, "on account of the Seamen's Act," measures 5,356 tons, or less than 1 per cent. of the tonnage already transferred from foreign to American registry.

These figures do not include the twelve vessels, of 44,251 tons, recently purchased by the American Transatlantic Company and recently admitted to American registry.

### American Shipping in Foreign Trade.

The Annual Report of the Commissioner of Navigation for the year ending June 30, 1915,

shows the proportion of American shipping registered for the foreign trade, as follows:

### American Vessels Registered for Foreign Trade.

No. of Vessels, 2,768. Tonnage, 1,813,775.

This is the largest amount of tonnage registered for the foreign trade since 1863. The present tonnage is many times more efficient in carrying capacity than at any period in the past, as it is composed chiefly of steam vessels, whereas the tonnage of the former period consisted chiefly of sailing vessels. Of these vessels more than 300 measure between 5,000 and 10,000 tons.

The latest available figures of tonnage in the foreign trade entered and cleared at American ports are those for the year ending June 30, 1914, as follows:

### Percentage of Tonnage.

Total tonnage in foreign trade entered and cleared at American ports, 106,571,986; proportion of American tonnage included in foregoing, 27,470,703; per cent. American, 26.

### Percentage of Value.

Total value of foreign exports and imports, \$37,785,468,512; proportion of foregoing carried in American vessels, \$368,359,756; per cent. American, 9.7.

The apparent discrepancy between the proportions of tonnage and values carried in American vessels is due to the shipment of precious freight (including bullion) in foreign vessels. The proportions of tonnage may therefore be regarded as affording the most reliable basis of comparison.

### Boom in Shipbuilding.

On July 1 of the present year there were under construction in American shipyards 65 steel merchant vessels, of 298,426 tons, the highest figure since 1907. The tonnage being built on the seaboard is greater than in any previous year in the history of the country.

The prices paid for new tonnage are from \$15 to \$18 per ton higher than those of a year ago, and the profits of the shipbuilding companies are proportionately larger. The demand for vessels exceeds the present output of the yards several times over.

It is reported that the stock of the Cramp Shipbuilding Company, which has paid from 10 to 13½ per cent. in the recent past, is now earning from 25 to 30 per cent., and investors express the belief that shares will go to a much higher level.

### Immense Profits of Shipowners.

The International Mercantile Marine earned a profit of \$11,000,000 during the six months ending June 30, 1915, after deducting depreciation charges of about \$2,750,000. Assuming the prospects of the present half-year to be equal to those above quoted, the business of this concern will show profits of \$22,000,000, after deducting \$5,500,000, or 5 per cent., for depreciation charges. The average earnings for the preceding five years were \$2,656,387. The present earnings show an increase in profits of more than 1000 per cent.

A certain steamship sailing from San Fran-



cisco recently earned in excess of \$2,000 per day on a voyage to Australia. The profit on the return cargo will probably increase the total by 50 per cent. for the round voyage. This vessel cost \$600,000 when new, and it is estimated that she will pay for herself during the present year.

#### Freight Rates Go Sky High.

Grain freights from coast ports to Australia and the United Kingdom have gone as high as 100 shillings during the recent past, and it is believed they may yet go as high as 200 shillings. The present average is about 90 shillings, exceeding the highest figure paid during the past 39 years.

There is unprecedented activity in shipping in this port. Many small coasting vessels are being pulled off the trade under charter to enter the foreign trade at fancy figures.

Many Lake vessels are being put in the ocean-carrying trade, notwithstanding the great expenditure necessary to cut them apart in order that they may pass through the canals and to refit them for the new trade.

The Greek steamer "Kalypso," of 2307 tons, cost £38,700 when new in 1904. She was sold in 1911 for £24,500. Recently she was again sold for £60,000, nearly twice her value when new, eleven years ago.

At the conclusion of Mr. Macarthur's address Chairman Spreckels inquired if Mr. Schwerin was in the audience and expressed his keen disappointment when diligent search failed to produce neither Mr. Schwerin nor Mr. Dollar. Mr. Spreckels said he thought it rather strange that the two men who had most bitterly attacked the new legislation should pass up this splendid opportunity to present their case to the public.

#### Furuseth Enlightens the Audience.

The Chairman then briefly introduced Mr. Andrew Furuseth, President of the International Seamen's Union of America.

Mr. Furuseth made an exhaustive and eloquent address which was frequently interrupted by enthusiastic applause. He proved, (first) that the new Seamen's law was "right" and "just" and in keeping with modern conceptions of freedom. He proved (second) that the legislation was entirely "practicable" and especially designed to enable American shipowners to compete in the foreign-going trade.

Every phase of the question was fully, clearly and comprehensively dealt with by Mr. Furuseth.

The latest statement issued by the local Chamber of Commerce was analyzed and dissected.

The mysterious transfer of the two coolie-manned tramp steamers owned by "Captain" Robert Dollar was fully explained to the great enjoyment of the vast audience.

#### What Schwerin Said on Feb. 1, 1913.

The sale (or transfer) of the Pacific Mail Steamship Company's transpacific vessels received every attention and it was demonstrated beyond the shadow of a doubt that these vessels were taken from the run to the Orient not on account of the new Seamen's law but solely because they were railroad-owned and could therefore not pass through the Panama Canal. Mr. Schwerin's own published testimony was freely quoted to prove finally and conclusively that long before the Seamen's bill had been enacted into law (i. e., on Feb. 1, 1913) he made this positive and unqualified announcement before the House Committee on Merchant Marine and Fisheries "I want to say that I am done with the American flag forever. I would not raise my hand to raise a dollar for the American flag. My interest in this business before this committee to-day, gentlemen, is absolutely because I am practically subpoenaed here. I have no interest in the shipping business. I am about to retire."

At the conclusion of Mr. Furuseth's remarks there was a great demonstration, it being evident that the vast audience had seen through the flimsy structure erected by the leading opponents of the La Follette Seamen's Act.

#### BIRD PROTECTION.

Steadily but surely official aid, governmental authority and private initiative are circumscribing the practice, formerly so freely indulged in by less thoughtful and kindly persons, of destroying birds in the United States. By the combined action of private donors and the nation, bird reserves or sanctuaries are multiplying and birds are being insured places in which to rest and nest. The latest tract set apart is in the Big Lake region, Arkansas, in the so-called "sunk lands" where for years water fowl plume collectors have done their commercial, marauding work. Worthless for agricultural purposes, this government land, several thousand acres in area and ideally watered for reserve purposes, has been forever set aside for a bird sanctuary.

#### ORAL CONTRACT SUSTAINED.

Editor, COAST SEAMEN'S JOURNAL:

On the 8th instant Judge Dooling decided in favor of John W. Ericksen and against the Union Fish Company a libel brought by Ericksen against the Fish Company for wages.

Ericksen alleged in his libel that he made an oral contract with the Fish Company to proceed to Pirate Cove, Alaska, and there to serve them as master of the schooner "Martha" for not less than a year and during that time to assist the manager of the salting station when possible to do so without interfering with his duties as master of the schooner; that he was to receive for his services \$55.00 a month and board and lodging for himself and wife, and at the end of not less than a year transportation back to San Francisco; that after serving for a little more than a month, he was, without fault on his part, discharged.

Several ingenious defenses were made by the Fish Company, to-wit:

That the State law, and not the maritime law, applied to the contract, and that it was not, therefore, binding, because it was for a year and was not in writing;

That the manager of the Fish Company at San Francisco had no authority from the company to hire for a year;

That, because part of Ericksen's services were to be performed on shore at the salting station, the case was not within the jurisdiction of the admiralty court.

The judge's decision was as follows:

"Libelant was hired for a year, his services under the contract beginning June 12th, 1914. On July 18th he was discharged without cause. For his services he was to receive \$55.00 per month, and board and lodging for himself and wife. The value of such board and lodging was, according to the evidence, \$55.00 per month. He was paid for his services up to July 18th, and board and lodging was furnished up to August 5th, 1914. He is therefore entitled to judgment for \$55.00 a month from July 18th, 1914, to June 12th, 1915, as wages, and \$55.00 a month from August 5th, 1914, to June 12th, 1915, for board and lodging, less such sums as he was able to earn in other employment during these periods. For wages therefore he is entitled to \$594.00 and for board and lodging he is entitled to \$562.80, a total of \$1156.80. But from this must be deducted \$440.75, being the amount earned by him in such employment as he could secure during the period. This leaves \$716.05, for which he is entitled to judgment."

H. W. Hutton, Esq., represented the Fish Company and I represented Ericksen.

Yours very truly,

F. R. WALL.

San Francisco, Cal., Sept. 10, 1915.

#### LARGE CEMENT PRODUCTION.

The Geological Survey's annual statement on the cement industry for 1914 is now being distributed. During the year 87,257,552 barrels of the principal hydraulic cements were produced, with a value of \$80,533,203. The map accompanying the report shows the distribution of the principal cement plants and outlines the Portland cement commercial districts.

#### CAUSES OF LABOR UNREST.

Conclusion of Findings by United States Commission on Industrial Relations.

Last week's issue of the Journal contained a summary of the reports and recommendations issued by representatives of the three groups (employers, employees and the public) which composed the Commission.

The "staff" report, signed by Chairman Walsh and the three representatives of Labor, presents invaluable evidence in support of the statement that the lives of millions of wage earners are subject to the dictation of a relatively small number of men. Except, perhaps, for improvements in safety and sanitation, the labor conditions of corporation-controlled industries, says the report, are subject to grave criticism and are a menace to the welfare of the nation. Systems of espionage are maintained to prevent organization of employees for betterment of their condition. The domination by the men in control of a large part of American industry is not limited to their employees, but is being extended to control of education and social service. This is being largely accomplished through so-called "foundations." The Rockefeller Foundation is mentioned as a conspicuous example of what "constitutes a menace to the national welfare." Backed by \$100,000,000 it "has the power to influence the entire country in the determination of its most vital policy." Mr. Rockefeller is charged with planning to utilize literature which he knew at the time to be untrue and misleading. Congress is urged to compel the Foundation to secure a federal charter containing provisions limiting the funds, specifically defining its powers and providing for rigid inspection and complete publicity. Congress is further urged to order investigation of all endowed institutions, both secular and religious, whose property holdings or income exceed a moderate amount. It is further urged to provide for government activity along lines of education and social service to counteract the influence of these foundations.

#### The Concentration of Wealth.

Regarding concentration of wealth the report declares that the Commission's investigations afford a basis for the following statements:

"1. The control of manufacturing, mining and transportation industries is to an increasing degree passing into the hands of great corporations through stock ownership, and control of credit is centralized in a comparatively small number of enormously powerful financial institutions. These financial institutions are in turn dominated by a very small number of powerful financiers.

"2. The final control of American industry rests, therefore in the hands of a small number of wealthy and powerful financiers.

"3. The concentration of ownership and control is greatest in the basic industries upon which the welfare of the country must finally rest.

"4. With few exceptions each of the great basic industries is dominated by a single large corporation, and where this is not true, the control of the industry through stock ownership in supposedly independent corporations and through credit is almost, if not quite, as potent.

"5. In such corporations, in spite of the large number of stockholders, the control through actual stock ownership rests with a very small number of persons. For example, in the United States Steel Corporation, which had in 1911 approximately 100,000 shareholders, 1.5 per cent of the stockholders held 57 per cent of the stock, while the final control rested with a single private banking house.

"Similarly in the American Tobacco Co., before the dissolution, 10 stockholders owned 60 per cent of the stock.

"6. Almost without exception the employees of the larger corporations are unorganized, as a result of the active and aggressive 'nonunion' policy of the corporation managements.

"Furthermore, the labor policy of the large corporations almost inevitably determines the labor policy of the entire industry.

"7. A careful and conservative study shows that the corporations controlled by six financial groups and affiliated interests employ 2,651,684 wage earners and have a total capitalization of \$19,875,200,000. These six financial groups control 28 per cent of the total number of wage earners engaged in the industries covered by the report of our investigation. The Morgan-First National Bank group alone controls corporations employing 785,499 wage earners.

"8. The lives of millions of wage earners are, therefore, subject to the dictation of a relatively small number of men.

"9. These industrial dictators for the most part are totally ignorant of every aspect of the industries which they control, except the finances, and are totally unconcerned with regard to the working and living conditions of the employees in those industries. Even if they were deeply concerned, the position of the em-

(Continued on page 8.)



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## Gives Bonus But Bars Unions.

The Smith & Wesson Company of Springfield, Mass., makers of rifles, announce the inauguration of a bonus system, beginning September 1. All employees will be paid 5 per cent. of their total earnings during each quarter for the next year. One of the conditions makes it impossible for a worker to join a labor union and receive the bonus, as it provides that the worker must notify the company if he intends joining such labor organization. If an employee resigns or is discharged he is disqualified from receiving the bonus.

The company does not deny that the new scheme was installed for the purpose of "quieting discontent." Trade unionists are comparing this "concession" with the gains organized workers secure without surrendering individual rights.

## Contract-Breaking Employers Rebuffed.

Judge J. W. Tarbell, of Georgetown, Ohio, has refused, in an oral opinion, to dissolve the Portsmouth Building Trades Council. The court also declines to issue an injunction against affiliated unions from "interfering in any way" with the Master Plumbers' Association or the business of its members.

Last spring these employers started to break a contract between them and the Plumbers' Union. This agreement does not expire until 1917, and provides that on May 1, 1915, wages shall be increased 50 cents a day. To avoid paying this increase it was necessary to smash the union, and the employers declared a lockout, after first organizing the Master Plumbers' Association.

The Building Trades Council took up the fight for their affiliated local and the employers rushed into the court of common pleas with a demand for injunction relief. Every building trades local and officer was included, and the court was asked to dissolve the Building Trades Council and to prohibit the unionists from forming a similar organization under another name.

Judge Tarbell threw the case out of court. He held that the agreement originally entered into between the two parties was not unfair to the employers as they had knowingly accepted same; that the acts of defendants did not constitute intimidation; that they had the right to organize local unions, and had the right to join with other locals in forming a central organization.

In his opinion the court intimated that a pleader for injunction relief must come into court with clean hands, and this the employers did not do, as they broke a binding contract. The court further ruled that it was not against public policy for an employer to agree to hire only union men.

## "Chain" Theory Is Upset.

Frank A. Munsey has sold the Evening News of Baltimore and says he has changed his views on controlling a "chain" of newspapers.

"Theoretically the idea looked to be

sound," said Mr. Munsey, "as great savings seemed certain, and increased efficiency and usefulness seemed equally certain.

"But the newspaper chain idea in the outworking isn't the same thing it looked to be in analysis. It has a fatal defect which organization and capital cannot overcome—the defect that is felt in a newspaper under a salaried management as contrasted with the newspaper under individual ownership management.

"No man representing another ownership can speak to the public through the columns of a newspaper quite as he would speak if the paper were his own. There is a difference that the public detects. It can't say just what that difference is, but it feels that difference.

"Ownership management speaks a language that the community understands. It knows its accent, its intonations and characteristics, whereas with the salaried management there is always something akin to the foreign accent that cannot be disguised."

## A Bishop on Trade-Unionism.

In a speech before churchmen, Bishop Long of Bathurst, New South Wales, said:

"If it had not been for unionism, nothing would have saved the workingman. The latter has only his labor to sell, and the only way to protect himself was by uniting. There is nothing in the simple annals of the poor to compare with the daring sacrifices of the splendidly heroic leaders of British trade-unionism. The early apostles of trade-unionism were scoffed at. They were told that the laws of political economy were against them, but they replied they would be against political economy. The logic was on the side of the man who was laughed at. After years of being illegal, as it was supposed to be, in restraint of trade, and after suffering its leaders to be imprisoned and enduring obloquy, trade-unionism has asserted itself, and the present generation has come into the first fruits of victory."

## Teachers' Union Opposed.

The rules committee of the Chicago Board of Education has recommended a rule to the board that would abolish the teachers' organization, affiliated to the trade-union movement. The board will vote on the rule Sept. 8.

In a letter to President Gompers, Secretary Nockels of the local federation of labor gives these reasons for the antagonism:

"Ever since the Teachers' federation dared to affiliate itself with the labor movement the trust press and the large corporation interests have howled themselves into a frenzy. The idea of a teacher teaching the children in the public schools belonging to a labor union was horrifying, and ever since the teachers joined the Chicago Federation of Labor they have been fought tooth and nail by both the press and big business interests.

"They went to the courts and compelled the largest corporations in this city to pay

(Continued on Page 10.)

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

### AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

### GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Speckland Bldgs., 22 Canning Place, Liverpool.

### BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

### GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

### FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

### NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

### SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

### DENMARK.

Somandenes Forbund, Toldbodgade 15, København.

Sofyrbodernes Forbund, St. Annaplads 22, København.

Dansk So-Restaurations Forening, Nyhavn 17, København.

### HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

### ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

### AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonna 15, Austria.

### SPAIN.

Sociedad Sindical de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

### URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

### ARGENTINA.

Federacion Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

### BRAZIL.

Associação de Marinheiros e Remadores, Rua Barão de São Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de São Domingos 4, Rio de Janeiro.

Centro Marítimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

### SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



## World's Workers.

The total number of fatal accidents to seamen reported to the British Board of Trade during June, 1915, was 134, a decrease of 403 on May, 1915, and of 79 on June, 1914.

A shortage of men for ordinary mercantile ships was reported at certain of the London docks, Liverpool, Grimsby, Hull, Sunderland, Newcastle, and the Bristol Channel ports (except Swansea) and Southampton.

Reviewing the effect of the first year of war on the labor market the British Board of Trade Labor Gazette says that although the first shock of war caused much disorganization, there is now very little unemployment except in a few luxury trades, while in a number of industries, notably coal mining, engineering, ship-building, agriculture and transport, the demand for labor greatly exceeds the supply. On August 6 there were 17,274 men and 41,374 women on the registers of the labor exchanges, against 19,993 and 43,700 respectively a month ago. During the year two and a half million working people have had increases in rates of wages or war bonuses amounting to over two million dollars a week, or over three shillings per capita to those benefiting.

The British Trade Union Congress in session at Bristol adopted virtually without opposition a resolution presented by the Railway Clerks' Union on the subject of recruiting. The congress resolved: "That this congress, being convinced that the issues involved in the present European war are of transcendent importance to the democracies of this and other countries, hereby records its entire approval of the action of the parliamentary labor party in co-operating with other political parties in the national recruiting campaign." The consensus of opinion as revealed in speeches in support of the resolution was that it was no part of the teaching of trades unionism that it is the duty of man to turn the other cheek to the man who smites him. One speaker said that if, when "dear brother Fritz" invaded Belgium, the British Government had not decided to resist this move, the men and women of Britain would have forced it to do so.

The latest reports of the Danish Labor Arbitration Court contain particulars of the awards pronounced by that tribunal during the years 1913 and 1914. During the two years in question 48 cases (24 in each year) were referred to the Court for decision, of which 31 were initiated by employers' associations or individual employers and 17 by trade unions. Of these, 8 were settled by the parties at an early stage, 4 were dropped, and 1 was postponed. The largest number of disputes occurred in the building trades, 22 cases being presented, the transport and woodworking trades coming next with 7 and 5 cases each. The principal questions involved were as follows: Strikes and lockouts, 20 cases; interpretation of agreements or awards, 17 cases; alleged boycotts by workmen, 5; working arrangements, 2; wages, 1; blacklisting, dismissal or victimization, 1; employment of non-unionists, 1; and non-compliance with award of court, 1 case.

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A. E. BLAIZE

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SIXTH AND BEACON STREETS  
FIFTH AND BEACON STREETS  
— Dealers in —  
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UNION LABEL CIGARS  
GIVE US A TRIAL

### INFORMATION WANTED.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

Oscar Olsen, age 37, a native of Hallarna, near Gothenborg, Sweden, who was sailing on the Great Lakes about three years ago, is inquired for by John V. Olsen, Sun Company, Marcus Hook, Pa. 5-26-15

Adolph Godfred Eriksen, born in Moss, Norway, is inquired for by his brother, Herman Eriksen. Any one knowing his whereabouts please notify W. Nielsen, 206 Moravian St., Philadelphia, Pa. 5-26-15

### M. BROWN and SONS

have moved to

109 SIXTH STREET

Opposite Sailors' Union Hall  
SAN PEDRO, CAL.

### INFORMATION WANTED.

Edgar Duncan Stewart, age 22 years, white, born in Massachusetts, who, on October 9, 1912, was shipped as seaman on the American steamship "Toledo," at Marcus Hook, Pa., for a voyage to Sabine, Texas, but who did not join the vessel the next day, and has not since been heard from. The undersigned will highly appreciate your kind co-operation: Augustine R. Smith, United States Shipping Commissioner, or Shipping Commissioner, Appraisers Building, San Francisco. 5-13-14

Nils Edmund Johansen, a native of Tonsberg, Norway, age about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

Chas. Maywell, a sailor, last heard of in New York City in 1892, is inquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y.—12-23-14

## A SAILOR'S BANK.

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### SWEDISH AMERICAN BANK

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## San Pedro Letter List.

|                     |                      |
|---------------------|----------------------|
| Anderson, John      | Johnson, Edward A.   |
| Anderson, Arvid     | Jonsen, Leonard      |
| Anderson, G. B.     | Johansen, Chas.      |
| Altonen, Chas.      | Kallberg, Arvid      |
| Anderson, Oscar     | Kolodzie, Geo.       |
| Anderson, Ernest    | Kron, E.             |
| Andersson, Enkan    | Lancoske, J. C.      |
| Apelquist, Otto     | Lauritzen, Ole       |
| Anderson, David C.  | Lutzen, Valdemar     |
| Baxter, Arthur      | Lister, W.           |
| Bergh, Borge        | Lalan, Joe           |
| Bredberg, H.        | Lindberg, C.         |
| Bergquist, W.       | Larsen, L. K.        |
| Buanik, L.          | Lindholm, A.         |
| Brein, Hans         | Lindholm, Chas.      |
| Bringsrud, Marald   | Matson, Johan        |
| Carera, Pete        | Mikalsen, Andreas    |
| Contrera, J.        | Martin, John B.      |
| Christensen, Martin | Mourice, F.          |
| Chilton, Harry      | Malm, Gustaf         |
| Dahlgren, Pete      | Moberg, Karl         |
| Doyle, William      | Nyhaugen, Julius     |
| Duval, William      | Nohr, Niels          |
| Ellison, Sam        | Nilsen, Hans L.      |
| Engstrom, M. R.     | Olsen, John          |
| Eriesson, Otto      | Olsen, Ludvig        |
| Felsh, Harry        | Olsen, Olaf          |
| Fisher, Wm.         | Owen, Fred           |
| Fasholz, Dan        | Olsen, Harald        |
| Hendricksen, Henry  | Pettersen, A. K.     |
| P.                  | Peterson, K. E. -903 |
| Hansen, Oskar       | Petersen, Hugo       |
| Holmstrom, F.       | Peterson, N.         |
| Hansen, Charly      | Petersen, Aage       |
| Hansen, John        | Pearson, Ben         |
| Hansen, M.          | Parsons, Olaf        |
| Hansen, Sigvarth    | Pettersen, Oscar F.  |
| Johansson, Algot    | Rogis, A.            |
| Johnson, Gunnar     | Renvall, Anshelm     |
| Jensen, H. -1555    | Skaanes, Eigil       |
| Johansson, Victor   | Stenningsson, S. N.  |
| Jensen, Jens        | Stromberg, Ivar      |
| Jordan, Henry S.    | Svenson, Nick        |
| Johanson, T.        | Sevenson, Paul       |
| Jacobs, August      | Strable, Chas.       |
| Johansson, Geo. W.  | Slevers, G. P.       |
| -1219               | Thompson, Tommy      |
| Jensen, Edvard      | Tamlsar, P.          |
| Johansen, Emil      | Toren, Gustaf A.     |
| Johanson, Geo.      | Uhlilg, Richard      |

## Honolulu, H. T.

|                      |                   |
|----------------------|-------------------|
| Anderson, John E.    | Nelsen, C. F.     |
| Burk, Harry -1284    | Petersen, Carl    |
| Crantly, C. W.       | Peters, Walter    |
| Eugenio, John        | Relther, Fritz    |
| Ekelund, Rickhard    | Solberg, B. P.    |
| Ivertsen, Sigvald B. | Strand, Conrad    |
| Lengwenus, W. L.     | Thompson, Emil N. |
| Möller, F.           |                   |

### INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio.—3-24-15.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 106 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Any one knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St.—8-11-1915.

Olai Ingebrigtsen (Brock), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American bark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469—49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Steuart street, San Francisco, Cal.—8-4-15.



# Pacific Coast Marine.

Salmon prices for the season, based on the diminished pack in Alaskan waters, were issued at Seattle during the week by leading wholesalers and jobbers, opening at 5 cents per dozen cases higher for reds, sockeyes and medium reds and 15 cents per dozen less for pinks.

Harry C. Lord, for twelve years Assistant Federal Inspector of the United States Steamboat Inspection Service at Seattle, was notified by telegram from Washington, D. C., of his appointment as Inspector, to succeed Captain R. A. Turner, killed recently by the overturning of his automobile near Sultana, Wash.

Officials of the Alaska Steamship Company are in the East trying to buy two and possibly three steamers for the Alaska trade to take the place of the "Dirigo" and the "Edith," both freighters recently lost. Two of the officials, J. H. Bunch, general freight and passenger agent, and R. R. Pearson, superintendent, are now in Philadelphia.

The old marine railway, built for harbor use at Honolulu about thirty years ago, is to be demolished. This railway consists of a wide inclined track running down to deep water, or 34 feet on the edge of the harbor basin. The Territorial Government has let a contract to the Lord Young Engineering Company to remove the railway.

Captain Paragon of the Peruvian bark "Alliance," complains of the methods of American tugs which he met outside Cape Flattery. He says that when the tugs found there was sickness aboard and the skipper was working the ship lone-handed they attempted to exact exorbitant rates. Off Cape Flattery he induced a fisherman to come aboard to help and paid him \$40 for two days' work.

The Navy Department has refused to allow German steamers interned at Honolulu to anchor in Pearl Harbor. They are now in the open roadstead. An acute situation has developed. German Consul Rodeik says the steamers are not allowed sufficient coal to maintain an anchorage outside the protection of the harbor limits. Several steamers still hold freight brought by them from German bases along the coast of China.

An arrangement has been concluded between the Postoffice Department and the Oceanic Steamship Co. for an additional sixteen-knot American mail steamer between San Francisco and Sydney, Australia, via Pago Pago, Samoa, and Honolulu. This will result in a sailing from San Francisco every three weeks instead of every four weeks, beginning Oct. 26. The three ships used will be subject to the call of the government for use as auxiliaries.

Captain John F. Blain, assistant manager, announced that in order to test the possibilities of utilizing pulverized coal as fuel for marine boilers, the Pacific Coast Steamship Co. plans to charter a tug in the near future and with it conduct a series of elaborate experiments. Powdered or pulverized coal is used by a number of large eastern railroads and has been found to be superior to other forms of coal fuel, but it has never been tested in marine boilers.

W. Van Doorn, representative of the Holland-American Line in the United States and Canada, declares that his company is only awaiting the close of the European war before operating freighters and passenger vessels between Holland, Atlantic coast points and San Francisco. He said the freighters would be first placed in commission and that the passenger boats would follow. His company, he said, was at present building new ships for the Pacific Coast trade.

The "Ellington," a twenty-knot motor cruiser intended to chase smugglers of Chinese, was launched at San Pedro on September 9 under the auspices of the officials of the United States immigration service. The vessel, which is sixty-two feet long and equipped with a one-pounder rapid-fire gun, was christened by Hilda Fitzgerald, aged 3, a granddaughter of Anthony Caminetti, United States Commissioner of Immigration. Another vessel for the immigration service is still on the ways.

The steamer "Grace Dollar," which went ashore near the mouth of the Siuslaw river several days ago, arrived at San Francisco with a cargo of lumber. It has not been determined what damage was done in striking the bottom. Although Captain Fosen sent out calls for help when the steamer struck, he succeeded in getting clear unaided, before it was possible for life-savers to arrive. He said that the depth of water at the mouth of the river must have been several feet less than shown on the charts, and soundings are to be taken to determine if the channel is filling up.

Six steamers of the Union Steamship Company of New Zealand have so far been taken over by the Government to serve as troopships, all of them having made visits to San Francisco and other ports of the Pacific Coast during recent years. One of the six, the "Makura," is now en route from Vancouver to Sydney, and will be turned over upon arrival. The other vessels chartered by the Government are the "Maheno," "Waiheni," "Tahiti," "Wil-

lochra" and "Manganui." After the war several of these vessels will again ply between San Francisco and the Antipodes.

Advices have been received from the north that Captain D. H. Smith, owner of the convict ship "Success," may sell that vessel. Captain Smith plans to make his home on the Pacific Coast, and for that reason may offer the ancient craft for sale. The "Success" was here for several months, and for many weeks the crowds, which visited it on holidays and Sundays were over 10,000 a day. After being here, the vessel left for Portland, early last month, and so great were the crowds visiting her that several Portland capitalists made a proposition to Captain Smith to take over the vessel.

Three new freighters with large cargo capacities will be in service between the Atlantic Coast and the Pacific within a few months, when the vessels now under construction at Sparrow Point for the American-Hawaiian Company are launched. All three vessels will be of 4000 net tons' register, and the first, the "Floridan," is to be launched and ready for her maiden trip to this Coast December 15th. The other two freighters are the Artisan and the Arborean, the first of which will be completed March 1st and the second May 1st of next year. The "Floridan" will be 414 feet long, fifty-three feet beam and thirty-one feet depth.

The average load of the 983 laden vessels which passed through the Panama Canal during the fiscal year ending June 30, 1915, was 5,055.7 tons, and the average for all vessels, laden and in ballast, in that time was 4,567.8 tons. During the fiscal year the number of vessels which passed through the Panama Canal carrying 10,000 or more tons of cargo was 41. The largest cargo was 12,040 tons, consisting of sugar and general produce, carried by the "Alaskan" through the Canal on June 25, on the way from Hilo to Delaware Breakwater. Of the 41 vessels, 28 ships, or 68 per cent., were in the service of the American-Hawaiian Steamship Co., operating in the U. S. coastwise trade.

Chief Officer Otto Schutt and six seamen of the American barkentine "E. R. Sterling," of Seattle, all of German birth, are prisoners of war at the Australian detention camp at Liverpool, near Sydney, N. S. W., according to advice received here. The "E. R. Sterling," which was formerly the "Everett G. Griggs" and is the only six-masted barkentine afloat, sailed from Winslow, Wash., Nov. 21, 1914, for Sydney with a cargo of lumber. After discharging her shipments the vessel shifted to Newcastle, N. S. W., where she loaded coal for Callao. It was while lying at Newcastle fully laden and ready to put to sea that officers of the Australian navy boarded the vessel and placed Chief Officer Schutt and his shipmates under arrest. The charge against them was that they were Germans. The "E. R. Sterling" sailed from Newcastle July 10. The vessel will probably load sugar on the West Coast for Vancouver, B. C. J. I. Brittain, U. S. consul general at Sydney, N. S. W., has made a report of the arrest and detention of Schutt and his shipmates at Newcastle and an investigation as to their citizenship is being made in Seattle by the Department of Commerce.

The industrial outlook is more optimistic on Vancouver Island, due to the fact that the provincial government, in co-operation with the Department of Trade and Commerce, has succeeded in establishing connection with various departments of the Imperial British Government by which they have secured for the British Columbia mills seven cargoes of lumber, totaling over 20,000,000 feet. These orders will result in the circulation of a quarter of a million dollars through the sawmills, logging camps, merchants, and shipping interests. The cut of logs for the past three months is just as large as for the same period last year before the war started. This is unique, as, except for the production of munitions of war, very few industries in the world have maintained their production. As many camps, and possibly more, are running now as there were last year. Some 7,000,000 feet of logs, mostly low-grade cedar and hemlock, are being exported every month, thus affording relief for the surplus cutting at the logging camps and giving employment to men who otherwise would be idle. The provincial treasury also derives a revenue from this source of \$9,000 monthly. In the sawmill branch of this industry the owners complain of poor prices for their products and lack of transportation, and state that the seriousness of the latter is shown by the fact that in the three months, April, May, and June, 98 lumber-carrying vessels were chartered by American interest on the Pacific Coast and only two by the Canadian.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

## International Seamen's Union of America

Affiliated with  
AMERICAN FEDERATION OF LABOR  
and

INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary,  
570 West Lake St., Chicago, Ill.  
AFFILIATED UNIONS.

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PORTLAND, Ore., 44 Union Ave., North.  
EUREKA, Cal., 227 First St., P. O. Box 64.  
SAN PEDRO, Cal., P. O. Box 67.  
HONOLULU, H. I., Cor. Queen and Nuuanu Sts.,  
P. O. Box 314.

(Continued on Page 11.)



# Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBURG.....Editor  
I. M. HOLT.....Manager

## TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00  
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To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

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## NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, SEPTEMBER 15, 1915.

## THE LANGUAGE TEST.

Rules and regulations construing the meaning of the new Seamen's law are now beginning to see the light of day. Only a few have reached the far West, except by the wires of the Associated Press, and it is significant that all of these official interpretations of the law have been received with great rejoicing by the reactionary press.

Regulations covering the language test provisions of the new law have been issued in a circular letter by the Department of Commerce under the signature of Acting Secretary Sweet. They were sent to Customs Collectors and Shipping Commissioners in a circular calling for information as to what additional machinery will be needed for their enforcement.

The law provides that vessels, except on rivers and small inland lakes, shall not be cleared from any port in the United States unless they have on board "a crew not less than 75 per cent. of which, in each department thereof, are able to understand any order given by the officers of such vessel."

The circular letter sets forth that "the Department construes the words 'able to understand any order given by the officers of such vessels' to mean the necessary orders that may be given to members of the crew in each department in the course of the performance of their duty." Under this construction, it has been suggested, it will not be necessary for a sailor to understand the orders usually given to firemen or vice versa.

That this interpretation of the language test runs entirely contrary to the spirit and intention, if not to the letter of the law, will be admitted by all impartial observers. The principal reason for the adoption of the so-called language test was not (as has been charged by the cheap labor crowd) to drive coolie labor from American ships but rather to make the entire ship's crew available for emergency work in case of collision, fire or stranding.

If Chinese or Japanese firemen on an American passenger steamer are to be required to understand only such orders as pertain to their duties in the fireroom they will obviously be useless for such work as launching of lifeboats, etc.

Disasters too numerous to mention furnished

the basis for the language test in the Seamen's law. And if departmental rulings, inspired by such faithful servants of the shipping interests as Messrs. Uhler and Chamberlain, can practically nullify the very intents and purposes of an act of Congress it is merely another indication that the struggle between safety and dividends is a never-ending contest.

If the language test were to be applied in a similar manner to the various city fire departments there would be some most astonishing results. In San Francisco, for example, the various units of the fire department consist of a number of well-trained men, a hose wagon, a truck and an engine. There are hosemen, truckmen and engine-men, each especially trained to their particular duties but above all trained to work together effectively and efficiently under lieutenants, captains and the "chief." Can anyone imagine an "efficient" fire department with truckmen understanding only the commands pertaining to their duties in connection with the truck, engine-men only the orders relating to the engine, and hosemen only those words and phrases dealing with their immediate duties as hosemen.

Of course, no sane man would think of advocating such an arrangement. But there seem to be many "safe, sane and eminently respectable" persons who think that saving of life and property at sea can be conducted under just such conditions with a three-language crew.

## AND STILL THEY COME!

Three Danish vessels of a total tonnage of 7,268 gross were admitted to American registry during the week ending August 21, making 159 vessels of 559,763 gross tonnage admitted since enactment of the Registry Act of August 18, 1914.—Press item.

The foregoing innocent announcement by the Bureau of Navigation was not prominently displayed in any "Great Dailies" knifing the new Seamen's law.

That kind of news does not match with the editorial views of the wise and learned patriots who write silly nonsense about the rapid decline of the American Merchant Marine; therefore news of such character is either entirely suppressed or hidden in the advertising columns.

But it is a cold and irrepressible fact that the United States Merchant Marine is growing and not declining. It is not only growing, it is actually performing record-breaking stunts (see official statistics printed elsewhere in this issue). And the upward climb of tonnage under American register absolutely refuses to stop, although it is plainly hinted in most "responsible and respectable" journals that the very opposite ought to take place on account of the La Follette Seamen's Act.

Now, it does seem very ungentlemanly for certain shipowners to continue transferring foreign tonnage to the American flag. They ought to realize that Willie Hearst's celebrated artists have only recently completed several splendid cartoons showing plainly that the policy of the present Administration is driving American ships from the ocean.

Have these shipowners no brains? Don't they know that, according to Hoyle, Hearst and Co., the darned old Seamen's bill ought to kill the American Merchant Marine?

Yes, sir, something is wrong somewhere. Either Mr. Hearst is wandering in darkness or a great many hard-headed business men have gone completely insane.

## NO PARDON FOR FORD AND SUHR.

It is to be regretted that I. W. Wism has practically forced the Governor of California, for the present at least, to decline further consideration of Labor's appeal for executive clemency in behalf of Ford and Suhr, the two hop pickers who are serving a life sentence as a result of murder committed at a protest mass meeting on the Durst ranch, at Wheatland, Cal., on August 3, 1913.

Governor Johnson in a public statement reviewing the case asserts that none of the principles for which Labor contends have been violated by the prosecution or punishment of these men. Neither does he think the records of the case show Ford and Suhr innocent of murder. Still, the Governor hints there are extenuating circumstances and that he might be inclined to shorten their terms of imprisonment if it were not for the coercion in the shape of I. W. W. threats to resort to violence, sabotage and arson unless Ford and Suhr are promptly released.

The Governor's language upon the latter phase is frank, clear, concise and worth quoting. He says:

Government would be a futile and a contemptible thing if it yielded to the threats that are now abroad in these cases. Of course, it will be said by sympathetic and well-meaning people that Ford and Suhr are not responsible for the utterances or the preachments or the practices of their organization. If, however, a man walked into an official's office and at the point of a pistol demanded the release of a friend in prison, little would be thought of the official who would yield to that threat, and to-day the I. W. W., in the name of Ford and Suhr, are demanding publicly, upon penalty of the destruction of the great farming and fruit industries of the State of California, the liberation of these men.

While an official with a due sense of responsibility and a regard for his oath of office could not pardon the defendants, the conditions of the hop-picking camp at Wheatland, prior to the homicide, which justified the most vigorous protest, the peculiar circumstances surrounding the slaying of the district attorney and the others, the mode of entry of the officials at that particular hour, upon the grounds, the possibility that the defendants did not foresee the awful consequences of their acts, are all powerful factors in urging a commutation of the life sentences imposed.

These considerations have not been without influence, and it might be that they and a survey of the entire case, while not authorizing a pardon, would justify a mitigation of the sentences imposed; but so long as in behalf of these men the threats of injury and sabotage continue, so long as the preachment exists in their behalf in the State of California, so long as incendiaryism is attempted, I will neither listen to appeals for executive clemency, in behalf of Ford and Suhr, nor in any fashion consider the shortening of their terms of imprisonment.

The Governor's public statement with reference to Ford and Suhr will gain in force and weight when considered in connection with a similar statement issued not long ago. In the midst of his recent campaign for reelection powerful and influential political interests sought to force the Governor's hand in giving liberty to the notorious Abraham Ruef, ex-boss of the so-called Union Labor party of San Francisco. The Governor's reply to that political pressure is entitled to a place among the classics. And whatever may be the individual differences of opinion upon Governor Johnson's attitude toward either case, no one can justly accuse him of yielding to coercion or persuasion for the release of the rich and politically influential convict any more than he does for the poor and friendless prisoner.

The JOURNAL disagrees absolutely with the Governor about the guilt of the two martyred hop pickers. All through history it has been the policy of the vested interests to "get" the ring leaders. Special punishment has ever been meted out to the poor fellow who had the courage of his conviction in espousing the cause of the lowly. Ford and Suhr were merely two ring leaders of a "mob" seeking



redress from intolerable conditions. They were the spokesmen for unorganized and grossly exploited workers. Unfortunately, six men (three workers and three officers of the law) lost their lives in the deplorable mix-up on that sun-baked ranch, near Wheatland. And when organized society looked about for some one to appease the wrath of an outraged community which had lost three respected and honored officers of the law, Ford and Suhr were very naturally chosen as the victims.

The JOURNAL further disagrees with California's Chief Executive upon the fairness and impartiality of Ford and Suhr's trial. The part taken in the preliminaries, i. e., the gathering (?) of evidence by one of the most notorious and unscrupulous private detective agencies, is too well known and needs no rehearsal at this time. Surely, there must be room for an honest difference of opinion upon that issue.

But with regard to the Governor's refusal to act while all California is under threat from the I. W. W. arson brigade, we must admit that it was the only manly way left open for his reply.

Regardless of the guilt or innocence of Ford and Suhr no self-governing people can afford to submit to such contemptible methods as are advocated and practiced by I. W. W. disrupters, and a Republic's chief executive who would cower or cringe under such coercion and threats is not the kind of man Labor wants in office.

The I. W. W. threats now made against the people of California have a familiar sound. Every bona fide labor organization worthy of the name has at some time been threatened with disruption and extinction by some I. W. W. spieler. The I. W. W. weekly organ (printed in a non-union shop) constantly urges the tearing asunder of the existing American labor movement in order that the impossible theories of I. W. W.ism may have a free playground upon the ruins. And it is a well-known fact that some of the poor deluded fanatics of the working class who grasp at anything that holds out hope and immediate reward have actually practiced I. W. W. destruction upon the very homes and meeting halls of their fellow workers.

No, the working class can least afford to countenance I. W. W. methods. It is better to leave two innocent men in jail and suffer the fate of martyrs, for the time at least, than to submit to the rule of the torch.

The organized workers of California will not forget Ford and Suhr. Some day in the not far distant future the prison gates will be opened for them. But that liberty will not be secured by senseless, ruthless destruction of property. It will come rather as a result of Labor's earnest, patient and legitimate efforts to secure simple justice for two men who were made victims of a vengeful community through circumstances over which they had little or no control.

Many splendid Labor Day editions were issued this year by America's labor press. The "American Federationist," in particular, is entitled to special mention. Every trade-unionist who wants to keep abreast of the times should read that splendid array of articles grouped under "Labor's Mission—the Achievement of Freedom," in the September "Federationist."

For fair products of all kinds consult the JOURNAL'S ad columns.

#### ABLE-SEAMEN CERTIFICATES.

In order to carry out the provisions of the Seamen's Act as to the number of able-seamen to be carried on vessels clearing from United States ports after November 4, Acting Secretary of Commerce Thurman has written to Collectors of Customs advising them that the department wishes as soon as practicable a list of the vessels subject to the law (100 tons or upward) together with the number of the deck crew of each. The Department of Commerce wants these lists so that it can arrange for the examinations as to eyesight, hearing and physical condition of able-seamen, and for the issue of certificates to such, and to enable the clerks to determine approximately the number of such examinations and certificates required for the several seaports. At present no physical examination of seamen is required. Under the new law the following physical defects act as a bar: Broadly impaired vision, color blindness, deafness, epilepsy, insanity, severe chronic cardiac affections, hernia, severe varicose veins, open tuberculosis, or any chronic defect which will materially interfere with the discharge of the duties of an able-seaman.

Moreover, able-seamen certificates will not be issued to applicants who have not been successfully vaccinated against smallpox within five years. If the applicant has not had typhoid or has not been inoculated against it, he will be advised to be so inoculated.

Needless to say, it is to the personal and material interest of each seaman to familiarize himself with the provisions of the new law. This may be done, (first) by attending the educational meetings held from time to time as announced, and (second) by securing and reading all available literature upon the subject. The available literature is given away free at the headquarters and branches of the respective Seamen's Unions and may be had for the asking by the unorganized as well as the organized seamen.

The educational meetings are also open to all. Non-union seamen are especially invited to attend these meetings.

Don't take your information from the boughten press. There is more stale deliberate misinformation published about the new Seamen's law than the JOURNAL, as a weekly publication, can possibly answer. But every new misstatement and every additional distortion is promptly analyzed and dissected in these columns.

Therefore, for your own sake, read your own paper and the pamphlets issued by the Union. Don't neglect the regular weekly meetings where your own personal business is considered and disposed of. And finally, come to the educational meetings and persuade your shipmates to do likewise.

It is a hopeful and most encouraging sign that the churches are showing a deep interest in the legislation giving freedom to seamen. Andrew Furuseth spoke at the First Congregational Church of San Francisco on Friday last. The editor of the JOURNAL addressed the First Congregational Church of San Jose on Sunday preceding Labor Day, and has been asked to speak upon the same subject on Friday of this week, to the "Men's Club" of St. John's Presbyterian Church at San Francisco.

Labor will never realize its rights until it recognizes its wrongs.

## OFFICIAL.

#### SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Sept. 7, 1915.

Regular weekly meeting came to order at 7 p. m., Ed. Andersen presiding. Secretary reported shipping fair. A number of fishing vessels arrived from Alaska during the week. R. Townsend was elected Agent of the Victoria, B. C., Branch, which was ordered re-established by referendum vote of the Union.

San Francisco, Cal., Sept. 13, 1915.

Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping fair. Full Shipwreck Benefit was awarded to eleven members of the crew of the steamer "Edith." The following were elected delegates to the sixteenth annual convention of the California State Federation of Labor: Ed. Andersen, Gus Ekinan, E. Ellison, Frank Johnson, Harry Ohlsen and Paul Scharrenberg.

JOHN H. TENNISON, Secretary pro tem.

Maritime Building, 59 Clay St. Phone Kearny 2228.

Vancouver, B. C., Sept. 6, 1915.

Shipping dull; prospects poor.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Scymour 8703.

Tacoma Agency, Sept. 7, 1915.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, Sept. 7, 1915.

Shipping and prospects poor.

P. B. GILL, Agent.

84 Seneea St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Sept. 7, 1915.

Shipping and prospects fair.

J. PEARSON, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, Sept. 7, 1915.

Shipping dull; prospects uncertain.

JACK ROSEN, Agent.

44 Union Ave. North. Tel. East 4912.

Eureka Agency, Sept. 7, 1915.

Shipping and prospects poor.

JOHN ANDERSON, Agent.

227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Sept. 7, 1915.

Shipping fair; prospects uncertain.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Aug. 30, 1915.

Shipping and prospects poor.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

#### MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Sept. 10, 1915.

No meeting; no quorum. Shipping fair; a great number of cannery vessels arrived from the Alaska fishing grounds. Shipwreck Benefits were ordered paid to eleven members wrecked on the S. S. "Admiral Watson."

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, Sept. 2, 1915.

Shipping slow; plenty of men ashore.

LEONARD NORKGAUER, Agent.

Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Sept. 1, 1915.

No meeting. Shipping fair; plenty of men ashore.

HARRY POTHOFF, Agent.

P. O. Box 54.

Portland Agency, Sept. 6, 1915.

No meeting. Shipping fair.

THOMAS BAKER, Agent.

89 Second St. N. Phone Broadway 2306.

#### DIED.

W. I. Bergstrom, No. 2182, a native of Finland, age 27, drowned at sea from the schooner "Louise" bound from Honolulu to Aberdeen, Wash., Aug. 15, 1915.

Demand the union label upon all purchases!



## CAUSES OF LABOR UNREST.

(Continued from Page 2.)

ployes would be merely that of the subjects of benevolent industrial despots."

## The Rockefeller Foundation.

Concerning the Rockefeller Foundation the following statements are made:

"The control of these funds has been widely published as being in the hands of eminent educators and public-spirited citizens. In the case of the Rockefeller Foundations, however, not only is the control in the hands of Mr. John D. Rockefeller, Jr., and two of the members of the personal staff of Mr. John D. Rockefeller, Sr., who constitute the finance committee, but the majority of the trustees of the funds are salaried employes of Mr. Rockefeller or the Foundations, who are subject to personal dictation and may be removed at any moment.

"The funds of these Foundations are largely invested in securities of corporations dominant in American industry. The policies of these Foundations must inevitably be colored, if not controlled, to conform to the policies of such corporations.

"The funds of the Foundations represent largely the results either of the exploitation of American workers through the payment of low wages or of the exploitation of the American public through the exaction of high prices. The funds, therefore, by every right, belong to the American people."

That the entrance of the Foundation into the field of industrial relations menaces the national welfare is explained as follows:

"The documentary evidence in the possession of the Commission indicates:

"That the so-called 'investigation of industrial relations' has not, as is claimed, either a scientific or a social basis, but originated to promote the industrial interests of Mr. Rockefeller. The original letter inviting Mr. W. L. Mackenzie King to associate himself with the Rockefellers stated that Mr. Rockefeller and Mr. Greene in 'their purely corporate capacity as owners and directors of large industries' desired his aid.

"That the investigation forms part of what Mr. Rockefeller, in a letter to Mr. Ivy L. Lee (the press agent of the Colorado operators), called the 'union educational campaign,' which is referred to by Mr. Bowers as 'the fight for the open shop,' the results of which are clearly manifested in the conditions existing in the camps of the Colorado Fuel & Iron Company, conducted on the 'open shop' principle.

"That Mr. Rockefeller planned to utilize in this campaign literature containing statements which were known to him at the time to be untrue and misleading (as for example the numerous misstatements in the 'Sermon to Young Men' of Dr. Newell Dwight Hillis, including the statement that the Colorado operators offered to recognize the miners' union), and also literature containing statements which constituted a malicious libel upon a large body of American citizens—for example, the following statement of Prof. John J. Stevenson: 'Labor unions defy the law but are ever ready to demand its protection; their principles are no better than those of the India Thugs, who practiced robbery and murder in the name of the goddess Kali.'

"That the investigation of industrial relations is not being made in good faith, inasmuch as its director states that he will not now nor hereafter make public his findings regarding a most important part of his investigation, namely, the investigation in Colorado. The purpose of Mr. Rockefeller to influence the public press is clearly shown by the employment of an experienced publicity expert as a member of his personal staff, and is indicated by his evident interest in the ownership or control of a number of publications, of which we have records dating from the inquiry of his secretary regarding the Pueblo Star Journal in May, 1913, to the extensive conferences regarding a loan of \$125,000 to finance The Nation's Business, the organ of the National Chamber of Commerce, which was established and given a semi-official status through the instrumentalities of the Secretary of Commerce and Labor, with the sanction of a former President of the United States."

## Colleges Controlled by Wealth.

Evidence is further cited to show attempts by Rockefeller to influence the New York Bureau of Municipal Research. In regard to control of colleges by wealth the following is said:

"In June of this year two professors, known throughout their professions as men of great talent and high character, were dropped from the positions they had occupied and no valid reason for such action was made public. Both were witnesses before the Commission, and made statements based upon their own expert knowledge and experience which were given wide publicity. One was a professor of law in a State university, who had acted as counsel for the strikers in Colorado; the other a professor of economics, who had not only been active in fights in behalf of child labor legislation and other progressive measures but had recently published a work comparing the income paid for property ownership with the income paid for all classes of service.

"In the case of the State university we know

that the coal operators in conjunction with other business interests had gained the ascendancy and exercised a great degree of control over the former Governor of the State, that the coal operators were bitterly opposed to the professor in question, and that the dismissal of the professor had been publicly urged by the operators upon numerous occasions, and we have the uncontroverted statement of the professor that he had been warned that if he testified before the Commission he would not be reappointed. In the case of the professor in the other university (which, though privately endowed, receives large appropriations from the State) we know that its trustees are interested in corporations which have bitterly opposed progressive legislation, and are men whose incomes are derived from property ownership and not from service."

Injustice toward labor organizations on the part of courts is described and legal remedies suggested. The Clayton Act is declared insufficient, and the British Trades Disputes Act recommended. Violence in labor disputes is attributed to arrogance on the part of the stronger party, and to denial of the right to use peaceful methods. Peaceful settlement becomes difficult when employers deny the right to organize, refuse to consider complaints, or refuse to meet authorized representatives of workers. Workers are at fault when they indulge in internal dissensions or issue ultimatums allowing no time for consideration and negotiation.

## Free Speech and the Police.

Concerning free speech the report says:

"One of the greatest sources of social unrest and bitterness has been the attitude of the police toward public speaking. On numerous occasions in every part of the country, the police of cities and towns have either arbitrarily or under the cloak of a traffic ordinance, interfered with or prohibited public speaking, both in the open and in halls, by persons connected with organizations of which the police or those from whom they received their orders did not approve. In many instances such interference has been carried out with a degree of brutality which would be incredible if it were not vouched for by reliable witnesses. Bloody riots frequently have accompanied such interference and large numbers of persons have been arrested for acts of which they were innocent or which were committed under the extreme provocation of brutal treatment by police or private citizens. . . . Such action strikes at the very foundation of government. It is axiomatic that a government which can be maintained only by the suppression of criticism should not be maintained."

Legislation is recommended to prohibit interferences with the constitutional rights of citizens.

## The Colorado Strike.

A special report on the Colorado strike by George P. West disproves the claim of John D. Rockefeller of having no knowledge of events that led up to that trouble. It further quotes evidence to show control in Colorado by the mining corporations of State and local governments. Regarding Rockefeller it says:

"During all the seven tragic and bitter months that preceded Ludlow, Mr. Rockefeller wrote letter after letter in enthusiastic praise of men whose acts during this period had precipitated a reign of terror and bloodshed. It was only when the Ludlow massacre filled the press of the nation with editorial denunciation, when mourners in black silently paraded in front of his New York Office, when cartoons in the conservative press pilloried him and his father before an angry public, that at last complacency gives way to concern in his letters and telegrams to Denver.

"Mr. Rockefeller's responsibility has a significance beyond even the sinister results of his policy in Colorado. The prevarication and contempt for government, the disregard of public welfare, and the defiance of public opinion during the Colorado strike must be considered as only one manifestation of the autocratic and anti-social spirit of a man whose enormous wealth gives him infinite opportunity to act in similar fashion in broader fields. Mr. Rockefeller writes to Mr. Bowers: 'You are fighting a good fight, which is not only in the interests of your own company, but of the other companies of Colorado and of the business interests of the entire country.'

"And Mr. Bowers, with whom Mr. Rockefeller obviously is in full sympathy and agreement, writes letter after letter picturing the growth of trade unionism as a national menace against which the business men of the nation must combine. 'Now for the campaign of 1916' and beyond, is the slogan with which one of these letters closes, and Mr. Bowers is unsparing in criticism of a President who would tolerate a former official of a labor union in his Cabinet."

Page after page of evidence is produced to show subjection of the State authorities to domination of the Colorado Fuel and Iron Company. The fact is mentioned that the authorities who prosecuted John R. Lawson and others have taken no steps to prosecute Lieutenant K. E. Linderfelt of the Colorado National Guard, or others who participated in the Ludlow massacre.

Demand the union label upon all purchases!

## MONOPOLY—THE COMMON ENEMY.

Among the wounded in recent fighting at the Dardanelles is Captain Josiah Wedgwood. How serious his injury is has not been reported. The greatest loss which war inflicts on any country is the destruction of men who, but for war, would be engaged in freeing their country from evils worse than any that war can avert.

Josiah Wedgwood was for years engaged in the fight to free England from its worst enemy, Land Monopoly, and not even the stress and strain of physical warfare has blinded him to the real danger against which his countrymen should be fighting. He makes this clear in an interview reported by H. P. Boynton, the Cleveland newspaperman, as follows:

"England's greatest menace is not Germany," says Wedgwood, "but the fact that we have been starving a large part of our population in order that another part may live in luxury. We have been breeding two races of human animals. One race averages five feet two inches in height and works in factories. The other averages six feet high and plays cricket. It is on the first class that the chief burden of the war falls, and the second class gets all of the benefit.

"A country is not free unless its men can work for themselves and get the product of their labor. So long as the land is all in the hands of a few, this will not be possible. Why do I think the land is important? I will tell you.

"After the Boer war I was military governor of the city of Ermelo, South Africa. It was thronged with destitute men, yet there were thousands of acres of unused land around it and an abandoned coal mine.

"I decreed that all men might work this land and mine the coal without interference. From that time on men were free in Ermelo, because they could work for themselves and get the product of their labor. The employed workers were free, too, for they had the option of quitting and working for themselves if they saw fit. Wages rose to \$5 a day and employers complained of a scarcity of help.

"I did this as a matter of military necessity. What necessities the present war may lead to I do not know, but I have hopes. Certainly men will never have full strength nor heart to fight for a country unless that country is theirs in fact as well as name."

It is not only in England that the war is causing loss of men whom Humanity can not well spare. Every recent number of "Bodenreform," the magazine of the German land reform movement, has turned rules for one or more co-workers who have fallen in battle. It is sad to think that Englishmen like Wedgwood and Germans like Schrameier, instead of standing shoulder to shoulder in warfare against the common enemy of both English and German people, should be engaged in trying to murder each other in a quarrel that is not of their making. How much better it would have been had they insisted that all the fighting be done by the men who made the war, or by those who hold the legal titles to the land of the countries concerned.

According to the annual statement on the production of mineral waters in 1914, now available for distribution by the Geological Survey, 54,358,466 gallons of mineral water was sold during the year. This quantity came from 829 commercial springs and had a value of \$4,892,328.



**THE COST OF PREPAREDNESS.**

(By Clyde H. Tavenner.)

The increase in the cost of our Army and Navy in the last 20 years is enough to stagger the imagination and bewilder the senses. The cost of our Army and Navy is greater in proportion to its size than that of any other nation on earth. The increase in cost is absolutely abnormal when considered in proportion to the increase in our population, or the increase in wealth, or when considered with the increased cost of preparation for war in other countries in time of peace. In this connection it is legitimate to ask to what extent the awful increase in cost is due to the systematic agitating of the possibility of war by those who profit financially from the ever-increasing expenditures of the military branches of our Government.

In the last 30 years our population has increased 85 per cent., our wealth 185 per cent., and our expenditures 400 per cent.

During the 15 years prior to the Spanish-American war our annual appropriations for the Navy ranged from \$14,000,000 to \$30,000,000, and for the Army less than \$25,000,000, averaging for both less than \$50,000,000.

In 1883 our appropriation for the Navy was \$14,903,559; in 1890, approximately \$20,000,000; in 1914, \$140,000,000! Our appropriations for the Army and Navy combined for the ensuing year will be in the neighborhood of \$240,000,000.

During the year 1912 our entire revenue, not including postal receipts, amounted to \$702,000,000. Of this we expended \$654,000,000 to defray the entire expense of the Government; \$444,000,000, or 67.88 per cent., was paid out for war and on account of war. Just before the outbreak of the present European war Germany was spending 55 per cent. of her revenues for war and on account of war; Japan, 45 per cent.; Great Britain, 37 per cent.; and France, 35 per cent.

Our Army contained 91,416 men; Navy, 52,757 men. German Army, during the year indicated, contained 870,000 men; Navy, 66,783 men. Japan: Army, 250,000 men; Navy, 51,054 men, with a reserve naval force of 114,000 men; Great Britain: Army, 254,500 men; navy, 137,500 men. France: Army, 720,000 men; Navy, 60,621 men.

Great Britain's revenue was greater than ours by nearly \$300,000,000, but our expenses for war and on account of war were more than \$100,000,000 greater than hers. Yet the aggregate of her army and navy was nearly four times as great as ours.

Germany's revenue exceeded ours by \$60,000,000, but our expenditures for war and on account of wars exceed hers by more than \$50,000,000, yet her army is more than eight times as large as ours.

The revenue of France is more than \$233,000,000 greater than ours, but our expenses for war and on account of wars is nearly \$150,000,000 more than hers, notwithstanding her army is eight times as large as ours and her navy excels ours by 10,000 men.

Although our revenue is nearly two and one-half times that of Japan, yet her army is nearly three times as large as ours with a naval force nearly four times the size of ours, yet our expenses for

war and on account of wars is more than three and one-half times that of hers.

How the cost of our Navy is soaring:

|           |               |
|-----------|---------------|
| 1883..... | \$ 14,903,559 |
| 1893..... | 23,543,267    |
| 1894..... | 22,104,061    |
| 1898..... | 33,003,234    |
| 1899..... | 56,098,783    |
| 1900..... | 48,099,969    |
| 1903..... | 78,856,363    |
| 1908..... | 98,958,507    |
| 1909..... | 122,662,485   |
| 1910..... | 136,935,199   |
| 1911..... | 131,410,568   |
| 1912..... | 126,405,509   |
| 1913..... | 123,151,538   |
| 1914..... | 140,718,434   |

**THE ABSORPTION OF ALCOHOL.**

The nature of the tolerance acquired toward such substances as tobacco, opium and alcohol will not be clearly understood until the physiologic behavior of the active compounds present in these typical habit-forming products is more precisely known. Inasmuch as alcohol is perhaps the most widely used of all substances toward which a considerable degree of tolerance seems to be established, its performances in the living organism deserve careful consideration. The conditions under which it gains entrance into the circulation, the concentration in which it travels through the body and appears in the circulating fluids, and the speed with which it is oxidized or excreted, as the case may be, deserve investigation.

A chapter in this story written by Völtz and Dietrich, of the Institute for Fermentation Industries at Berlin, is commented on in a recent issue of the Journal of the American Medical Association. They have found that the rate of absorption of alcohol is noticeably higher in animals that have been accustomed to alcohol than in those which have never received any. The differences between the two groups are not inconsiderable. At the end of an hour after the intake, they may be represented by such figures as 66 and 87 per cent., respectively. The speed of disappearance of alcohol is also somewhat greater in the individuals accustomed to that substance. In this respect, however, the differences are by no means so conspicuous as in relation to the comparative rates of absorption.

It does not require any elaborate social philosophy or great discernment to know that a wage of \$3 a day and a workday of eight hours in sanitary workshops are better than \$2.50 a day and a workday of twelve hours under perilous conditions. The working people will not stop when any particular point is reached; they will never stop in their efforts to obtain a better life for themselves, for their wives, for their children, and for all humanity. The object is to attain complete social justice.—Samuel Gompers.

A recently completed census puts the population of Sweden at 5,679,607. Marriages and births are shown to be decreasing to such a degree that the births in the past year are fewer in proportion than at any time during the 170 years in which Sweden has had vital statistics.

**NOTICE TO SEAMEN.****IMPORTANT.**

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,  
V. A. OLANDER, Secretary.

**LAKE DISTRICT, I. S. U. of A.****HEADQUARTERS:**

LAKE SEAMEN'S UNION,  
570 West Lake Street, Chicago, Ill.

**BRANCHES AND AGENCIES:**

|                            |  |
|----------------------------|--|
| BUFFALO, N. Y.....         | 55 Main Street<br>Telephone Seneca 936 R.          |
| CLEVELAND, O.....          | 1401 W. Ninth Street<br>Telephone Bell Main 1842.  |
| MILWAUKEE, WIS.....        | 133 Clinton Street<br>Telephone South 240.         |
| ASHTABULA, O.....          | 21 High Street<br>Telephone 552.                   |
| NORTH TONAWANDA, N. Y..... | 152 Main Street<br>Telephone Bell 2762.            |
| DETROIT, MICH.....         | 15 Twelfth Street<br>Telephone 3724.               |
| SUPERIOR, WIS.....         | 1721 N. Third Street<br>Telephone, New, Broad 385. |
| BAY CITY, MICH.....        | 108 Fifth Avenue                                   |
| OGDENSBURG, N. Y.....      | 70 Isabella Street                                 |
| CONNEAUT, O.....           | 922 Day Street                                     |
| SOUTH CHICAGO, ILL.....    | 9142 Mackinaw Avenue                               |
| PORT HURON, MICH.....      | 517 Water Street                                   |
| ERIE, PA.....              | 107 E. Third Street                                |

**MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.****HEADQUARTERS:**

71 Main Street, Buffalo, N. Y.  
Telephone Seneca 48.

**BRANCHES:**

|                       |                         |
|-----------------------|-------------------------|
| CLEVELAND, O.....     | 1185 W. Eleventh Street |
| CHICAGO, ILL.....     | 445 LaSalle Avenue      |
| MILWAUKEE, WIS.....   | 151 Reed Street         |
| DETROIT, MICH.....    | 27 Jefferson Ave., East |
| SUPERIOR, WIS.....    | 1814 Fourth Street      |
| OGDENSBURG, N. Y..... | 70 Isabella Street      |
| BAY CITY, MICH.....   | 108 Fifth Avenue        |

**MARINE COOKS AND STEWARDS' UNION.****HEADQUARTERS:**

406 N. Clark St., Chicago, Ill.  
Telephone Main 365.

**BRANCHES:**

|                 |                        |
|-----------------|------------------------|
| Buffalo, N. Y.  | Toledo, O.             |
| Cleveland, O.   | North Tonawanda, N. Y. |
| Milwaukee, Wis. | Superior, Wis.         |
| Ashtabula, O.   | Erie, Pa.              |

**UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.****MARINE HOSPITALS:**

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

**RELIEF STATIONS:**

|                      |                         |
|----------------------|-------------------------|
| Ashland, Wis.        | Ogdensburg, N. Y.       |
| Ashtabula Harbor, O. | Oswego, N. Y.           |
| Buffalo, N. Y.       | Port Huron, Mich.       |
| Duluth, Minn.        | Manitowoc, Wis.         |
| Escanaba, Mich.      | Marquette, Mich.        |
| Grand Haven, Mich.   | Milwaukee, Wis.         |
| Green Bay, Mich.     | Saginaw, Mich.          |
| Houghton, Mich.      | Sandusky, O.            |
| Ludington, Mich.     | Sault Ste. Marie, Mich. |
| Manistee, Mich.      | Sheboygan, Wis.         |
| Erie, Pa.            | Superior, Wis.          |
| Menominee, Mich.     | Toledo, O.              |



## WEEKLY NEWS LETTER.

(Continued from Page 3.)

millions of dollars in taxes that had been dodged before. They exposed the trust newspapers who occupied school lands at ridiculously low rentals whereby hundreds of thousands of dollars were lost to the school board every year. They exposed these large corporations in the Legislature, showed them up in their true light.

"In the last Legislature, in the very last hour of its session, by some hocus pocus arrangement, the Senate appointed a committee to investigate the school board, but which has turned out to be a committee to put the Teachers' Federation out of business."

## Securing Eight-Hour Day.

Through the efforts of A. F. of L. organizers, thousands of working girls in Bridgeport, Conn., are included in the eight-hour movement. Nearly 4,000 of these workers employed by the Warner Brothers' company secured the shorter workday after a short strike.

The La Resista Corset Company has signed a similar agreement with its employes and rates will be adjusted so that these girls will receive the same pay for forty-eight hours that they formerly received for fifty-five. Other gains include thread at cost, no charges for repairs, and recognition of the shop committee.

Women employes of the Crown Corset Company and the George Batcheller Company have secured concessions.

Women core makers employed by the Crane Company have secured the eight-hour day, a 10 per cent. wage increase, and recognition of their shop committee.

Men workers are continuing their eight-hour progress and many international unions have assigned organizers to assist in this work.

Three strikes in as many boiler shops were settled by the managements granting the 50-hour week in place of the 55-hour schedule, effective about a month hence, when contracts can be adjusted on that basis.

The absence of armies of strike-breakers has made it possible for the numerous strikes to be conducted in a peaceful manner. Special Agent George A. Parsons, who is investigating strikes in this city for the Connecticut Bureau of Labor Statistics, said: "Nothing like this has ever happened anywhere in Connecticut before, and I don't think such a condition has been experienced anywhere else in the country."

## Score Organized Charity.

Organized charity opposes mothers' pensions and has found a way to hamstring this legislation, was the charge made by Judge Henry Neil, of Chicago, in a speech to churchmen in Spokane, Wash. Judge Neil is known as the originator of Mothers' Pension law. He said:

"In New York, Illinois, Minnesota and nearly all the other mothers' pension States organized charity has induced the Legislatures to prevent deserted mothers getting pensions on the plea that pensions to such mothers would increase desertions.

"It is a well demonstrated fact that charity gets most of its funds by appeals based on the destitution and suffering of innocent

children; so if all poor children were taken care of by the mothers' pension system, publicly administered, there would be little suffering left.

"Now, when a mother and her children are deserted, organized charity sends out begging letters telling of their great distress and asking rich people to send money to help relieve the distress, deploring the fact that these mothers cannot get a pension, when charity itself went to the Legislature and prevented her getting a pension.

"Surely, charity does not claim that it provides the same amount as the pensions, for then there would be no reason for charity preventing the destitute deserted mother and her children getting the pension, except to get the 75 per cent. rake-off. I ask, why pauperize the deserted mother? Will some expert please answer why?"

## Naturalization Don't Count.

Naturalization of an Italian in another country does not exempt him from military service in Italy, is the statement made by Secretary of State Lansing, who announces that so far as his department is advised, Italy has always maintained this attitude. Mr. Lansing says the State Department is unable to give any assurances that the naturalization of the Italians in the United States would protect them from impressment into the Italian army if they return to Italy. The Secretary's statement was in the form of a circular addressed to attorneys in Wheeling, W. Va., acting for unnaturalized Italians employed there, who wanted to know what their status would be if they returned to Italy.

## Extend Eight-Hour Rule.

Acting Secretary of the Navy Franklin D. Roosevelt has sustained the position of the A. F. of L. metal trades department that the Federal eight-hour law should apply to torpedo-boat engines manufactured by sub-contractors. The law gives heads of Government departments power to buy supplies in the open market regardless of the hours employed in the manufacture of these supplies. The unionists have held that torpedo-boat engines are built under special specifications and are not a commodity as generally understood.

Acting Secretary Roosevelt has sustained this position and has written the following letter to Secretary Berres of the metal trades department:

"Referring to your inquiry of the 19th instant concerning the department's decision on the question as to whether the construction by the New London Ship and Engine Company, as sub-contractors of the Electric Boat Company of the engines for submarine boats for the Navy is to be regarded as eight-hour work, I have to advise you that on the 19th instant the department addressed to the Electric Boat Company a letter, saying:

"Heretofore the department, following opinions of a preceding Attorney-General, has held that the engines for submarines under construction by your sub-contractor, the New London Ship and Engine Company, were excepted from the eight-hour rule by the second section of the act, as being materials or articles that may usually be purchased in the open market and not of a kind customarily manufactured by the Government, but the view of the Attorney-

General set forth in said opinion makes it plain, as you will see upon perusal thereof, that the engines of submarines fall within the eight-hour restriction, and not within the exceptions therefrom of the second section of the act.

"It is requested that you inform your sub-contractor, the New London Ship and Engine Company, of the foregoing and instruct that company to observe the requirement of the eight-hour law in the construction of the engines they are now building for submarine boats under contract with you for the Navy."

## Hillyer's Removal Upheld.

W. H. Schofield, an attorney of Denver, has written an open letter to Speaker Stewart, of the Colorado House of Representatives, because of the latter's protest against the removal of Judge Hillyer by the Supreme Court from further consideration of miners' trials.

The Speaker also favors a law that will limit the power of the court to act in cases where prejudice is alleged. Attorney Schofield upholds the Supreme Court and says:

"At the outset let me say that I hold no brief for the miners of this State in their controversy with the operators. Whether either or both have been guilty of acts of violence is not material here; but when either side demands justice of our courts they should have it.

"What object can any man or set of men have in wanting any particular judge to sit in any particular case or cases? If the man or men seek justice, the fact that a judge is disqualified for being prejudiced cannot hurt their case. The judge should not be interested in sitting in any particular case, for his salary goes on at the same rate, whether he tries one case or a thousand, just as yours would, Mr. Stewart, were you absent from a session of the House.

"But you say, that under the rule announced, the judges of the State are made subject to aspersions upon their character. The statute does not so read. It uses the term prejudice and that is the term the court construes in its opinion."

A recent Order in Council announcing increases of pay for lower deck ratings on British submarines conveys the interesting information that the Admiralty have found it necessary to employ ratings below that of able seaman. Hitherto no rank inferior to able seaman has been included in the crew of an underwater craft, the work being of such an important nature that only picked men were so employed. Apparently it is now desired to give the lower ratings an opportunity of becoming proficient in submarine work. The Admiralty announce that "it is considered necessary" to employ ordinary seamen, or equivalent ratings, and boys, the former to be paid at the rate of 1s. 6d. a day, as compared with 1s. 3d. on board a ship, while the boys are to receive 9d. a day, as compared with 7d.

Andrew Furuseth is correct in saying that the first argument in favor of the Seamen's law is "the safety of passengers." But some men engaged in the business of owning ships believe in "profits first, passengers last."—San Francisco Star.



# THE LABOR MOVEMENT IN JAPAN.

(By K. K. Kawakami.)

The recent arrival in San Francisco of two labor delegates from Japan has awakened among those interested in the labor movement much interest, not unmingled with curiosity, in the labor question in Japan. Americans have heard little, if at all, about labor organization in Japan. It is even questioned if there is really a labor union in that far eastern country.

Strictly speaking, there is no labor union in Japan, if we are to interpret the term as American labor unionists would interpret it. This is due to the misguided policy of the Japanese Government. The Government has been reluctant to recognize the worth of organized labor, and in more instances than one tried to discourage or interfere with the growth of trade-unionism.

For this peculiar attitude of the Government the originators of the labor movement is perhaps partly, even largely, responsible. As I was one of the first men who were actively engaged in organizing laborers in Japan, I feel I can speak with authority on this matter.

It was some eighteen years ago that Japanese labor found an able champion in the person of Sen Katayama, who studied in America and who brought back to his native country the principles and ideas of American trade unions. He and a coterie of young men, of whom I was one, started a movement with a view to establishing labor unions. Fortunately or unfortunately these originators of the labor movement were all Socialists, and that was the main reason why the Government felt uneasy about it.

Along with the launching of a labor movement we started a propaganda for socialism, and organized the Social Democratic party. If the Government had just let us alone, nobody perhaps would have paid much attention to our propaganda. But the Government worried a great deal, and felt constrained to suppress the party. Thus the Government unwittingly acted as our publicity agent, for the moment the party was suppressed, the newspapers made heroes of us and placed us in the limelight.

Ever since that period the Government has been unable to persuade itself that socialism and trade unionism are two different things. It seems to think that trade-unionism, like socialism, challenges the very principle upon which the imperial regime is established. That, perhaps, is the cause of the troubles which labor organization in Japan has experienced. And so the labor unions organized by Sen Katayama and his colleagues, all socialists, proved short-lived.

But the enlightened men who are piloting Japan's ship of state must certainly be capable of seeing trade-unionism without glamour. In the "Yu-Ai-Kai," or "Laborers' Friendly Society," which is represented by the two labor delegates now here, we see the beginning of a more liberal policy of the Government as well as the birth of a labor union which promises to become both useful and influential.

The "Yu-Ai-Kai" is not at present anything like a powerful labor union in America. It has existed only a few years, its membership is small, and its financial

strength is insignificant. Nevertheless it is an association organized for the enlightenment of the laboring class and the protection of its rights and interests. True, the organizer, Mr. Suzuki, who is one of the two delegates now in San Francisco, is not a workingman himself. But history tells us that men who awakened the workingmen of Europe and America from the torpor of ages were not laboring men any more than is Bunji Suzuki. Suzuki's chief mission in Japan is to inspire aspiration and awaken intelligence in the minds of the working people. The working men themselves do not yet understand their position, their importance and their potential power. Suzuki is a pioneer with a new mission. And in carrying on that mission he is, in the existing circumstances in Japan, perhaps a better man than we, for he neither professes nor believes in socialism, the doctrine which impeded our labor movement, though it made us unexpectedly prominent.

San Francisco, Sept. 14, 1915.

## KIND WORDS FROM SEATTLE.

The other day an interesting ceremony took place on the steamer "Dolphin" just before she left her berth for southeastern Alaska. A gold watch and chain were presented to Victor Peterson, a sailor, for heroism in saving the life of one of the vessel's passengers, Miss Helen Kepner of Denver, Colo., at Haines, Alaska.

In connection with this appreciation of a sailor's efficiency, this thought occurs:

Would one of Robert Dollar's cheap-wage, poorly fed Lascar or Chinese sailors have risen to the emergency as did the union sailor, Peterson?

Yet, in the attack on the Seamen's bill by Robert Dollar and his kind, the plea is really made for ignorant, poorly paid, and comparatively inefficient Chinese sailors on the Pacific.

To the Robert Dollars one might cite the case of the "Rio Janeiro," in which the Chinese crew, unable to handle the boats, was responsible for the drowning of passengers. The contrast between the "Rio Janeiro" case and Sailor Peterson's splendid example is a vital argument for the principles involved in the Seamen's law, which is meant to give the sailor living conditions and thus insure greater safety for passengers, too.—Seattle Star.

When Miss Jane Addams said that this is a war of old men she meant that it was the work of the older school of politics rather than of the newer and theoretically better generation. But it is curious to note that nearly all the generals are old men. A correspondent of the New York "Sun" points out that Von Hindenburg is 69, Von Buelow 70, Von Bissing 71, Von Heeringen 69, Von Mackensen 65, Von Kluck 67, Joffre 64, Pau 70, Kitchener 65, French 63, and Fisher 72. Old age, says this correspondent, is not considered as a disadvantage except in America, where there is a belief "that it is the oozing of the gray matter of the brain into the hair which makes the latter lose color."

For fair products of all kinds consult the JOURNAL'S ad columns.

# Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

## International Seamen's Union of America

(Continued from Page 5.)

### MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

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PORTLAND, Ore., Room 10, Bickle Bldg., 27½ Second St.

SAN PEDRO, Cal., P. O. Box 54.

### ALASKA FISHERMEN'S UNION.

#### Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

#### Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.  
ASTORIA, Ore., P. O. Box 138.

## The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia  
29 ERSKINE STREET, SYDNEY, N. S. W.



## Labor News.

The Gulf Refining Company of Port Arthur, Tex., has accepted the eight-hour principle and hereafter all work will be done on the shorter work-day plan. About 1500 employees are affected. Many of them formerly labored twelve hours a day.

As a result of conferences with officers of the Taunton, Mass., Machinists' Union the Mason Machine Works' management announce that hereafter the hours of labor will be from 7 a. m. until 5 p. m. five days of the week and from 7 a. m. until 11:30 a. m. Saturday. The ten-hour pay schedule will continue.

Organization made it possible for employees of the Wheeling, W. Va., Can Company to win a three weeks' strike, secure recognition as unionists and improve working conditions. The company agrees to meet grievance committees and further agrees that those workers who are last employed shall be laid off first during slack times. All employees are reinstated without prejudice.

President Wilson of the Pattern Makers' League of North America announces that the Cleveland local of this organization secured without strike the eight-hour day in all job shops, effective September 1. Over 200 men are interested. The nine-hour day has been secured in Racine, Wis. A general betterment of conditions throughout the country has been recorded during the past few months.

Municipal authorities of Worcester, Mass., have resurrected an old ordinance and unionists are arrested on the charge of "obstructing the streets." Jacob Levine, chairman of the organizing committee of the Central Labor Union, was arrested on this charge when addressing a meeting of shop men, and the organized workers have appointed a committee to protect freedom of speech. Several speakers have been arrested within the past month, but the law so far has only applied to meetings of workers.

Detroit trade unionists declare they will oppose the proposed municipal ownership amendment to the city charter providing for municipal ownership unless a clause is inserted guaranteeing arbitration of disputes with employees. Members of the local Federation of Labor's legislative committee point out another objection to the proposed amendment. This permits city officials who manage the road to compel employees to take a civil service examination "and say you can come in, but must keep out of labor unions."

The Philadelphia North American exposes the coal operators' claim that prices must be increased this winter because of a labor shortage, due to the war. The companies are storing huge stocks of coal and the paper says: "So far as labor goes, the only reservists who are going home to fight in any number are Italians, and there are very few Italians employed in the anthracite mines. Most of the workers are Slovak, and the Slavs are finding it very difficult, indeed, to make their way back to Russia or Austria, even when they are anxious to go." Another reason for the operators' activity is that the agreement between them and the miners will expire next April.

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Seattle, Wash.

## Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

|                      |                     |
|----------------------|---------------------|
| Abrahamsen, Halptan  | Mann, Emil          |
| Andersen, Hjalmar    | Mayer, Wm.          |
| Andersen, P. T.      | Martensen, Ingoald  |
| Bernitsen, Berni     | Martensen, Knist    |
| Brower, Geo.         | Martinsohn, P. A.   |
| Bucknam, J. W.       | Mathisen, Martin    |
| Carlson, Herbert     | Mathisen, Sigurd    |
| Christiansen, Trygve | McNiell, Ross       |
| Christensen, Anton   | Moen, Tryger        |
| Chudelow, John       | Mortensen, J. H.    |
| Edvards, John        | Mikkelsen, K. -1620 |
| Eggers, John         | Moore, C. R.        |
| Engelbreiten, Ed.    | Nass, T. M.         |
| Edvardsen, Anton     | Nelsen, Oscar J.    |
| Edson, Frank         | Noherelt, Gust      |
| Frisk, Peter D.      | Nygaard, Oluf       |
| Gilbert, Arthur      | Olsen, C. E.        |
| Glademo, Lars        | Olsen, Edwin        |
| Gundersen, Peter     | Olsen, O.           |
| Gustafson, Karl      | Olson, J. E.        |
| Hansen, Alex M.      | Olson, E. -966      |
| Hansen, John         | Olson, Harald       |
| Hatton, Pete         | Olsson, C.          |
| Hughes, W. L.        | Pestoff, Sam        |
| Hansen, C.           | Petersen, A. -1223  |
| Howard, Geo.         | Petersen, Hugo      |
| Jakobson, Walde-     | Pettersen, Harry    |
| mar                  | Petersen, Carl M.   |
| Jansewitch, John     | Quains, Nick        |
| Jensen, Oscar        | Quigle, R. E.       |
| Jensen, S.           | Quigley, Tom        |
| Johnson, Ed.         | Ramberg, Barney     |
| Johnson, Emil        | Renstrom, A. G.     |
| Jorgensen, Fred      | Roos, Axel E.       |
| Jacobsen, Tengils    | Sole, Erling        |
| Johanson, Wm.        | Schwelstous, W.     |
| Kalning, Jacob       | Shankat, Hans       |
| Larsen, Albin        | Slimminghilm, G.    |
| Larsen, John         | Speller, Henry      |
| Larsen, Pete         | Stone, C. L.        |
| Larsen, K. -1560     | Telchert, Karl      |
| Larsen, L. A.        | Thomsen, Einar      |
| Larsen, C. H. O.     | Thompson, Pete      |
| Leonard, John        | Torjusen, G. T.     |
| Lundberg, C.         | Ursin, Johannes     |
| Litten, Theo.        | Veckenstedt, Billie |
| Mjones, John         | Waagen, C. O.       |
|                      | Wall, W.            |
|                      | Wetland, John       |

## Tacoma Letter List.

|                      |                      |
|----------------------|----------------------|
| Cords, W. A.         | Olsen, Martin E.     |
| Evertsen, Olaf       | Paterson, John       |
| Farrell, William     | Peterson, Fritz Leo- |
| Haugan, Arthur       | nard                 |
| Johannsen, Christian | Schmidt, Louis       |
| Linea, W.            | Thomas, Paul         |
| Line, Victor         | Ullman, Emil         |
| Murphy, Daniel       |                      |

## INFORMATION WANTED.

Any member or members of the crew of the steam-schooner "Cuzco" who were on board of her in August, 1912, at Victoria, B. C., when Joseph H. O'Brien met with an accident, are requested to communicate with George Olson, attorney and counselor-at-law, 300-308 Central Bldg., Seattle, Wash.—4-7-15.

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## INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuanu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden. 5-13-14

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15

Knut Jensen No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Sangemunde, A/Elbe Ostenerweg, F. Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis. 4-14-15

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## Eureka, Cal., Letter List

|                  |                      |
|------------------|----------------------|
| Contreras, Julio | Lawrence, Harry      |
| Eriksen, Anton   | Nilsen, Nils         |
| Lomas, Richard   | Thorsen, Fredrick N. |

## INFORMATION WANTED.

Johan Hilmar Hansen, a seaman who was last heard from in Seattle, Wash., in 1911, is inquired for by his father, Anton Hansen, Nygaten 34, Moss, Norway. 5-13-14

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. 5-13-14

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y. 6-24-14

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks Ave., Pasadena, Cal. 7-29-14

Alfred Petersen Hilland, a native of Bergen, Norway, age about 44, is inquired for by his brother, Randolph Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Stuart St., San Francisco, Cal. 7-22-14



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## Portland, Or., Letter List.

Bese, F.  
 Bernahrdsen, Chas.  
 Bjornlund, Axel  
 Bugge, Mr.  
 Christensen, H. P.  
 Decas, O.  
 Dolany, Wille  
 Edstrom, John  
 Ekberg, Hugo  
 Fernandez, Frank  
 Geiger, Joe  
 Hecker, Wm.  
 Halbeck, J. O.  
 Holmstrom, Chas. A.  
 Henriks, Waldemar  
 Ingelbrigtsten, O.  
 Jensen, Christ  
 Jensen, Wm.  
 Jegstrup, Harold  
 Johnson, Nils  
 Jonsson, Karl  
 Knopp, Fritz  
 Kristiansen, Wm.  
 Kling, J. L.  
 Kelly, Patric  
 Kjer, Magnus  
 Knudsen, Richard E.  
 Larsen, H.  
 Leonhard, George  
 Letchford, A.  
 Lindblad, Konrad  
 Lindberg, A. C.  
 Lindholm, John  
 Loescher, Joseph  
 Miller, E.  
 McKeating, R.  
 Munchmeier, H.  
 Miller, Andy M.  
 Morgan, Tim

Muller, P.  
 Metts, John  
 Moller, L. D.  
 McConnell, David S.  
 Mark, Thorwald  
 Meckermann, Ernst  
 Neuling, George  
 Nielsen, H. -1253  
 Olsen, Arthur  
 Ohlsson, J. W.  
 Osterberg, Henry  
 Oglive, Wm. A.  
 Palm, P. A.  
 Pedersen, J. A.  
 -1515  
 Perkins, Paul  
 Peterson, M.  
 Rabel, John  
 Reskran, George  
 Rinkel, H.  
 Rimmer, Chas.  
 Schneider, J.  
 Schneider, Fritz  
 Swanson, Emil  
 Soderlund, Uno  
 Sorensen, Jorgen  
 Shea, Oscar  
 Schacht, H.  
 Schultz, John N.  
 Selin, Joe  
 Salmelin, H.  
 Saarinen, W.  
 Tuhkanen, J. J.  
 Urso, Geozzep  
 Vinx, H.  
 Windblad, M.  
 Wheatcroft, L. E.  
 White, Harry  
 Westengren, C. W.

## Aberdeen, Wash., Letter List.

Andersen, Andrew  
 Arnell, John  
 Burmelster, T.  
 Byman, Alf.  
 Bjorklund, G.  
 Bowen, J. J.  
 Davls, Frank  
 Eriksson, -333  
 Evensen, Krist  
 Gronros, Oswald  
 Gueno, Pierre  
 Hansen, Halfdan  
 Holmroos, W.  
 Hansen, Ove Max  
 Hylander, Gustaf  
 Jacobson, J.  
 Kristiansen, Nils  
 Kustel, V. J.  
 Larsen, -1804  
 Ludtke, Emil  
 Malmberg, Ellis  
 Maonado, Henry  
 Munsen, Fred  
 Nilsen, -1054

Nilsen, Harry  
 Nordgren, Chas.  
 Paaso, Andrew  
 Pettersen, Karl  
 Petersen, J.  
 Peterson, Nels  
 Risenius, Sven  
 Rundblad, Oscar  
 Schmidt, Heinrich  
 Simensen, Isak  
 Scheftner, Bernhard  
 Toves, H. C.  
 Thorne, John  
 Thompson, S. K.  
 Udby, Harold  
 Wilksten, Arvid  
 Wilson, John  
 Walder, Olsen N.  
 Packages.  
 Glazer, Y.  
 Gorgensen, Olaf  
 Hansen, John  
 MacGulre, O. F.  
 Stanners, W. S.

## INFORMATION WANTED.

Adolf Krakan, last heard of at Port Pirie, January 1912, and again in March 1913, from Warumbo, 118 miles from Adelaide, South Australia, is inquired for by his mother at Hamburg, Germany.—8-25-15.



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## INFORMATION WANTED.

Iwar Westerberg, age about 50,  
 sailing second mate on some steam  
 schooner on the Pacific Coast, is in-  
 quired for by Gus Englund. Any in-  
 formation regarding the above named  
 will be gladly received at 214 Jack-  
 son street, San Francisco, Cal.

1-27-15

Theodore Krakan, last heard of in  
 September 1911, at New Orleans, La.,  
 is inquired for by his mother. Any  
 one knowing his whereabouts please  
 notify Mrs. Ad. Krakan, Langenvehm  
 38 I, Hamburg 22, Germany.—8-25-15.

## Home News.

A final estimate of the dead in the  
 "Eastland" disaster in the Chicago  
 River, July 24, is 852.

The Supreme Court of the United  
 States has declared the Eastman  
 Kodak Company a monopoly in re-  
 straint of trade.

President Wilson has taken up re-  
 ports of his Cabinet members on the  
 allegations of the New York "World"  
 concerning a German conspiracy  
 against American neutrality.

Gustav Klopsch, an employe of the  
 Carnegie Institute, was arrested in  
 Washington as a spy. Photographs  
 and drawings in large numbers, of  
 defenses all along the Atlantic Coast,  
 are said to have been found in his  
 possession.

Mrs. E. H. Harriman has com-  
 pelled the cancellation by the Mc-  
 Keen Motor Company, of Omaha,  
 Neb., in which she holds a control-  
 ling interest, of a lucrative two years'  
 contract for shrapnel recently ac-  
 cepted by that firm.

In Ohio County, Kentucky, sixty-  
 four persons, some of them said to  
 be the most prominent men in the  
 county, have been charged with par-  
 ticipation in night-riding outrages,  
 ranging from maltreatment to mur-  
 der, that have terrorized the county  
 recently.

The Bureau of Naturalization has  
 issued a general letter relative to its  
 views as to the course which should  
 be followed in training the alien pop-  
 ulation in American citizenship. The  
 bureau points out the impossibility  
 of laying down any hard or fast rule,  
 but declares the prime requisite is  
 ability to speak the English language.

The gross operating revenues of  
 railroads in the United States in the  
 fiscal year ended June 30, 1915,  
 amounting to \$2,974,722,594, were  
 \$123,765,102 smaller than in the pre-  
 ceding fiscal year. Nevertheless, the  
 roads were able to effect such great  
 economies in operation as to reduce  
 operating expenses by \$137,921,428,  
 thus turning a loss in gross into an  
 increase of some \$19,000,000 in net  
 operating revenues.

Parcel post insurance limits have  
 been extended from \$50 to \$100 by  
 the Postoffice Department. In addi-  
 tion, orders have been issued pro-  
 viding for a minimum insurance on  
 packages valued at \$5 or less, at a  
 cost of 3 cents. A fee of 25 cents  
 will be charged to insure parcels val-  
 ued up to \$100. Formerly a fee of  
 5 cents was charged for insurance on  
 all parcels valued up to \$25, and 10  
 cents on all parcels valued up to \$50.  
 The 5-cent fee will be retained for  
 parcels valued between \$5 and \$25,  
 and the 10-cent fee for parcels rang-  
 ing in value between \$25 and \$50.

For the first time in its history,  
 the United States leads the world in  
 export trade. The exports of this  
 country in the fiscal year ended June  
 30 last were valued at \$2,768,600,000,  
 as compared with \$2,170,100,000 for  
 the United Kingdom. The change in  
 positions was due more to the 30  
 per cent. decrease in British exports  
 than the 17 per cent. increase in those  
 from this country. Exports of the  
 United States in the five years 1910-  
 1914 were worth \$22.33 per capita,  
 while imports were valued at \$17.70.

In a like period at the beginning of  
 the century exports were valued at  
 only \$17.71 and imports at \$11.59.  
 The average increase in our total  
 trade in the period was therefore  
 more than 36 per cent.

Ingvald Andreas Hansen, alias  
 Andrew Hansen, a native of Nor-  
 way, age about 36; tall, dark; last  
 heard of July, 1905. His address  
 then was, Andrew Hansen, Karluk,  
 Kodiak Island, Alaska. He is in-  
 quired for by his mother. Anyone  
 knowing his whereabouts please  
 notify Staff Captain Robert Smith,  
 district officer, native work, Alaska,  
 Box 925, Wrangell. 4-3-15

Wilhelm Ekelund, a native of  
 Sweden, is inquired for by his  
 brother, Axel Ekelund, New Harbor  
 Hotel, Drumm street, San Francisco,  
 Cal. Anyone knowing his where-  
 abouts please notify the above ad-  
 dress. 3-10-15

Patrick McFee, who was cook on  
 board the schooner "Robert Henry"  
 on a voyage to Mexico last year, is  
 inquired for by the U. S. Shipping  
 Commissioner, at San Francisco, Cal.  
 9-15-15

George Alexander Sharman, a na-  
 tive of Brooklyn, N. Y. About 28  
 years of age, height 5 feet 9 inches,  
 supposed to have sailed on the Great  
 Lakes in 1907, is inquired for by  
 M. L. Kinvan, 1211 Mosher street,  
 Baltimore, Md. 7-14-15

Carl Janson, age 36, born in Was-  
 tertvik, Sweden; last heard of in Seat-  
 tle six years ago. Anyone knowing  
 his address please communicate with  
 Erika Askenberg, 2280 86th street,  
 Cleveland, Ohio.

George Alfred Hall, last heard of  
 on the Sch. "Selhome" in June, 1913,  
 will please communicate with his  
 brother, Walter Hall. Address 790  
 18th street, Oakland, Cal.

William McGrail, of Baltimore,  
 Md., who sailed on the Atlantic and  
 Gulf Coasts as cook for a number of  
 years, is inquired for by his brother,  
 George McGrail, 603 Decatur street,  
 New Orleans, La.



## Domestic and Naval.

Ninety-four British vessels were sunk in July, and 140 lives were lost. The list includes 16 sailing vessels and 46 steamers sunk by German warships, and four steamers by mines.

One enlisted man was killed and two were injured in an explosion Thursday on the destroyer "Decatur" at the Cavite Navy Yard, Philippine Islands, according to cabled reports to the Navy Department.

The Baldwin Locomotive Works of Philadelphia has applied for permission to build a pier 500 feet long and 125 feet wide on the Delaware River at the foot of the company's property at Eddystone. The work will cost about \$250,000.

"Columbia," the famous old yacht which twice defended the America's cup successfully, has been broken up at Philadelphia, and the metal will be used to make war munitions for the allies. The yacht is said to have cost more than \$300,000 originally.

Receipts of ore at Lake Erie ports in July were 5,822,040 tons, making the total received to August 1, 14,388,615 tons. Conneaut leads all the ports in the amount of ore handled in July and for the season. Cleveland is second and Ashtabula is third.

Efforts to raise the British steamer "Desola," which sank in the harbor of St. John's, N. F., last winter, have been abandoned, owing to the fact that divers discovered that the vessel's plates had been destroyed by sulphuric acid, which had leaked from drums in the cargo.

The U. S. torpedo-boat destroyer "Porter" was launched last Thursday at the yards of William Cramp & Sons' Ship and Engine Building Co., Philadelphia. She is one of the six 1,090-ton class of destroyers of which only one, the "Tucker," building at Quincy, Mass., remains on the stocks.

French shipbuilders are now building steamers for British owners. The cargo-boat "J-3" has been launched at Rouen by the Chantiers de Normandie, on account of Houlder, Middleton & Co., London. The engines will be engine at the shipyards and delivered at the end of this month. She has a deadweight capacity of 12,500 tons and a speed of 12 knots loaded. Length 459 1/3 feet, breadth 61 1/2 feet, depth to upper deck 32 feet.

Seven midshipmen have been recommended for dismissal from the Naval Academy by the acting superintendent for hazing or for falsehoods in connection with the recent hazing investigation. Secretary Daniels has notified the accused midshipmen, offering them opportunities to make explanations. Their names were not made public. In addition to those recommended for dismissal, a large number were recommended for disciplinary action for other objectionable conduct not amounting to hazing.

The U. S. Navy will adhere to the three-gun turret for the new battle-ships, contracts for which are to be let before the end of the calendar year. Apparently, the new battle-ships are to be very similar in construction to the "Oklahoma," which will be put in commission about January 1. The probability is that they will be equipped with 14-inch guns unless the European war demonstrates that it is worth while to increase the calibre of guns while decreasing the number, as an increase in calibre necessarily means fewer guns.

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Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abhors, Arne  
Abneyer, Henry  
Acorn, Albert  
Adams, Hugo  
Aha, Jack  
Ahrens, Walter  
Akman, Joseph  
Albert, J.  
Albrecht, Chas. M.  
Almer, John G.  
Andersen, Alfred  
Olaf  
Andersen, H. J.  
-1620  
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Babcock, Dick  
Backman, Paul  
Bahrendts, Carl  
Bakkenson, P. J.  
Bakker, Haakon  
Ban, Martin  
Barrell, George  
Beler, Jans Chr.  
Beling, Oskar  
Bensen, I. -2164  
Benter, H.  
Berggren, I. L.  
Bergstrom, Frank  
Berkilind, Gus  
Bertson, Julius  
Berry, David J.  
Bertelsen, Kristian  
Biedeman, Aug.  
Biegger, Paul  
Blake, E. -2049  
Billington, Martin  
Caen, P.  
Cainan, George I.  
Calson, Fred  
Campbell, D. C.  
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Carey, Arthur L.  
Carlson, C. E.  
Carlson, C. O.  
Carlson, C. R.  
Carlson, Joe  
Carlson, Julius  
Carlson, Martin  
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Carlstrom, Claes  
Catt, Frederick  
Cellan, John  
Dahlqvist, Fred  
Daly, John  
Daniel, J. C.  
Danielson, Eric  
De Baer, Harry  
Denis, I.  
Earling, Gus  
Ebersole, R. E.  
Echlin, Lester W.  
Eckart, T. G.  
Eckhoff, Otto  
Eckstrand, Frank  
Edolf, C.  
Eisenhart, N.  
Eisner, Max  
Elenius, Axel  
Ellassen, Sigurd  
Falcon, M.  
Fane, James  
Ferguson, B.  
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Fisher, W. -707  
Fitzgerald, Wm.  
Fitzpatrick, Patrick  
Fjellman, Jonas  
Fogarti, Otto  
Follan, Thomas  
Gabrielsen, Peder  
Gallagher, Jas.  
Gart, George  
Gerner, Hans  
Gertson, Robert  
Gorden, George  
Granberg, Fred  
Grant, Dave  
Grant, Otto  
Grantley, C. W.  
Graves, Edward L.  
Gronthal, Arthur  
Gross, Ernest  
Hakansson, John  
Hall, H.  
Halvarsen, Henry  
Hammergren, Oscar  
Hannus, Alex.  
Hansen, A. -2010  
Hansen, Charlie  
Hansen, Christ  
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Hauan, Karl  
Ikonom, Joe  
Ingebreten, Olaf  
Insunso, Francisco  
Jahrling, Herm.  
Jakobsen, Alfred  
Jansson, Jonas  
Jaroinski, Feliks  
Jensen, Carl

Anderson, Hilding  
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-1323  
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Andreassen, Karl  
Andreassen, H.  
-1477  
Andresen, Anton  
Antonson, H. -1372  
Antonson, H. -1783  
Antonson, Viktor  
Ashlund, Jas. H.  
Augustin, Hermann  
Azevedo, Manuel T.  
Blinder, Herbert  
Blum, Ernest  
Brevick, Johan  
Blum, Ernest  
Boro, Severin S.  
Bower, G.  
Bowman, Jack  
Boy, Geo.  
Bredemeyer, Elmer  
H.  
Brown, Jno.  
Brown, William  
Brunst, Frank  
Brunum, Aksel  
Brunvald, Ed  
Buas, Tomas  
Buckly, J. J.  
Burke, Andrew  
Bush, H. S.  
Byloff, Charles  
Christensen, Alfred  
Christensen, Hans  
Christensen, L. -1305  
Claus, John R. C.  
Clausen, Cha  
Clausen, Chr.  
Clausen, I.  
Coakley, John  
Cook, Harry  
Collier, H. S.  
Collins, E. F.  
Comstedt, Ernst  
Corlon, R. A.  
Costantinos, Lay  
Counted, Ernest  
Crawford, F.  
Dewetrak, C.  
Dixen, Ben  
Dixon, John  
Douglas, G. Sam.  
Dracar, Ed  
Dreyer, Jack  
Ellefsen, Otto  
Ellingsen, Fred  
Ellingsen, Wilhelm  
Emanuelson, Karl  
Engelhardt, Ferdinand  
Erickson, E. R.  
Erickson, George  
Erickson, John  
Evansen, Louis  
Evertsen, Olaf  
Forde, S. C.  
Foss, John  
Foster, Chas.  
Frazier, James  
Fredholm, Chas. J.  
Fredriksen, Berger  
Fredrickson, F.  
Friedrich, H.  
Funk, Burno  
Furlong, Peter  
Gudmundsen, B.  
Gulliksen, Amandus  
Gumas, Nicholas  
Gundersen, Kristian  
Gundersen, L. I.  
Gunderson, G. A.  
Gunderson, J. C.  
Gunderson, M.  
Gunther, Hans  
Gustavsen, O.  
Guthrie, R.  
Gutman, C.  
Haugen, Hans C.  
Haupt, Fritz  
Hawkins, F.  
Hedenskoog, John  
Heldt, Charles F.  
Hells, John  
Helsten, Gustaf  
Helberger, M.  
Henriksen, T.  
Hernes, L. -2042  
Hetman, Walter  
Higgins, F.  
Hilderbrandt, A.  
Holbeck, O.  
Holberg, Oluf  
Hole, Sigvald  
Holmquist, F.  
Holm, Arthur  
Holt, R.  
Hord, Charlie  
Hoversen, Carl  
Hubner, Carl  
Huse, Edward  
Isakson, Karl  
Iversen, Ivar  
Jensen, C.  
Jensen, H.  
Jensen, Hans  
Jensen, Halford  
Jensen, Henry

Jensen, Knud  
Jensen, Nils Oluf  
Jensen, Thoyus  
Jersch, Wilhelm  
Jespersen, Christ  
Johansen, Axel H.  
Johansen, Carl J.  
Johansen, Edward  
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Johnson, John  
Johnson, Julius  
Johnson, William  
Jones, Merthou  
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Jorgensen, Fred  
Junkberg, L.  
Junge, Heinrich  
Kaleva, Gustaf  
Kallberg, Arvid  
Karlson, Wiktor  
Kaspersen, Henrik  
Klinck, Wm.  
Klrowsky, Adam  
Klebingat, F.  
Klepzig, Otto  
Knoll, Louis  
Knappe, Adolph  
Knudsen, Daniel  
Laakso, Frank  
Lacey, Thos. E.  
Lake, A. F. -1670  
Larsen, Herman  
Larsen, J. -1356  
Larsen, John  
Larsen, Julius  
Larsen, N. E.  
Larsen, Alfred  
Larson, S. G.  
Larsson, Karl  
Larsson, K. E.  
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Langworth, H. E.  
Latz, C.  
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Lawson, J. P.  
Lebrun, Ernest  
Maatta, John  
Macke, David  
Macomber, H. B.  
Madden, T.  
Madsen, Ludvig  
Makew, W.  
Maki, Ivar  
Malland, O.  
Manno, Alf.  
Manse, Peter  
Mariner, R. W.  
Markmann, Heinrich  
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Marquis, Frank  
Martens, H. -1892  
Martens, P. -2262  
Martensen, J. C.  
2191  
Martin, A.  
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Mathiasen, Sigurd  
Matta, Humberto  
Nagel, Adolf  
Nedsen, John B.  
Nelsen, Albin C.  
Nelson, Albert  
Nelson, Alvin  
Nelson, C.  
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Nelson, John  
Nelson, John B.  
Nerby, Kristian  
Nerkils, Herman  
Nicolaisen, Carl  
Nielsen, Edwin N.  
Nielsen, Nils  
Oberg, Oscar  
Oberg, Mauritz  
O'Brien, R. F.  
Ohland, Chas.  
Oleman, Henry  
Olsen, B. O. L.  
Olsen, C. -1315  
Olsen, Charles A.  
Olsen, G. W.  
Olsen, John Arthur  
Olsen, John  
Olsen, Jorgen  
Olsen, N. -592  
Olsen, O.  
Olsen, O. G. J. -1189  
Olsen, Olaf S.  
Para, E. H.  
Paul, George  
Paulman, Geo.  
Paulsen, Axel  
Paulsen, N.  
Paultin, Martin  
Pedersen, Carl  
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Pedersen, W. G.  
Pergher, Charles  
Persson, John  
Peters, Wm.  
Petersen, Hugo  
Petersen, Nils  
Quigley, Robert E.  
Raalsen, F.  
Raum, Henrik  
Randolph, J. S.  
Rank, W.  
Rasmussen, P.  
Rasmussen, Emil  
Rasmussen, J. A.  
Rasmussen, J. -446  
Redinger, Mihel  
Retall, Otto  
Rickes, G. S.  
Rimmer, C. M.  
Rinta, Karl  
Sanders, Robert  
Sanders, S.  
Sanderson, Alfred  
Sandstrom, Ivar  
Sanne, Rudolf  
Sass, John  
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Schager, Ernst  
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Nerkils, Herman  
Nicolaisen, Carl  
Nielsen, Edwin N.  
Nielsen, Nils  
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O'Brien, R. F.  
Ohland, Chas.  
Oleman, Henry  
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Olsen, John Arthur  
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Olsen, N. -592  
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Paul, George  
Paulman, Geo.  
Paulsen, Axel  
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Pedersen, Carl  
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Pedersen, W. G.  
Pergher, Charles  
Persson, John  
Peters, Wm.  
Petersen, Hugo  
Petersen, Nils  
Quigley, Robert E.  
Raalsen, F.  
Raum, Henrik  
Randolph, J. S.  
Rank, W.  
Rasmussen, P.  
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Rasmussen, J. -446  
Redinger, Mihel  
Retall, Otto  
Rickes, G. S.  
Rimmer, C. M.  
Rinta, Karl  
Sanders, Robert  
Sanders, S.  
Sanderson, Alfred  
Sandstrom, Ivar  
Sanne, Rudolf  
Sass, John  
Saunders, James  
Schager, Ernst  
Scheuchte, Olaf  
Schmehl, Jas. P.  
Schmidt, Louis  
Schmitt, F.  
Schneider, H.  
Scott, A.  
Seberg, G.  
Sellin, William  
Sellers, Wm. G.  
Silkman, A.  
Siller, E.  
Silver, S. A.

Stienen, John  
Stintman, J.  
Stolt, Axel  
Stolzman, E.  
Strand, Charley  
Strand, Konrad  
Strandquist, Louis  
Stratten, Henry  
Stromberg, O.  
Substad, Pete E.  
Svendson, J.  
Svensen, Albert  
Swenson, C. J.  
Swanson, E.  
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Tamisar, P.  
Tamman, K.  
Tanum, Helge  
Taucer, Charles  
Telshert, Karl  
Thompson, Johan  
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Van Frank, W. O.  
Varnhaw, Wm. M.  
Vickery, Custis S.  
Wacner, Wll  
Waldman, Edward  
Walker, Erick  
Wallin, Gustaf  
Walter, John  
Wanag, J.  
Wang, E.  
Wee, William  
Wendel, Emil  
Wheatcroft, L. E.  
White, J. D.  
White, Peter  
Yejola, Yejo  
Zahel, Carl  
Zerket, B. W.  
Zunk, Bruno

Thorsen, Rolf  
Thorsen, Theodore  
Topel, Fred  
Tierney, 1st  
Tollinger, A.  
Tonzel, R.  
Traynor, John  
Trepte, A.  
Triedrich, H.  
Tuchel, Gustav  
Tuppitz, C.  
Uiman, John  
Villemayer, Walter  
Vogel, Gus  
Whiteside, Fred  
Wick, John  
Wikstrom, Axel  
Whitot, J.  
Williams, J. C.  
Wills, George  
Wilson, J. W.  
Winton, J. A.  
Witt, Otto  
Wold, Olaf -1285  
Woldhouse, John  
Wremmer, George  
Zurcnberg, Fritz  
Zweyberg, John

### PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.  
Berling, J. B.  
Billington, Martin  
Ceelan, John  
De Baere, Henry  
Elefsen, Otto  
Furth, Richard  
Hansen, Karl  
Hansen, Marius  
Hansen, O.  
Hendriksen, Hagbart  
Jansson, A. L.  
Johansen, Emil  
Nor, Nils  
Olsen, Arne  
Olsen, Carl -1101  
Penningrud, Ludwik  
Persson, Oscar  
Petersen, Aage  
Raasch, O.  
Raum, Henry  
Rarly, Frans  
Rathke, Reinhold  
Relursen, A. L.  
Roberts, John  
Sorensen, Pete  
Smith, Max  
Strand, A. W.  
Wakely, R. E.  
Walters, Albert B.  
Wurthman, W. L.

Phones: Office, Franklin 7758

Res., Park 6950

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Saturdays 9 a. m. to 1 p. m.

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Leon Bocqueraz Arthur Legallet  
O. Bozio Geo. W. McNear  
Charles Carpy X. De Pichon

### INFORMATION WANTED.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

G. Lawrence Ames, formerly employed on British steamer "Iguapa," discharged at Manila, P. I., last heard of at San Francisco on July 15, 1914, is inquired for by the U. S. Shipping Commissioner at San Francisco.

Charles Anderson, alias Helmi Helgesen, a native of Alvestad, Stavanger, Norway, age 70, is inquired for: last time heard from in 1904. Anyone knowing his whereabouts please notify his brother, B. H. Alvestad, Jewal, Iowa.



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JUNE 30, 1915:

Assets .....\$60,321,343.04  
Deposits ..... 57,362,899.35  
Capital actually paid up in cash ..... 1,000,000.00  
Reserve & Contingent Funds 1,958,443.69  
Employees' Pension Fund.... 199,164.12  
Number of Depositors..... 66,965

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### INFORMATION WANTED.

Fred Marjama, a native of Russia, age 36, has not been heard from since 1908, at Buffalo, N. Y. Anyone knowing his whereabouts please notify his brother, J. Marjama, 51 South St., New York, N. Y. 9-1-15

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Ekeland, Will H. Thorsen, Ole  
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### INFORMATION WANTED.

Samuel Dickson, a seaman, age about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.

Edvin Nikolai Nielsen, a native of Kristiania, Norway, is requested to communicate with his sister Minni, who has important news from home. Address, Mrs. Minni Hall, Green Farm, Conn. 9-16-14

Herman Sigfrid Persson, a native of Malmo, Sweden, supposed to be sailing on the Pacific Coast, who has not been heard of for two years, is inquired for by his brother, Gustav Persson. Address 13 Stenbarksgatan Malmo, Sweden. 7-28-15

Vencelus Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolamo Durbich, Zurich, Switzerland. 7-28-15

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

## News from Abroad.

An uprising of royalists in northern Portugal has caused Parliament to pass a resolution stating that the government will use rigorous means to preserve order. Captain Henrique de Paiva Couceiro is said to be leading the royalists.

A year of war has cost Canada \$90,000,000. It is costing Canada \$300,000 a day. The total war expenditure up to July 31, or practically 12 months after war was declared on August 4 last year, was \$81,500,000. The ratio of expense is going up all the time as the Dominion places more and more troops in the field. Almost the whole expenditure is military in character. The pay of the troops alone costs little less than \$100,000 per day.

Following the example of Germany, the Austro-Hungarian Government now announces, according to the Frankfurter Zeitung, that all Austrians and Hungarians in neutral countries, particularly in the United States, are warned not to work in factories producing war material for enemies of the dual monarchy. This newspaper says that violation of this decree is punishable by imprisonment of ten to twenty years, and even by capital punishment under certain conditions.

The United States Government has made formal demand upon the Haitian Government that the latter accept immediately the draft of a ten-year convention, providing for the American control of the customs and revenues of the country, the cession of no part of Haiti to any other country than ours, and the establishment of a native police, rural and district, to be commanded by Americans. It is demanded further that the revenues collected shall be disbursed primarily to pay American employes, secondarily to settle Haitian bonds, and the remainder to defray budget expenditures. Much opposition to the convention is evidenced.

General Villa has accepted the proposal of the Pan-American governments for a conference of Mexican leaders for the purpose of agreeing upon terms of peace and establishing a permanent government. General Carranza continues to maintain that there is no need of a conference, and that he is the legitimate and legal head of the revolution. He continues to transfer government departments to Mexico City, where he claims conditions improve daily. The Red Cross officials, however, report starvation as the lot of many people. One-fourth of the people are asking relief. Generals Zapata, Palafox, Chazaro, Pacheco, Lazo and others have accepted the Pan-American peace proposals.

Conflicting rumors continue from the Balkan countries. A treaty between Bulgaria and Turkey is reported, but a warning from the Allies that it is considered an unfriendly act delays Bulgaria's signature. Serbia announces that her new forces will enable her to repel 1,200,000 Austrians, or 800,000 Germans. The Allies have reached an agreement with Greece whereby she may carry on a normal commerce, in return for which she agrees that no commerce with Germany, Austria, or Turkey that may be injurious to the Allies is to cross her borders. Italy claims progress in her campaign, but reports nothing definite. The Italian army sent against Turkey has not been heard from at the front.

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### The Story of Our Growth

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|                   |                 |
|-------------------|-----------------|
| December 31, 1904 | \$285,436.97    |
| December 31, 1905 | \$1,021,290.80  |
| December 31, 1906 | \$1,899,947.28  |
| December 31, 1907 | \$2,221,347.35  |
| December 31, 1908 | \$2,574,004.90  |
| December 31, 1909 | \$3,817,217.79  |
| December 31, 1910 | \$6,539,861.49  |
| December 31, 1911 | \$8,379,347.02  |
| December 31, 1912 | \$11,228,814.56 |
| December 31, 1913 | \$15,882,911.61 |
| Dec. 31, 1914     | \$18,030,401.59 |
| June 30, 1915     | \$19,080,264.20 |

NUMBER OF DEPOSITORS, 53,946



### With the Wits.

Willing to Try.—Bix.—Can I trust you?

Dix.—Actions speak louder than words. Try me with \$10.—Boston Transcript.

Hardly His Fault.—Officer (severely)—Is this rifle supposed to have been cleaned?

Recent Recruit.—Well, sir—yes. But you know what these servant gals are!—Punch.

Usually Not.—"Pa, a man's wife is his better half, isn't she?"

"We are told so, my son."

"Then if a man marries twice there isn't anything left of him, is there?"—Boston Transcript.

Missing Tribute.—Manager—What's the leading lady in such a tantrum about?

Press Agent—She only got nine bouquets over the footlights to-night.

"Great Scott! Isn't that enough?"

"No. She paid for ten."—Tit-Bits.

Showing His Ignorance.—"What on earth are you doing?" demanded the indignant dining-car conductor of the novice waiter; "serving soup on a straight track? Why don't you wait till we strike a curve? You don't know the first principles of railroading."—Puck.

His Turn Coming.—"Why do you go out rowing with that man? He thinks it's funny to rock the boat."

"I've heard so," replied the athletic girl. "I took a dislike to him the first time I saw him, and I'm just dying for an excuse to hit him over the head with an oar."—Washington Star.

Within Her Rights.—A woman mounted the steps of the elevated station carrying an umbrella like a reversed sabre. An attendant touched touched her lightly, saying:

"Excuse me, madam, but you are likely to put out the eye of the man behind you."

"Well, he's my husband!" she snapped.—Chicago Herald.

### An Invitation

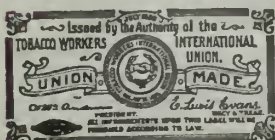
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the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



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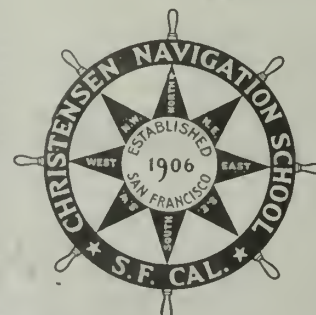
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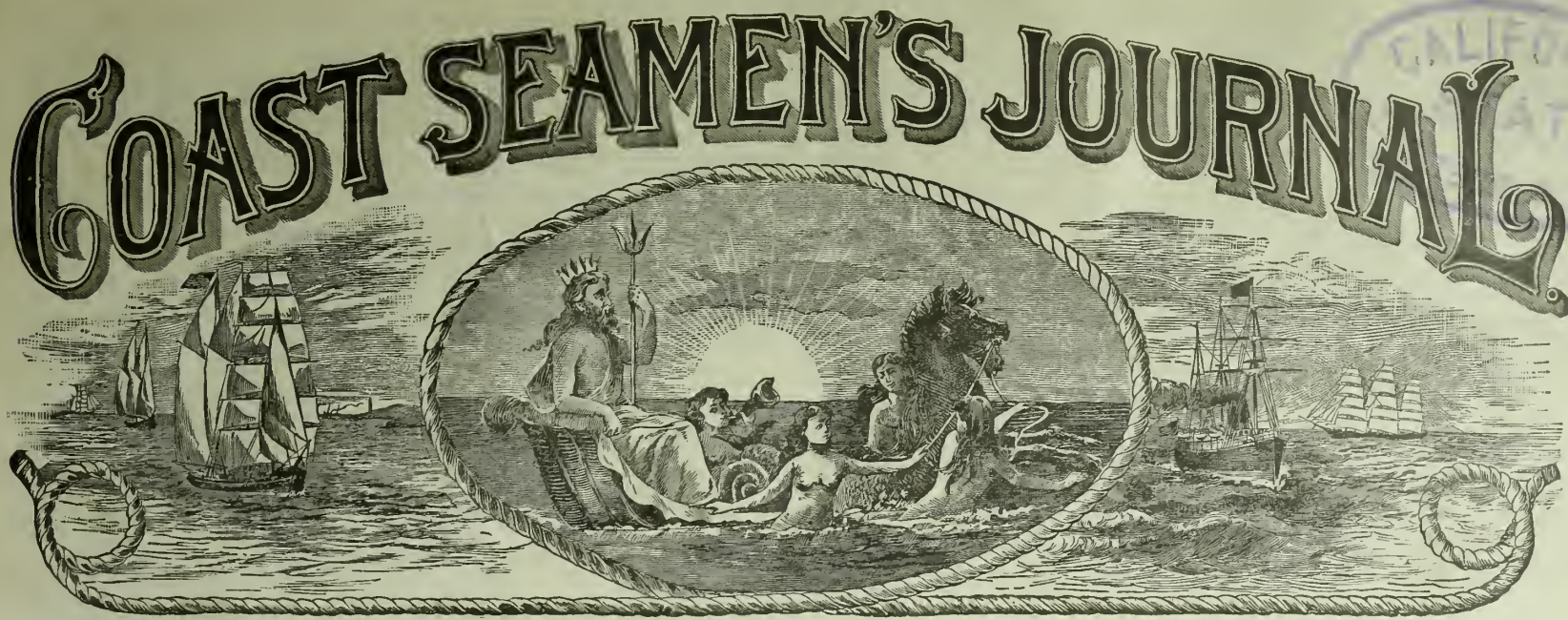
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FOR THE SEAFARING PEOPLE OF THE WORLD.  
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXIX, No. 2.

SAN FRANCISCO, WEDNESDAY, SEPTEMBER 22, 1915.

Whole No. 2348.

## THE DAWN OF ANOTHER DAY.

Andrew Furuseth's Labor Day Contribution.

Yes, it is true the Sixty-third Congress passed acts of legislation which will be remembered when nearly all others enacted by it have been forgotten or have been superseded. When, in the Clayton Act, it laid down as a definite principle of policy on the part of the United States, that "the labor of a human being is not a commodity or an article of commerce," it distinguished between persons and things in such a way as no Congress or other law-making body had done at any earlier period. The labor power of a human being is the most personal of all things on earth; it grows with the human growth; it decays in sickness and old age and ceases at death; it can not be divided from the possessor thereof; it can not be separated from the person; and if the judiciary had recognized this distinction between persons and things, between the labor power and the products thereof, there would have been little necessity for any amendment to the Sherman anti-trust law.

### The Underlying Principle.

This same principle runs through the so-called "Seamen's Act"; it makes the seaman for the first time in seven centuries the owner of his own body; it makes it possible within the jurisdiction of the United States for these seamen, not only on vessels of the United States, but of all foreign vessels, to assert their rights as human beings, as persons created in the image of God, endowed with certain inalienable rights, amongst which are the rights of liberty, equality and the pursuit of happiness.

The history of the sea-faring calling—or profession, whatever it may be called—is somewhat remarkable. In the southern countries—that is, in the countries of the Mediterranean basin—we have historical information dating back to the empire of Babylon; and the first statutes that we know anything about are the statutes of Hammurabi, one of the Babylonian kings; the seaman was a chattel owned by the vessel or by the owner of the vessel; through the history of Phoenicia and Carthage, we find the seaman as a chattel; through the history of Rome we find him a freedman, a member of the collegia which contained the sea-faring part of the population. It is most remarkable that in the struggle for supremacy in the Mediterranean, the comparatively free seamen of Rome ultimately asserted their mastery over the Mediterranean, as against the seamen of Asia Minor and the seamen of Carthage.

### The Sea Power of the North.

In the northern European countries we find an entirely different condition. Amongst the Vandals on the Coast of the Baltic and amongst the Norsemen of Scandinavia, the seaman was an absolute freeman. The relation of the seaman to the master of the vessel, was the same as the relation of the inhabitants of a city to the Burgomaster thereof. The sea-power of the north which showed itself superior and overcame the sea-power of Rome, was built up in absolute freedom.

The two systems, the slavery of the Mediterranean and the freedom of the north, met in the twelfth and thirteenth centuries in the Baltic and in the North Sea and in the Bay of

Biscay. The Mediterranean idea, coming overland with Christianity, met and mingled with the idea of the seaman's freedom as it was found in the Baltic and it resulted in the statutes of Wisby. The Norse idea was carried along the coast of Europe; it touched England, Normandie, Aquatania and the present Spain. The Norse seamen carried with them their idea of freedom and in meeting with the Mediterranean idea, there developed the statutes of Oleron and the Consulate of the Sea, which latter is the old Spanish sea law. This meeting and mixture took place in the twelfth and thirteenth centuries and resulted in laying the basis for the sea law that has been in existence ever since. The maritime law, as developed in the Middle Ages, fundamentally recognized the seaman as a freeman. This will be found written deep and strong in the law of Wisby and the scroll of Oleron and in the Consulate of the Sea; but aside from this, the other maritime regulations and statutes worked towards an automatic development of a body of seamen who were thoroughly inured to the sea, who knew their business thoroughly and whom the owner of the ship could depend upon and had to depend upon to defend his property not only against the forces of nature but against the piracy of the times.

When the seaman was in a home port, he was the freest of men, he was the owner of himself—something that was denied to all other workers; he was capable of making a contract—something that other workers could not do; having made a contract, he was bound to the vessel through common hazard in foreign ports and foreign climes and in all the waters, and the vessel was bound to him; there was reciprocity and in the home port of the vessel the seaman was free.

### Shipowner Was Responsible.

The shipowner, under the then existing law, was responsible to the traveler and to the shipper. The world had not yet invented the limitation of liability nor the present system of insurance and the loss of the vessel meant to the owner thereof, a very great financial loss—a loss that might make for bankruptcy; and therefore, automatically, the shipowner was interested in having the strongest, most courageous and most skilful men that he could obtain in his employ. As a result, the seaman's wages, a part of which was his right to trade on his own accord, were such that he could take as good care of a family, nay, even better care, than could the blacksmith, the joiner or any of the other mechanics or any other men engaged in what is commonly called "skilled trade." Thus, we find in the closing of the eighteenth and the beginning of the nineteenth centuries, that the wages of the seamen who sailed from the east coast of England were five guineas per month; we find later that the wages of the seaman was sufficient upon which to marry and raise a family; we find that young men, conscious of their health and strength and with some little romance or adventure in their mental dispositions, sought the sea; the sea has developed that wonderful class of men who have defended the liberties of the Netherlands, who made Portugal

a great nation, and who gave to Great Britain the mastery of the world.

### The Abolition of Serfdom.

The French Revolution came and it changed the relation of servant and master, or workman and employer fundamentally; serfdom was abolished on shore; men who had previously been tied to the estate, were given the privilege of free locomotion; men who worked for one employer could quit him at will and seek some other employer; the result was an entirely new relation. Previously the employer had no concern about his workmen; if they were dissatisfied, it was not any of his business; if they left him, he could appeal to the peace officers to have them brought back to work for him or be sent to prison. The new status changed all this and the employer had to consider what his workman was thinking, the workman might leave him in the moment that was of greatest importance to the employer; it might result in serious financial loss, and therefore, an entirely new relationship arose between them. As the workmen on shore learned how to combine and meet the employer with a united strength of their own, the wages of the workmen on shore gradually rose; they doubled, trebled, quadrupled—nay, in some instances quintupled—and the skilled workman on shore, who had worked for one dollar a day, received five; while the seaman whose status—term contracts to labor enforceable by imprisonment—had continued and was compelled to continue at the same wages and conditions, or quit his occupation entirely. Step by step, the more self-reliant and capable men of the sea sought employment on shore; their wages and conditions made it impossible for them, under increased cost of living, to sustain a family, and naturally, they left an occupation which made it impossible for them to live a healthy, human life. The sea gradually became the domain of those who had fought life's battles and accepted defeat, of the sewage of the Caucasian race and of such of the races of Asia as felt that their condition could be improved by becoming seamen.

### No Risk for Shipowner.

About 60 per cent. of seamen are at sea at all times; another 20 per cent. are in harbors under contracts which they can not break; the remaining 20 per cent. are idle, seeking employment. Of course, it is impossible for 20 per cent. of any calling to raise it to higher levels; but to make it still more difficult, the shipowner has rid himself of the laws under which he was compelled to employ men of his own nationality; he had, through his political influence, succeeded in imposing upon the different nations such limitations of shipowners' liability as would either make him, like in the United States, absolutely free from any responsibility to the traveler or, as in England or any of the other countries, only partially so. This, with the development of insurance, left the shipowner automatically free of any risk and responsibility; the risk he had transferred to the public through the insurance; the responsibility to the traveling public itself; and his whole financial interest was bound up in getting the cheapest men that the world could furnish to him. As a result, we had



a gradually growing loss of human life at sea; growing during every half decade since 1860, to the present time, until in the last half decade more than 1000 a year have been lost in passenger ships alone.

The laws of each particular nation, compelled the seaman, having once signed a contract, to continue to labor even against his will during the life of that contract. Through treaties entered into with other nations, these laws were made mutually operative in every nation, and thus, it made no difference to what country the seaman came, he was compelled to continue on board the vessel in which he happened to be.

The result of this kind of treaties and of the laws passed thereon, was inevitable. The high wage nations, such as the United States, were, step by step, driven from the ocean, and the laws of competition quickly handed the ocean over to the low wage nations. The men of the United States quit the sea; the men of England have been quitting the sea within the last twenty years; the men of northern Europe are quitting; the men of southern Europe are hesitating and the men of Asia are taking the places of those who are quitting. The present war shows in what a helpless position is a nation that must depend upon other nations or races for the seamen that they need.

#### Seaman a World's Citizen.

Going from one nation to another, from one nation's vessels to another, from one great seaport to another throughout the seven seas, I learned by bitter experience every phase of the seaman's life. I saw men sign and saw them compelled to sign away the wages of the first three months in the trade from the Pacific Coast or Australia or India to Europe; I saw men trying to get free from their vessels; I saw them pleading sickness when they were not sick; I saw them taking poison in order to become sick; I saw them commit petty crimes, from putting their feet through plate glass windows to assaulting policemen in order to get free from the vessel; and step by step, I realized that back of the seamen's condition, back of the helpless life that he was leading, was some great fundamental cause that had to be removed in order that the white race might retain its sea-power, and that men actually fit for the sea might continue in the calling or be drawn towards it.

We appealed to the Supreme Court of the United States under the thirteenth amendment, which prohibits involuntary servitude within the jurisdiction of the United States and we were answered that when a citizen becomes a seaman he voluntarily surrenders all his rights of citizenship; and therefore, the thirteenth amendment to the Constitution of the United States has no application to the men of the sea. When this decision was handed down, we adopted as a motto, "To-morrow is Also a Day." The Supreme Court had said that Congress had absolute and unrestrained jurisdiction over the seamen and that it was bound by no constitutional limitations. It was plain, therefore, that there was no hope except in Congress; hence, to Congress we turned with our petitions and with our arguments, hoping that as skill gradually departed from the sea, as loss of life gradually increased as a result thereof, as the nation should become more and more in need of seamen and finding that they could not be obtained, the time would come when Congress out of concern for the traveling public and out of national consideration would determine that seamen were a necessity, would change the maritime laws in such a way as to induce the Americans to again seek the sea and to retain for the Caucasian race that sea-power so vitally needed for the national and racial independence.

In making these appeals to Congress, we were influenced by the fact that as the condition of the American seaman is improved, as his wages are elevated, so as to induce the American to become again a seaman, we are legislating ourselves off the seas. It becomes more impossible to compete with the low wage countries of Europe and the still lower wage countries and races of Asia.

#### The Difference in Wages.

The reasons for the difference in wages; wages in seaports are largely determined by the wage-rate of country tributary thereto; hence, the cost of operation was not far to seek. If a man could be shipped on the coast of India at \$8 a month, in Hongkong at \$8 a month, in Japan at \$12 a month, in Fiume at \$16 a month, and if this man could be brought to the United States and take away a cargo of American products and a full passenger list at a rate of wages in competition with the American vessel, hiring her men in American harbors and paying \$30 or \$40 per month, of course, competition was out of the question; the law of supply and demand had been hamstrung by the treaties. Remove the treaties and the laws based thereon, permit the men who received \$8 per month or \$16 per month to release themselves in harbors of the United States; give to them enough of their earned wages to make them able to protect that freedom and to use it and all the vessels leaving the ports of the United States would be compelled to pay the same wages; then foreign shippers would have the same cost of operation and the United States could compete and could afford to give humane conditions to seamen under its flag.

Congress after Congress met and adjourned; the seamen pleaded with the Committee of Merchant Marine and Fisheries of the House and

the Committee of Commerce of the Senate, and their plea fell upon deaf ears until it could be shown and was shown that by releasing the law of supply and demand the low wage countries would have no advantage over the high wage countries in the operation of vessels on the ocean and then gradually members of both parties—the biggest men in each—came to see that here was a way out, here was an opportunity and a means to rebuild the merchant marine of the United States without subsidies and subventions.

Men like Mr. Alexander, Mr. Hardy and others, whose principal duty it was as members of the Committee on Merchant Marine and Fisheries, to study these conditions, came to the conclusion that the way to restore the American merchant marine to the ocean was not through subsidies, but through freedom. Men like Dr. Foster, Mr. Underwood, Speaker Champ Clark, Mr. Mann and others, gave careful study to these questions, under the leadership of Mr. William B. Wilson, now Secretary of Labor, and the Sixty-second Congress passed the Seamen's bill. The specific purpose of it was: first, to liberate the seaman; second, to promote safety at sea; and third, to build up an American mercantile marine without the use of subsidies.

The Act of the House went to the Senate; it was referred to the Committee on Commerce, of which Knute Nelson of Minnesota was chairman. He appointed a subcommittee to study and report upon the bill, and as chairman of that subcommittee he selected Senator Burton of Ohio. We who advocated and struggled for the bill felt pleased at the appointment of Senator Burton, because as a member of the House he had been opposed to subsidies and logically the only alternative of subsidies was freedom and equalization of the cost of operation arising therefrom. We were woefully and terribly disappointed in Senator Burton; we had not figured on the influence or the power of the shipowners in the United States, nor had we taken into account the power of the shipowners of foreign countries; we had not given sufficient thought to the three hundred millions of dollars of American money invested in foreign vessels; we thought that this was not only a seamen's measure, but a measure of great national importance—one to restore the American merchant marine.

#### Those "Foreign" Protests.

First, the foreign shipowners found their voices, they held meetings throughout Great Britain and protested in the most emphatic language against this legislation then being enacted by the Congress of the United States. The governments of Great Britain, Germany, Spain, Holland, Belgium, France and other countries were called upon to protest through the regular diplomatic channels. They did so. The power that the shipping interests, foreign and domestic, has over American newspapers showed itself in the most emphatic manner, by the gradual turning of the publications that had been friendly, into publications that were utterly unfriendly to this legislation; Senator Burton helped to organize the opposition; he gave to the opposition all the opportunity that it wanted, by keeping out of the record some of the most important things that the seamen wanted to have put in, and finally brought back from the subcommittee a bill which nobody would stand for, that could only be tolerated after having been materially changed through the efforts of Senator Nelson of Minnesota and when finally passed the Senate and then the House, was justly and properly pocketed by President Taft—not that I would say that President Taft understood just the reason why he should pocket it, but he did it on the request of some shipowner or some other people. However, if he had fully known what the bill contained, it would have been his duty either to pocket it or veto it; because in some instances, it unjustifiably and improperly undertook to interfere with the discipline of foreign vessels while they were on the ocean.

As William B. Wilson, the present Secretary of Labor, had been the main champion of the bill in the House during the Sixty-second Congress, so Senator LaFollette of Wisconsin, became the champion of this legislation in the Sixty-third Congress. Through his efforts in the Senate and the efforts of Rufus Hardy, who was appointed chairman of the subcommittee in the House the bill was somewhat recast during the Sixty-third Congress. The agreement arrived at by the "London Conference on the Safety of Life at Sea," was inserted through the special efforts of Mr. Alexander of Missouri and the present law was finally enacted by both Houses and sent to the President after the most painstaking and searching investigation that has been given to any legislation within the last thirty years.

#### New Law Not Perfect.

The law does not by any means go far enough in protecting the traveling public; it will be found that in some instances, it contains errors that will militate against its efficacy in bringing the American to sea; but the improvements are so great as to constitute the dawn of a new day. It means the freedom of the sea; it restores to the American seaman his rights of citizenship, it gives him half the wages that he has earned, with which to protect that freedom; it regulates the hours of labor in port and at sea, in such a way as to make the crew of the vessel available for the safety of the travel-

ing public; it provides for a knowledge of language of the officers that will make it possible to have direct command and swift obedience thereof in hours of stress and danger; it provides for a standard of efficiency in the able seaman so as to enable those who are so-called, to obey orders when they understand them; and finally, it provides for some skill in what the law calls "certificated life-boat men." It abolishes the payment of wages before it is earned, and it makes these several laws applicable to foreign vessels coming within the jurisdiction of the United States.

The specific purpose of Congress was to put a vessel coming within the jurisdiction of the United States upon an absolute equality, and if, in any way, it failed to reach its purpose, it is because of the action of the Commissioner of Navigation, Mr. Eugene Tyler Chamberlain. Mr. Alexander of Missouri and Mr. Hardy of Texas, the chairman of the committee and chairman of the subcommittee, respectively, had a right to trust in the knowledge and honesty of purpose of that official of the United States government; if he failed to warn them of any particular statute which could be so construed as to exempt certain nations from the operation of Section 14 of this act; this official, Mr. Chamberlain, did not only betray the Senators and Congressmen that trusted him, but he betrayed the administration in whose service he was permitted to remain.

I am inclined, however, to question whether there is any exemption; it was carefully kept in view throughout the entire act, including Section 14, that this act shall apply to all foreign vessels coming to ports of the United States; and in Section 16, which provides for the abrogation of treaties these words were inserted "and any other treaty provisions in conflict with the provisions of this act," and one would think that this was sufficient; if it, however, should prove not to be so—if the Attorney General shall find it to be his duty to hold otherwise and so report to the President, then it is a very simple matter for this coming Congress to repeal that particular section of the inspection laws which exempts from careful inspection vessels of such nations whose inspection laws are substantially similar to our own.

#### Twenty-one Years of Labor.

This act is passed. It took twenty-one years to pass it. In passing it, we seamen had to meet the best talent that the shipowners themselves could furnish and the best talent that they could buy; they came to Congress in opposition; when they misquoted the United States statutes, it became our duty to expose them; when they misquoted the statutes of foreign nations, it became our duty to expose them. But the study and investigation needed for this purpose, no man will understand or know, who has not lived through the struggle. They are now filling the newspapers of the country with the same information that they tried to impose upon the members of the House and the Senate and upon the President prior to the passage of this legislation. If we look carefully at what the newspapers say, we shall find that they do not quote any particular shipowner as specifying any particular thing; that will militate against the real American shipowner and the building up of the real American mercantile marine. They are succeeding by vague general statements to fill the public mind with apprehension; but there need be no fear. The Seamen's Act will keep American ships under the American flag, because it equalizes the wage cost of operation and leaves the American shipowner the beneficiary of many very great privileges that he has had heretofore and which he is denied under any other flag. Let us hope that this legislation will not be interfered with and it will prove the most important and successful piece of legislation enacted dealing with the merchant marine during the last one hundred years. The principles laid down in this legislation will be adopted by the foreign nations one after another; both because of the inherent justice of it and because of its expediency; and it will be found that those who are now opposing it most, when it shall have been in operation for a while will be the last to wish it repealed; it will be found that as it travels onward from nation to nation, giving hope to the oppressed and safety to the traveling public, that those whose names are connected with it, will be remembered and revered in the different seaports of the world, when all other legislation of the Sixty-third Congress, outside of the Clayton Act, shall have been forgotten and superseded. The names of Wilson and Lincoln will go together; Woodrow Wilson completed Lincoln's work.

Without the earnest assistance of Mr. Gompers and of the labor movement generally; without the earnest assistance of lovers of freedom and humanitarians and progressives in Congress and outside of Congress, this legislation would have been impossible. It now appears that the struggle to defend this legislation will have to be made as earnestly as the struggle to obtain it, and we seamen, while being deeply grateful for the assistance that we have received, hope that in defending it, we shall have the same assistance that we had in obtaining it.—Andrew Furuseth, in the September American Federationist.

The Gospel of Unionism—higher wages, shorter hours, and better working conditions for all who toil.



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## Manly Report Should be Distributed.

"Get busy with your Congressman" is the advice of the Racine Call in urging the widest publicity of the Manly report to the Commission on Industrial Relations.

The paper says:

"The same interests that tried to prevent publication of the Manly report to the Commission on Industrial Relations may be depended upon to try to block its distribution. It, therefore, behooves voters to be prompt and early in asking their Congressmen for copies. Nor should they let themselves be put off with the reply that the supply has been exhausted. Let Congress spend less for documents that nobody reads or cares for, and more to print a sufficient supply of a report like this, which will be for years to come a valuable reference work.

"Not only should wide circulation be given the Manly report, but its recommendations should not be allowed to quietly slumber. The plutocratic press is already at work trying to arouse prejudice against it while studiously refraining from any fair discussion of its contents. The aim and hope of the predatory interests is that Congress will contemptuously disregard it. So it is up to labor organizations, farmers' organizations, organizations of useful business men and public-spirited citizens' organizations generally to get busy at once and insist on immediate enactment of legislation by Congress in line with its suggestions. Now is the time to act. Frank P. Walsh, chairman of the Commission on Industrial Relations, has done his work well. So also have Commissioners Garretson, O'Connell and Lennon, who stood by him. The next step is for citizens to see that what these faithful officials have begun is pushed to its conclusion. Let there be no delay."

## Guard Workers' Lives Is Preparedness.

"While militarism and preparedness are as opposite as the poles, let it be understood that labor is alert to the kind of preparedness the steel trust, coal barons, railroad combines and allied interests favor," declared A. F. of L. Secretary Frank Morrison, in a recent address at Bloomington, Ill.

"Labor sees the wolf of militarism concealed behind the 'Little Red Riding Hood' pretense of those men responsible for Ludlow, who favor cossacks in the various States and who have blackened the history of Illinois."

The A. F. of L. official was the principal speaker at the Labor Day celebration. He discussed militarism and preparedness at length, and said, in part:

"In discussing militarism and preparedness, let it be understood that the labor movement is not in favor of peace at any price. Our strikes indicate there is a point in the lives of trade unionists where they gird their loins for battle rather than longer accept unbearable conditions.

"Strikes indicate life, vigor, and strength. Power to make effective protest against wrong should be encouraged. A nation's workers who do not possess this power can

be of little service to their country in its hour of need.

"Labor favors preparedness, but not the kind that consists of militarism under another name—huge armies, gigantic navies and other accouterments of war that subordinates civil authority, that drains a nation's wealth, takes its bone and sinew from productive fields and glorifies idleness, glitter and lace rather than social service and worth.

"Labor favors preparedness, and as the first step in that direction we demand that the killing of America's best manhood in the shops, mills and mines of our country be stopped. We stand aghast at the corpse-strewn battlefields of Europe, but let us not forget that 30,000 of our fellow-countrymen engaged in gainful occupations are killed every year. Men talk about preparedness, but never a word of protest at the annual loss of these thirty regiments that are silently swept into unknown graves that dividends may continue. More than this, every year there are 700,000 wealth producers injured, and this only includes those whose injuries extend over a period of four weeks.

"And no record is made of the thousands whose systems are weakened through low wages and long hours in illy ventilated coal and ore mines, foul workshops and factories, and who become public charges as a result of numerous occupational diseases contracted in the production of useful things. How can men ignore conditions that spell ruin for any nation and imagine labor will believe their claims that dangers threaten us from without?

"Labor believes in preparedness. We demand that the annual killing of these 30,000 industrial workers cease, and we further demand that the three-quarters of a million wage-earners annually injured be given that protection their usefulness to society warrants."

## Altgeld's Memory Honored in Chicago.

Organized labor of Chicago joined with Federal and State officials, Labor Day, in paying honor to the memory of John Peter Altgeld, former Governor of Illinois, by unveiling a statue of this champion of common rights.

"Altgeld was a friend of the common people and never feared to take a stand with them," Governor Dunne said, "Preeminently he had the courage of his convictions. He upheld the right and denounced the wrong at all times, under all circumstances, and in every place.

"He believed the conviction of the anarchists was the result of the mob's demand, although the mob was clothed in purple and fine linen. When he was elected Governor he had the courage to do what was a most unpopular thing at that time—to pardon the anarchists then confined at Joliet. In so doing he gave his reasons, and the doing startled the whole community.

"His moral courage was again displayed when President Cleveland, without request from Governor, Legislature, or Mayor, sent Federal troops into Chicago for the pur

(Continued on Page 10.)

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

### AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

### GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

### BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

### GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

### FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

### NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

### SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

### DENMARK.

Somandenes Forbund, Toldbodgade 15, København.

Sofyrbodernes Forbund, St. Annaplads 22, København.

Dansk So-Restaurations Forening, Nyhavn 17, København.

### HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

### ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

### AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

### SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

### URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

### ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

### BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

### SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



## World's Workers.

South Australia's labor government has fallen into line with the preference to unionists principle.

Industrial awards increased the wages paid to railway servants in New South Wales by £1,300,000 in six years.

Sweden's maritime law has been amended to the effect that no seaman shall be compelled to go to sea in case of danger caused by mines and torpedoes.

Owing to the large wheat harvest expected in Victoria this season the government anticipates a shortage of labor in consequence of the number of men who have gone to the front.

Twenty-two of the largest Sydney (N. S. W.) business firms have agreed to pay their employees who enlist the difference between the wages they had and their military rates of pay.

Mr. Charles Burke, Secretary of the Queensland branch of the Federated Seamen's Union of Australia, has been appointed a member of the Marine Board as a direct representative of seamen.

A demand that the Porto Rico government put its peasants on the land is made by A. F. of L. Organizer Iglesias, in the official newspaper of the Federation of Labor. The trade unionists says absentee property owners and foreign corporations have grown rich through agriculture and the guaranties offered by modern conditions. Industrial depression and speculation are at their height, and rents, interest rates and living costs have risen proportionately, says Iglesias.

The Carpenters' Union of Hamilton, Ontario, has won its long controversy with the Confederation Construction Company, and work on the new Welland ship canal by this concern will now proceed without friction. The new contract provides for a 40-cent minimum, time and one-half for overtime and double time for Sundays and holidays. The work day shall be nine hours and only members of the Carpenters' Union are to be employed. All future differences will be adjusted by arbitration. The company's contract amounts to over \$10,000,000, and it is claimed it will not be completed before 1919. The carpenters' victory is the result of persistent agitation and appeals to the Dominion Department of Labor that the company live up to its contract and the fair wage clause included therein.

At a recent meeting of the Melbourne Trades Hall Council it was moved, "that this council recognizes the need of complete national unity in the present war crisis; yet knowing that the workers have most to gain by peace conditions, requests the Labor party in the Australian Parliament to urge the Imperial Government, in the name of suffering humanity, to openly declare to the world the terms upon which the Imperial Government think the Allies should negotiate for peace." An amendment was then offered, as follows: "That this council is of the opinion that the Federal Labor Government will strongly support any movement for an honorable peace at the proper time, which will command the support of this council, and upon this issue the council has every confidence in the present national government of Australia." The amendment was rejected by one vote, and the motion was then agreed to by 52 votes to 50.

## SAN PEDRO, CAL.

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### INFORMATION WANTED.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

Oscar Olsen, age 37, a native of Hallarna, near Gothenborg, Sweden, who was sailing on the Great Lakes about three years ago, is inquired for by John V. Olsen, Sun Company, Marcus Hook, Pa. 5-26-15

Adolph Godfred Eriksen, born in Moss, Norway, is inquired for by his brother, Herman Eriksen. Any one knowing his whereabouts please notify W. Nielsen, 206 Moravian St., Philadelphia, Pa. 5-26-15

### M. BROWN and SONS

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SAN PEDRO, CAL.

### INFORMATION WANTED.

Edgar Duncan Stewart, age 22 years, white, born in Massachusetts, who, on October 9, 1912, was shipped as seaman on the American steamship "Toledo," at Marcus Hook, Pa., for a voyage to Sabine, Texas, but who did not join the vessel the next day, and has not since been heard from. The undersigned will highly appreciate your kind co-operation: Augustine R. Smith, United States Shipping Commissioner, or Shipping Commissioner, Appraisers Building, San Francisco. 5-13-14

Nils Edmund Johansen, a native of Tonsberg, Norway, age about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

Chas. Maywell, a sailor, last heard of in New York City in 1892, is inquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y.—12-23-14

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## San Pedro Letter List.

|                     |                        |
|---------------------|------------------------|
| Anderson, Emanuel   | Lindeberg, Ernst       |
| Anderson, Edw.      | Latz, Konstant         |
| -1739               | Lundstedt, Chris.      |
| Anderson, John      | -1968 Lutzen, Valdemar |
| Anderson, Martin    | Lalan, Joe             |
| -1894               | Lindsberg, C.          |
| Anderson, Sven.     | Larsen, L. K.          |
| (Reg. Letter.)      | Lindholm, A.           |
| Anderson, Oscar     | Matson, Johan          |
| Anderson, Ernest    | Mikalsen, Andreas      |
| Anderson, Enkan     | Malm, Gustaf           |
| Apelquist, Otto     | McGuire, J.            |
| Baxter, Arthur      | Mesak, E.              |
| Bergh, Borge        | Marlthson, P. A.       |
| Buanik, L.          | Nyhaugen, Julius       |
| Brein, Hans         | Nohr, Niels            |
| Bensen, Ray         | Olsen, John            |
| Bergman, Leo        | Olsen, Ludvig          |
| Benrowitz, Felix    | Olsen, Olaf            |
| Carera, Pete        | Owen, Fred             |
| Dahlgren, Pete      | Oplaug, Wilhelm        |
| Doyle, William      | Olin, Emil             |
| Duval, William      | Penningsrud, Ludvik    |
| Eriksso, Otto       | Peterson, Hans.        |
| Eklund, Sven        | -1064                  |
| Fisher, Wm.         | Peterson, N.           |
| Hansen, Oskar       | Peterson, Otto         |
| Hansen, Charly      | Posco, P.              |
| Hansen, M.          | Phillips, Charley      |
| Hansen, Hilmar      | Richardson, A.         |
| Hecker, William     | Parsons, Olaf          |
| Hannus, Alex.       | Rogls, A.              |
| Jensen, H. -1555    | Renvall, Anshelm       |
| Johansson, Victor   | Smith, Lawrence        |
| Johanson, T.        | Sutse, Michael         |
| Jacobs, August      | Sanders, Charles       |
| Johansson, Geo. W.  | Stromsberg, Ivar       |
| -1219               | Sevenson, Paul z       |
| Johanson, Geo.      | Slevors, G. P.         |
| Johanson, Edvard A. | Tamisar, P.            |
| Johansen, Chas.     | Toren, Gustaf A.       |
| Johson, Herman      | Thlig, Richard         |
| Johansson, John A.  | Verney, M. O.          |
| -1659               | Verdonk, Peter         |
| Johnson, Gus.       | Warkkala, John         |
| Johnson, K. H.      | Packages.              |
| Kahlin, Ed.         | Johnson, K. H.         |

## Honolulu, H. T.

|                      |                   |
|----------------------|-------------------|
| Anderson, John E.    | Nelsen, C. F.     |
| Burk, Harry -1284    | Petersen, Carl    |
| Crantly, C. W.       | Peters, Walter    |
| Eugenlo, John        | Reithor, Fritz    |
| Ekelund, Rikhard     | Solberg, B. P.    |
| Ivertsen, Sigvald B. | Strand, Conrad    |
| Lengvenus, W. L.     | Thompson, Emil N. |
| Moller, F.           |                   |

### INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio.—3-24-15.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 106 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Any one knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St.—8-11-1915.

Olai Ingebrigtsen (Brock), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American bark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469-49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Stuart street, San Francisco, Cal.—8-4-15.



# Pacific Coast Marine.

The Pacific Alaska Navigation Co. announces that the contract for raising the wrecked steamer "Admiral Watson" has been placed with the Seattle Construction and Drydock Co.

The Benicia Shipyards Co., Benicia, Cal., has received an order for building a \$50,000 ferryboat for the Richmond and San Rafael Ferry and Transportation Co.

The Norwegian steamer "Admiralen" has been fixed for a cargo of shingles at the A. P. Allison mill, Green Point Rapids, B. C., New York by way of the Panama Canal. The "Admiralen" has been laid up on Puget Sound for nearly fifteen months.

The bark "Levi G. Burgess" has established a new sailing record from Bristol Bay to the mouth of the Columbia River of 10 days and 9 hours, the best previous record being by the "C. F. Sargent," 13 days, in 1913. The "Burgess" was built in 1877.

Advices from Vancouver state that according to private reports received there the Canadian Pacific liner "Empress of Japan" is to be released by the British Admiralty and will resume service as a merchantman. She will go to Hongkong for overhauling before loading for Vancouver.

It was announced that the bark "Albert" has been fixed to carry lumber from Columbia River to New Zealand. It is also stated on good authority that quite a number of these vessels arriving from the fishing grounds will go into the lumber trade between this Coast and Australia before next fishing season.

The first shipment of Japanese coal to the Hawaiian Islands arrived at Honolulu on September 13 on the Japanese steamer "Yubari Maru." This was the first of a supply of 130,000 tons contracted for by the International Steam Navigation Company of Honolulu through the Hokkaido Tanko Kishen Kaisha.

The contract for the construction of another large freight steamer for the New York and Cuba Mail Steamship Company, generally known as the Ward Line, has been awarded to the Seattle Construction and Dry Dock Company. The new vessel will have a carrying capacity of 5,000 tons dead weight.

The brig "Lurline," which was bound from Eureka to Salina Cruz and abandoned by her crew last January 1564 miles south of San Pedro in a waterlogged condition, was sighted by the Japanese steamer "Komi Maru" on September 3. The steamer reported the derelict to be awash and a danger to navigation upon the latter's arrival in Honolulu the other day.

Various public bodies and leading business concerns of Puget Sound are preparing a petition memorial setting forth the advantages of that port and urging the Alaska Packers' Association to transfer its ships and plant from San Francisco to Seattle. For a long time the association has been outfitting some of its Alaskan cannery ships each year at Puget Sound ports.

During August, there went forward to Europe from San Francisco by direct water transportation 27,588 tons of barley, 1844 tons of assorted dried fruits, 1569 tons of beans, 164,069 cases of assorted canned goods, 1469 cases of honey, 568,172 gallons of oil, 906 tons of raisins, 320 tons of coffee. More than \$500,000 of anti-mony was shipped from here to New York for transshipment to Europe.

Making a record as the first vessel of her tonnage that ever came to San Francisco from Chicago under her own power, the auxiliary schooner yacht "Fiorgyn," owned by Thomas Thorkildsen of Los Angeles, Captain Lewis Hansen, master, arrived at San Francisco on September 15. The "Fiorgyn" was 145 days from Chicago, coming by way of the Hudson and New York, and forty-three days from Balboa.

McGregor's Landing, for years an important shipping point on the island of Maui, has been ordered closed by the board of harbor commissioners. Officers of the Interisland Steam Navigation Company say the refusal to permit vessels of that company to call at McGregor's will work a hardship to many shippers and travelers. The commission states that it is ready to make the port of Lahaina reasonably safe for the landing of passengers and freight.

Island sugar mills are grinding cane later than usual this year owing to an increased crop on many plantations. The extension of work at the mills has caused demand for more tonnage to take care of the increased output. The American-Hawaiian Line has announced that it will withdraw several of its steamers from the Hawaiian Island trade. The Matson Navigation Co. will take care of a large share of the sugar remaining to be forwarded to the west coast of the United States. Sugar for the east coast is practically all carried in American-Hawaiian bottoms.

Liability of the owners of the steamer "Paraiso," which rammed and sunk the steamer "Admiral Watson," has been limited to \$180,000 by United States District Judge Jeremiah Netter. The "Paraiso" had been libeled by the Pacific Alaska Navigation Company, owner of the "Watson" for \$247,000. The "Paraiso" was

released on bond and sailed for Southeastern Alaska with general freight and mining machinery. Upon her return she will be turned over to her owner, the Long Beach Steamship Company, which will operate her between Portland and San Francisco pending the settlement of the libel action.

Federal Judge Hough, in a decision rendered at New York, has sustained the contention made by the Government in the admiralty suit for \$800,000, brought by the Pacific Mail Steamship Company as owner of the steamer "Newport," against the Pan-American Railroad Company. On August 17, 1912, two hundred and thirty feet of the bulkhead of a pier at Balboa, Canal Zone, collapsed, throwing 18,000 tons of earth and two large electric cranes into the water. The steamer "Newport," which was alongside the dock, was sunk. The Pacific Mail Company brought suit, claiming the bulkhead had been improperly constructed.

Application has been made to the Bureau of Navigation of the Department of Commerce for the measurement of North German Lloyd and Hamburg-American line ships now held in Hawaiian ports by the European war. The measurement was requested to qualify the ships for using the Panama Canal. The request was forwarded by the Collector of Customs at Honolulu with a letter from the agents of the steamship lines setting forth that the Surveyor of the Port of Boston had already measured the Hamburg-American liners "Amerika" and "Cincinnati." There are three Hamburg-American and four North German Lloyd ships now at Honolulu. The measurements will probably be made at the convenience of the Surveyor.

Three million and seventy-eight thousand dollars in gold, the second largest shipment ever received at San Francisco from Australia and New Zealand, was brought to port during the week by the Union liner "Moana" from Sydney and Wellington. The only other shipment larger was that of \$5,000,000, brought here on the Oceanic liner "Ventura" three weeks ago. There were 410,000 pounds sterling in the shipment from Sydney, and the Wellington consignment amounted to 51,399 ounces. One hundred and thirty-three boxes were necessary to pack the shipment. The gold was consigned to local banks and is sent here in payment for the large amount of grain, hay and munitions which have been sent to the Antipodes in shiploads from this port. Another shipment of \$5,000,000 of Australian gold is due on the Oceanic liner "Sonoma."

More than fifty vessels, large and small, have been held up in the Panama Canal since September 4th owing to a landslide. According to information received by the marine department of the San Francisco Chamber of Commerce, vessels drawing not more than twenty-five feet of water again passed through the waterway on September 11 and the larger vessels got away the next day. The Panama-Pacific liners "Finland," bound from San Francisco to New York, and the "Kroonland," bound from New York to this port, have been interrupted in the Canal since September 4th. On board the liners are nearly fifteen hundred people who have to be fed at the expense of the company. It is estimated that the loss to the steamship line is close to \$3000 a day. The "Kroonland" left New York for this port August 28th. It is likely that the liner will not arrive here until the latter part of the month.

The steamer "City of Panama," formerly of the Pacific Mail fleet, plying between San Francisco and the western coast of Mexico and Central America for more than forty years, is about to come to an ignominious end. The Rolph Coal Company is about to destroy the old vessel where she lies in the mud flats between Potrero and Hunter's Point. The announcement comes as a strong counter against the Government, for it was only a few days ago that the captain of the Government tug "Hartley" reported that the old "City of Panama" was a menace to navigation, in that proper lights were not displayed on her at night. A fine of \$200 was assessed against the present owners of the vessel. The steamer "City of Panama" was taken off the San Francisco and lower coast run about three years ago and laid up in Oakland creek. About a year ago the Rolph Coal Company purchased the steamer, had her machinery removed and converted her into a barge. During a southeast gale last February she sank in shallow water with 1500 tons of coal aboard. The coal was recently removed and instead of paying a fine of \$200 the Rolph Coal Company has asked that the fine be remitted and that the Government perform a duty required in the case of obstructions to navigation by blowing the old hulk to pieces.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

## International Seamen's Union of America

Affiliated with  
AMERICAN FEDERATION OF LABOR  
and  
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary,  
570 West Lake St., Chicago, Ill.  
AFFILIATED UNIONS.

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EUREKA, Cal., 227 First St., P. O. Box 64.  
SAN PEDRO, Cal., P. O. Box 67.  
HONOLULU, H. I., Cor. Queen and Nuuanu Sts., P. O. Box 314.

(Continued on Page 11.)



# Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHIARRENBURG.....Editor  
I. M. HOLT.....Manager

## TERMS IN ADVANCE.

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## NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, SEPTEMBER 22, 1915.

## "AS SOON AS PRACTICABLE."

In a report to President Wilson on the "Eastland" disaster, Secretary of Commerce Redfield says "that as soon as practicable in the fall a searching inquiry will be made into the whole administration of the Steamboat Inspection Service under the supervision of representatives of the Navy Department and of the public, so that there will be no question of its impartial character."

The Secretary states also that instructions have been given to the Steamboat Inspection Service to take the necessary steps to carry into effect the additional rules and regulations suggested by the board of inquiry. Instructions have also been given to the Steamboat Inspection Service to call together a special committee consisting of supervising inspectors selected from the Atlantic, Pacific and Gulf coasts "who shall, with the supervising inspectors upon the Great Lakes, promptly consider what can be done, within the present lawful scope of the Steamboat Inspection Service, to improve its effectiveness."

The above and a few indictments, which do not mean anything except that some poor fellow will be made the goat for the real criminals higher up, seem to constitute the "net" results of the numerous inquiries into the "Eastland" disaster.

In the meantime the same incompetent and inefficient Inspection Service will go right on in the even tenor of its ways with Geo. C. Uhler at the helm.

Evidently, it will require much more than a "Slocum" or an "Eastland" horror to make any serious changes in the United States Steamboat Inspection Service. This is the most deplorable aspect of the whole sickening affair. For, as the Boiler Makers' Journal points out, "an incompetent inspection system is more dangerous and fraught with more serious results than if no inspection laws were enacted, because it lulls the public into a false sense of security."

Let us hope that Secretary Redfield will soon find it "practicable" to make that searching inquiry.

## A "DOLLAR DECORATION."

"Captain" Dollar, the noted coolie lover, has again broken into print.

The Hearst papers, in pursuance of their established policy to discredit the Wilson administration, will print anything and everything, no matter how absurd, as long as it reflects unfavorably upon the present administration at Washington. So "Captain" Dollar embraced the opportunity to shed a few crocodile tears over the transfer of the British steamer "Persia" from the Pacific Mail Steamship Company to a Japanese concern. Just how this sale of a British steamer affects the American Merchant Marine is not explained by the doughty "Captain," although he made a cunning attempt to so shape his phraseology as to lead the unwary to the conclusion that the "Persia," having been American owned, must have been under the American flag.

In closing his latest whine about the disappearance of coolie-manned American ships "Captain" Dollar attempts to be funny. He submits to the Mikado the names of Senator La Follette and Andrew Furuseth as being worthy of high honors for having driven the British steamer "Persia" from American to Japanese ownership.

Let us most respectfully suggest to "Captain" Dollar that it ill becomes an old gentleman residing in a glass house to indulge in cheap sarcasm. "Captain" Dollar has so persistently practiced and encouraged the employment of coolie labor that the very names of his ships have become tainted and malodorous bywords.

If any one man is entitled to high honors and decoration at the hands of Oriental potentates it is the distinguished Captain Dollar. No single American, except perhaps Mr. R. P. Schwerin, has been more faithful to servile coolie labor than Robert Dollar. In fact, it may be assumed, if the Dollar method of manning had been adopted and given full sway there would to-day remain scarcely an American or Caucasian seaman of any caliber.

We therefore nominate the Captain for the very highest decorations of honor issued by the Republic of China and the Emperor of Japan.

MELBOURNE, Sept. 18.—The entire membership of the House of Representatives of the Federal Parliament, the legislative body of the commonwealth of Australia, has pledged itself "never again to purchase German goods."—Associated Press Dispatch.

Such expressions of "brotherly love" as the foregoing are startling, to say the least. Now, if the Germans and other participants in the world war will only adopt similar pledges and if we carry the whole absurd thing to its logical conclusion this world of ours will soon be divided in little mole-hills—each surrounded by a Chinese wall.

It does seem strange that the noble patriots who have "hollered" the most about the loss of American lives in the "Lusitania," the "Arabic," the "Hesperian," etc., have shown the least concern about the slaughter of the innocents in the "Eastland" tragedy. Why so much sympathy for the few who were drowned while traveling in a foreign vessel and so little for the many victims of American excursion steamers?

## IT IS TO LAUGH!

While the poor scribes of Willie Hearst's editorial staff are compelled to write long articles bemoaning the "decline" of the foreign-going American Merchant Marine because President Wilson signed the Seamen's bill, the darned old Merchant Marine refuses absolutely to become a corpse, and instead keeps on growing stronger and healthier week by week.

During the week ended August 28, 1915, there were admitted to American registry under the act of August 18, 1914, two freight vessels of a total tonnage of 4,515 gross, as follows:

|  | Gross tons. |
|--|-------------|
| Steam screw "Laura" (formerly Dutch "Laura")   | 3,154       |
| Schooner-barge "Prins Valdemar" (formerly Mexican "Prins Valdemar")  | 1,361       |
| The "Laura" is now owned by the American Transatlantic Co. (Inc.), New York, N. Y., and the "Prins Valdemar" by G. W. McNear (Inc.), San Francisco, Cal. |             |

Including the above named the total of foreign vessels admitted to United States registry now stands as follows:

|  | Vessels. | Gross.  |
|--|----------|---------|
| Total, July 1, 1915, to Aug. 28, 1915      | 13       | 40,917  |
| Total, fiscal year ended June 30, 30, 1915 | 148      | 523,361 |
| Grand total                                | 161      | 564,278 |

Yes, sir, that Seamen's bill is a funny critter. According to the Hearst-De Young form chart that untutored animal should kick the American Merchant Marine clean out of the ring. Instead, the silly thing is doing the very opposite. And to-day, all calamity howlers to the contrary notwithstanding, the Stars and Stripes are flying on more ships in the foreign going trade than at any time since 1863.

The New York Nautical Gazette is a ship-owners' periodical which has evidently seen the error of its ways in opposing the new Seamen's Act. In common with other publicity organs maintained by the shipping interests, the Nautical Gazette has in the past bitterly attacked and grossly misrepresented the Seamen's Charter of Freedom. But the "Eastland" affair with all its sickening incidents got under the Gazette editor's skin and he is now quite sure that the opposition to the Seamen's Act has never "been directed against the safety requirements it imposes upon shipowners." Well, we don't blame our contemporary for crawling away from the topheavy and tottering structure it has helped to erect in order to cast odium upon the Seamen's Act. It takes a hardened conscience and a brazen nerve, such as is possessed by only few mortals, to demand the repeal of safety regulations in the face of that monstrous crime against humanity so recently witnessed at Chicago.

John Kean, president of the Pacific Coast District of the International Longshoremen's Association, reported at a recent meeting of the San Francisco Labor Council that after ten months of negotiation an agreement had finally been entered into, affecting about 8,000 men along the Pacific Coast and carrying an increase of wages and general improvement in working conditions at several ports. Details of the bargain are not available.

For fair products of all kinds consult the JOURNAL's ad columns.



## OAKLAND CARMEN MAY STRIKE.

Several weeks ago the San Francisco-Oakland Terminal Railways discharged two men who were among the first deckhands on the Key Route ferry-boats to join the local union of the Amalgamated Association of Street and Electric Railway Employees of America.

The company claimed the men were discharged for good and sufficient reason, but after a thorough investigation by the Union's Grievance Committee this was deemed to be only a flimsy excuse, and the reinstatement of the men was demanded. And here is where trouble started. The company officials absolutely refused to meet any committees or officers of the Union, thereby violating Section 1 of the existing working agreement, which reads as follows:

Section 1. It is agreed that the properly accredited officers of the Union will be recognized in discussing any grievances of employees. Grievances shall first be presented to the Superintendent, and if a satisfactory adjustment cannot be made, appeal shall be had to the General Manager. Should there still be no satisfactory adjustment, the grievance shall be presented to the Board of Directors.

All of the above provisions were complied with by the officials of the Union, but the company in every case refused to meet the men, thereby leaving no avenue of action open except to lay the entire matter before a special called meeting of the Union. This was done during the past week and the Union decided by an almost unanimous vote to strike, if that be necessary to secure redress for the two victimized deckhands.

Under the laws of the Amalgamated Association no strike can take place until all efforts to settle the matter by arbitration have failed. Formal steps have already been taken to try adjustment by arbitration and the belief is freely expressly that the company will recede from its position rather than risk a general tie-up of the road.

## DEFEAT RALPH McLERAN.

The following self-explanatory resolution should prove of particular interest to residents and voters of San Francisco:

Whereas, At the last session of the California State Legislature there was introduced a bill known as the "Dust Proof Cement Container bill"; and

Whereas, This bill provided for the protection of the health of sailors and stevedores handling cement in sacks; and

Whereas, One Ralph McLeran, then and now a member of the Board of Supervisors of the City and County of San Francisco, actively opposed the passage of the bill and telegraphed members of the Legislature, requesting and beseeching them to vote against this meritorious measure; therefore be it

Resolved, By the Water Front Workers' Federation, that we denounce such action of said Ralph McLeran as a most vicious and cowardly attack upon the membership of this Federation; further

Resolved, That the secretary of this Federation be directed to request all Unions affiliated with the San Francisco Labor Council and the Building Trades Council to urge their members to vote against said Ralph McLeran in his candidacy for Sheriff and help defeat this enemy of organized labor who has in the past posed as a "friend of labor," and has used his former trade-union affiliation as a means of boosting himself into public office.

The foregoing tells its own tale.

McLeran deserves defeat at the hands of the workers.

No man of his caliber should be entrusted with the responsible position of Sheriff. The Cement Trust may need him; but the workers, who form a large percentage of San Francisco's electorate, can well dispense with his services.

Demand the union label upon all purchases!

## ATTORNEY-GENERAL'S OPINION.

The JOURNAL has finally been able to secure a copy of the opinion rendered recently by F. W. Gregory, Attorney-General of the United States, with reference to Section 14 of the new Seamen's Act.

Section 14 was printed in full in the issue of the JOURNAL dated April 21, and it will be recalled, deals exclusively with life-saving appliances, manning of boats and rafts, muster rolls, drills, etc.

In effect, the Attorney-General's opinion will greatly weaken a number of the safety features in the new law. It will not, however, limit the language test nor does it in any manner restrict the requirements as to the "able seaman" standard of efficiency.

The party most injured by the decision is the traveling American public. Yet, it is a most remarkable and significant fact that many so-called American newspapers have hailed the Attorney-General's opinion with undisguised joy. Just why any American should be pleased to have the safety features of the Seamen's law limited to American vessels is very difficult to understand, unless it be on the theory that American capital invested in foreign ships is at the bottom of that strange manifestation.

The Attorney-General's opinion follows in full, just as submitted to President Wilson:

Washington, D. C., August 25, 1915.

To the President:

Sir:—I have the honor to acknowledge the receipt of your letter of June 18, 1915, wherein, in connection with certain accompanying papers submitted by the Secretary of Commerce, you ask my opinion as to whether foreign cargo or foreign passenger steam vessels leaving ports of the United States are subject to the regulations prescribed by section 14 of the so-called "Seamen's bill," approved March 4, 1915.

I am of opinion that when not actually carrying passengers neither foreign cargo nor foreign passenger steam vessels are subject to the provisions of this section. Only foreign private steam vessels carrying passengers from any port of the United States to any other place or country are so subject. To this latter rule, however, an exception must be noted in favor of a vessel belonging to a country whose inspection laws at the time of the voyage approximate our own and which accords to our vessels like privileges of home inspection; provided such vessel is (1) possessed of an unexpired inspection certificate properly issued under and evidencing compliance with such foreign laws, or (2), where its certificate so issued has expired, it has properly obtained in lieu thereof from the Secretary of Commerce a special permit to depart from a port of the United States if possessing an unexpired certificate. My reasons for this conclusion are as follows:

This section 14 of the Seamen's bill is an additive amendment to section 4488 of the Revised Statutes, which itself had been previously amended in respects not material here by the acts of March 2, 1899, 25 Stat. 1012, April 11, 1892, 29 Stat. 16, and March 3, 1905, 33 Stat. 1024. Section 4488 was originally enacted as section 52 of the act of February 28, 1871, entitled "An act to provide for the better security of life on board vessels propelled in whole or in part by steam," etc. (16 Stat., 440). Section 41 of the last-named act, which became section 4400 of the Revised Statutes, defined the vessels subject to the operation of the act, and of course to the operation of its section 52, now section 4488 R. S. This section 41 was amended by the acts of August 7, 1882, 22 Stat., 346, March 4, 1895, 25 Stat., 699, February 15, 1902, 32 Stat., 34, and March 17, 1906, 34 Stat., 68, the last amendment being a complete redraft. Since section 14 is expressly an amendment of pre-existing law which is to be found in these sections 4400 and 4488 of the Revised Statutes, I quote those portions of the same which are material as they stood prior to March 4, 1915:

Sec. 4400. All steam vessels navigating any (Continued on Page 10.)

## OFFICIAL.

## SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Sept. 20, 1915.

Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping fair. The number of men ashore is increasing.

Notice: A mass meeting under the auspices of the International Seamen's Union of America will be held at the Seamen's Institute, 242 Stuart street, San Francisco, on Thursday, Sept. 23, at 7:30 p. m. Patrick Flynn and Paul Scharenberg will deliver the addresses. Non-union seamen are especially invited to attend this meeting.

JOHN H. TENNISON, Secretary pro tem.

Maritime Building, 59 Clay St. Phone Kearny 2228.

Vancouver, B. C., Sept. 13, 1915.

Shipping dull; prospects poor.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Sept. 13, 1915.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, Sept. 13, 1915.

Shipping and prospects poor.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Sept. 13, 1915.

Shipping and prospects fair.

J. PEARSON, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, Sept. 13, 1915.

Shipping dull; prospects uncertain.

JACK ROSEN, Agent.

44 Union Ave. North. Tel. East 4912.

Eureka Agency, Sept. 13, 1915.

Shipping and prospects poor.

JOHN ANDERSON, Agent.

227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Sept. 13, 1915.

Shipping fair; prospects uncertain.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Sept. 7, 1915.

Shipping and prospects poor.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

## MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Sept. 16, 1915.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping fair, plenty of men ashore. The proposition to appropriate the sum of \$1,500 for organizing purposes on the Atlantic Coast was referred to a referendum vote of the Coast for four consecutive meetings. The election of a delegate to the California State Federation of Labor Convention will take place at the next regular meeting at Headquarters and San Pedro. The full Shipwreck Benefit was ordered paid to one member wrecked on the S. S. "Edith."

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, Sept. 9, 1915.

Shipping slow; plenty of men ashore.

LEONARD NORKGAUER, Agent.

Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Sept. 8, 1915.

No meeting. Shipping good; a few men ashore; prospects good.

HARRY POTHOFF, Agent.

P. O. Box 54.

Portland Agency, Sept. 13, 1915.

No meeting. Shipping medium; prospects poor.

THOMAS BAKER, Agent.

89 Second St. N. Phone Broadway 2306.

## DIED.

Frank Tomkins, No. 913, a native of England, age 31, died at San Francisco, Cal., Sept. 14, 1915.

Ludwig Jorgen Larsen, No. 548, a native of Norway, age 37, drowned at Nushagak, Alaska, June 18, 1915.



## THE CHICAGO TEACHERS' UNION.

(By J. L. Engdahl.)

The profit-hungry plutocrats of Chicago and Illinois, in their efforts to drive the Teachers' Union from the schools of the nation's second largest city, have challenged all the fathers and mothers of the land to battle.

I know that you are ready to fight, and fight hard, for the public schools, for your sons and for your daughters.

Millions of you fathers and mothers, just this week, sent your children, by the tens of millions, back to their desks and their books in the public schools, your schools, if you insist, otherwise the schools of the plutocracy, where your children will learn to become the willing slaves of big business.

The school teachers of Chicago are the pioneers among the school teachers of the nation. Brave and courageous, they have taken the lead. Undaunted and fearless in the face of all the terrors that the powers of plunder could bring to bear against them, they have blazed the way toward the brighter day.

They recognized that they must join the growing ranks of the labor movement. They discovered, long, long ago, that their place was in the great industrial struggle, in the great economic conflict in the interests of peace and human emancipation, and against militarism and war and the wages system.

They know that Scott Nearing was discharged from the University of Pennsylvania, with hardly a whimper from the other university professors raised in protest; and what was Nearing's crime? He had helped the masses fight plutes and it was a winning fight.

Brewster was ousted from the University of Colorado because he had championed the cause of the striking coal miners. The voice of protest from the rest of the Colorado University's teaching staff died before it was born and "Murderer" Chase, adjutant general of the Colorado National Guard that brought death to the women, children and babes of Ludlow, still holds his professorship in the medical department of this disgraced institution of learning.

Nineteen members of the University of Utah faculty revolted and quit their jobs rather than teach according to the rules laid down by the industrial despotism that rules the State of Utah, and all that the professors, the men of learning of the nation, did in support of the cause of these heroic rebels, their co-workers, was to appoint a committee to "investigate."

Other big State universities, among them the University of Washington and the University of Wisconsin, are being debauched and practically destroyed in so far as they were of any real use to living humanity.

The story of humbled and humiliated State universities far removed from the people, and with their cowardly and cringing teaching staffs, has been written. Another chapter of the long struggle to save the nation's public schools from the nation's privately owned and humanity exploiting industries is now being written in Chicago. Shall plutocracy succeed?

If wage-earners were all united in helping themselves they would need no help from others.

## SERVICE.

(By Scott Nearing.)

(For such expressions of opinion as are contained in the paragraphs below, taken from the preface of his book entitled "Income," Professor Scott Nearing was dismissed by the trustees of the Wharton School of Finance, of the University of Pennsylvania.)

Among all of the basic principles of economic life, none is more vital than this—that every able-bodied adult should have a job; that he should work at the thing for which he is best suited and best fitted; and that he should be paid the full value of what he produces. Society is built upon the idea that the people who can shall contribute their time and energy to the advancement of those things in which society has an interest.

Modern economic discussions are being turned toward the conservation of human values. Thinking men realize that the wealth of nations rests upon the fiber of the people; that the progress of civilization is built out of service.

Service is of pre-eminent importance. In the home, in the street, in the shop, in the mine, on the railroad, the greatest single law of life is the law of service—doing for others and sharing with others the burdens and rewards of effort. The work of the world, directed and performed by the hand of man, should have as its final object the greatest service to mankind, or, as Ruskin put it, "the largest number of happy and healthy human beings." Above the rights of property there must be placed the rights of humanity.

The industrial system, like every other social institution, must serve the human race, and serve it efficiently. To-day some of the chief questions of economics involve the method of apportioning income. Shall the values created by industry go to those who serve? There seems to be no other basis upon which economic society may finally rest.

An effective system of income distribution will recognize service as the greatest economic asset; will reward service with the values that service creates. Until those who serve receive a return equal to the value of their service, the questions of income distribution can never be settled, because until then they never can be settled right.

It will scarcely be credited that, when the Crimean war broke out, Germany had two boats of a type useful to the British Navy, which had none of that class itself. These were two shallow-draft Prussian gun vessels, the "Nix" and the "Salamander," for which Great Britain gave one fifth-rate man-of-war, the "Thetis," 36 guns, built at Devonport in 1844, at a cost of £51,926. The German boats were re-named "Weser" and "Recruit," and used near the Dardanelles. Germany certainly got the "Thetis" but did not appear to have had the conveniences to repair her, for she put into Portsmouth December 29, 1856, for repairs to her copper. By an Admiralty order, dated July 9, 1862, England sold to the Prussian Government the sixth-rate man-of-war "Niobe" for £15,891 18s. 11d. She was built at Plymouth in 1847, at a cost of £23,018. The acquisition from England of the "Thetis" and "Niobe" was the start of the present great German Navy.

Labor will never realize its rights until it recognizes its wrongs.

## SAVIORS OF THE PUBLIC SCHOOL.

The National Association of Manufacturers has come to the aid of the American public schools. Realizing that our public school, in spite of its defects, is the most potent factor we have for the education of the young and, being aware that the kind of education the youth receives to-day is the thing that will determine the kind of a citizen he will be to-morrow, the National Association of Manufacturers has decided that it will safeguard its future interests by using its influence to see that the young people of our land are taught the dignity of labor, the evils of leisure, the ennobling effect of earning one's living, contentment for things as they are, respect for superiors and the rich rewards of docility and obedience.

They have begun the dissemination of such ideas with no little earnestness and activity. They are now distributing, free of cost, tracts upon such themes as the following:

The Disadvantages of Labor Unionism.  
The Goal of the Labor Trust.  
The Boy and the Law.  
Industrial Education as an Essential Factor in Our National Prosperity.  
Americanism the True Solution of the Labor Problem.  
Injunctions.  
The Doom of the Boycott and the Boycott Abandoned.  
What Does the Closed Shop Mean to You?  
Cruel Unionism.  
The Union Label a Detriment to Business.  
The Law's Supremacy.  
The Crime of the Century.

Each of these pamphlets bears a circular number and on each is advertised the complete list with the solicitous announcement that any or all will be gladly sent for the asking. Nor that only; without the asking, this material is being sent to school superintendents all over the country, many of whom, in their zeal to be up-to-date in the matter of industrial education, welcome the ideas with open minds. In fact they frequently give it greater credence than it would naturally receive because it comes from such an eminent (?) source.

In order to get a fair idea of the nature of the subject matter of these pamphlets it is but necessary to notice briefly a few extracts from pamphlets Nos. 22 and 28 both of which are entitled "Industrial Education."

On page seven of No. 28 we read as follows: "Says Carlyle: 'The latest gospel in this world is, Know thy work and do it.' All true work is sacred. In all true work, be it but true hand labor, there is something divine." On page eight of the same pamphlet this knockout blow is dealt those who believe in freeing the world from work as much as possible: "Is there not a lesson for us in the recollection that when God made Adam, He immediately set him to work? He put him in the garden 'to dress and to keep it.' And later, when He gave to the world His Only Son, He put him in a carpenter shop where he learned a trade, and knowledge and wisdom came unto him." On the same page they produce Solomon as a champion of their interests with the following: "Said Solomon, 'Wherefore, I perceive it is well that a man rejoice in his work, for that is his portion.'" Of course they forget that Solomon issued such statements for the benefit of his slaves, while for himself he chose to "consider the lilies" and live as they lived.

Turning to page twenty-nine of No. 28 we get in brief the plan by which the man-



manufacturers would form the school so as to produce the class of docile and obedient servants which they so much desire. There we read: "Some of us believe that at about fourteen years of age, or the end of the elementary course, there should be three elective courses of two or three years' length (1) cultural, (2) commercial, (3) industrial—these schools, with their elective courses corresponding somewhat to our present high schools." They fully realize that it is perfectly safe to put the "elective" cultural course in the curriculum since only the very few can "elect" it and, moreover, it is more pleasing to their ears to call it an "elective" course. Also, in many cases, it keeps the poor child hoodwinked and he often thinks that he is not taking a compulsory course. On page six of pamphlet No. 22 we note "The working people of the country who wish their children to enter the industries take them out of school at fourteen, knowing from experience that if they stay in school until sixteen they will have passed the psychological time when industry beckons, will have acquired other tastes, and will never enter the industries." Thus have the manufacturers carefully figured that they must get the child at the age when he is most restless. What they meant to say was: Get the child started in the mill or the factory before he has awakened to a realization of the value of the arts and the sciences; before he knows the glories of the paths that lie ahead for the man who knows; before he has felt the love of learning, and he will make a faithful and obedient slave until his death. Furthermore, they assume, as a matter of course, that the working people of the country wish their children to enter the industries. Yes, the working-class parents "know from experience" that their children must do so. Of course, there is never a proletariat parent who would desire anything more for his child than to have him follow in the thorny path of his father.

But not only do the industrial barons want to see that the future workers are trained to be workers, they want them to be workers who will worship at the shine of the established. The workers must be worshipful of the law; they must be citizens who know how slaves should behave, and so they propose that we shall break away from the industrial subjects enough to teach the child his duty to his master. Under the caption of "Citizenship" on pages eleven and twelve of pamphlet No. 22 is the following: "It is not enough to make the child a competent industrial worker. He must be made a worthy member of society. He must be taught his rights and his obligations, to himself, his companions and the State. Courses in 'Citizenship,' so-called, are a very important part of the industrial training in Continental Europe, and should be. Children are taught to understand and appreciate the ordered processes of the law." This statement is pregnant with significance. How well the manufacturers know that "the ordered processes of the law" are on their side. How anxious would they be for the child to be taught "citizenship" if this were not so? We would not care to be understood as speaking deprecatingly of the teaching of real citizenship or of the value of real civics, but we most indignantly denounce the idea of teaching the ethics of slaves.

Lastly come the resolutions of the noble

gentlemen who seek to relegate us to the middle ages by taking away from our future society the knowledge that has been won by the bitter struggles against their class throughout the world's history. These are to be found on the closing page of pamphlet No. 22, and read as follows:

Resolutions adopted by the National Association of Manufacturers, May, 1911:

Resolved, That this association earnestly devote itself, with reasonable outlay of funds, to the promotion of Industrial Education, to the end that such education may be made available, as soon as possible, to every child who needs it.

Resolved, That we favor the establishment in every community of continuation schools wherein the children of 14 to 18 years of age now in the industries, shall be instructed in the science and art of their respective industries and in citizenship.—Claude H. Anderson, in The Public.

### JAPAN'S MONOPOLY.

Japanese actions in Shantung since the capture of Tsingtau have given rise to much criticism in the foreign communities in China. When Tsingtau was captured, the Japanese announced the port closed to foreign trade and shipping, but promptly admitted some of their own vessels laden with merchandise, as well as their own nationals, to the number of some 10,000. The question of opening the port to trade is governed by the fact that the mouth of the harbor is blocked by three vessels sunk by the Germans. Such Japanese vessels as entered were small, and made use of the very limited accommodation afforded by a small harbor, already blocked by military requirements. Until the main harbor is available unlimited shipping facilities cannot be given, and meanwhile the Japanese have agreed to four British ships entering per month. Immediately on the outbreak of war all German ships on the China coast made a bee-line for Tsingtau and discharged their cargoes on the wharves. Of the total stuff dumped in Tsingtau some 10,000 tons, valued at \$2,500,000, are claimed as being the property of British exporters or importers, or as being hypothecated to British banks who have negotiated bills against the documents. The Japanese, in regard to this mass of stuff, are positive only of one thing, that they will not give up anything belonging to a German firm.

King Ferdinand of Roumania, for whose favor both sides in the war are bidding, is by birth a Prince of Hohenzollern, that is to say, a member of the Prussian reigning house of which the Kaiser is the chief, while King Ferdinand of Bulgaria is a scion of the German sovereign family of Saxe-Coburg and Gotha and was born and brought up in Austria, where he made his home as an Austrian subject until he was elected ruler of Bulgaria a little over a quarter of a century ago.

Why the great joy among the opponents of the Seamen's law over the opinion of Attorney-General Gregory, that the safety-at-sea provisions of the law will not apply to the ships of those foreign nations whose safety laws "approximate" our own? Why the great glee that shipowners may continue to imperil the lives of passengers?—San Francisco Star.

### NOTICE TO SEAMEN.

#### IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,  
V. A. OLANDER, Secretary.

### LAKE DISTRICT, I. S. U. of A.

#### HEADQUARTERS:

LAKE SEAMEN'S UNION,  
570 West Lake Street, Chicago, Ill.

#### BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street  
Telephone Seneca 936 R.  
CLEVELAND, O.....1401 W. Ninth Street  
Telephone Bell Main 1842.  
MILWAUKEE, WIS.....133 Clinton Street  
Telephone South 240.  
ASHTABULA, O.....21 High Street  
Telephone 552.  
NORTH TONAWANDA, N. Y.....152 Main Street  
Telephone Bell 2762.  
DETROIT, MICH.....15 Twelfth Street  
Telephone 3724.  
SUPERIOR, WIS.....1721 N. Third Street  
Telephone, New, Broad 385.  
BAY CITY, MICH.....108 Fifth Avenue  
OGDENSBURG, N. Y.....70 Isabella Street  
CONNEAUT, O.....922 Day Street  
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue  
PORT HURON, MICH.....517 Water Street  
ERIE, PA.....107 E. Third Street

#### MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

##### HEADQUARTERS:

71 Main Street, Buffalo, N. Y.  
Telephone Seneca 48.

##### BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street  
CHICAGO, ILL.....445 LaSalle Avenue  
MILWAUKEE, WIS.....151 Reed Street  
DETROIT, MICH.....27 Jefferson Ave., East  
SUPERIOR, WIS.....1814 Fourth Street  
OGDENSBURG, N. Y.....70 Isabella Street  
BAY CITY, MICH.....108 Fifth Avenue

#### MARINE COOKS AND STEWARDS' UNION.

##### HEADQUARTERS:

406 N. Clark St., Chicago, Ill.  
Telephone Main 365.

##### BRANCHES:

Buffalo, N. Y. Toledo, O.  
Cleveland, O. North Tonawanda, N. Y.  
Milwaukee, Wis. Superior, Wis.  
Ashtabula, O. Erie, Pa.

#### UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

##### MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

##### RELIEF STATIONS:

Ashland, Wis. Ogdensburg, N. Y.  
Ashtabula Harbor, O. Oswego, N. Y.  
Buffalo, N. Y. Port Huron, Mich.  
Duluth, Minn. Manitowoc, Wis.  
Escanaba, Mich. Marquette, Mich.  
Grand Haven, Mich. Milwaukee, Wis.  
Green Bay, Mich. Saginaw, Mich.  
Houghton, Mich. Sandusky, O.  
Ludington, Mich. Sault Ste. Marie, Mich.  
Manistec, Mich. Sheboygan, Wis.  
Erie, Pa. Superior, Wis.  
Menominee, Mich. Toledo, O.



## WEEKLY NEWS LETTER.

(Continued from Page 3.)

pose of suppressing riot. He protested, and protested vigorously.

"Devotion to public interest compelled him to neglect his private business and during his term of office he became seriously embarrassed financially. But in spite of this, this man had the resolute honesty and iron-like integrity which made him refuse a bribe of half a million dollars. I know of no man who was more devoted to the cause of human liberty, whether it was in his own land or in the land of strangers."

## ATTORNEY-GENERAL'S OPINION.

(Continued from page 7.)

waters of the United States which are common highways of commerce or open to general or competitive navigation, excepting public vessels of the United States, vessels of other countries, and boats propelled in whole or in part by steam for navigating canals, shall be subject to the provisions of this title. (Original section 41).

And all foreign private steam vessels carrying passengers from any port of the United States to any other place or country shall be subject to the provisions of sections . . . forty-four hundred and eighty-eight . . . of this title, and shall be liable to visitation and inspection by the proper officer, in any of the ports of the United States, respecting any of the provisions of the sections aforesaid: (Amendment of August 7, 1882) Provided, however, That when such foreign passenger steamers belong to countries having inspection laws approximating those of the United States, and having unexpired certificates of inspection issued by the proper authorities in the respective countries to which they belong, they shall be subject to no other inspection than necessary to satisfy the local inspectors that the condition of the vessel, her boilers, and life-saving equipments are as stated in the current certificate of inspection; but no such certificate of inspection shall be accepted as evidence of lawful inspection except when presented by steam vessels of other countries which have by their laws accorded to the steam vessels of the United States visiting such countries the same privilege accorded herein to the steam vessels of such countries visiting the United States; etc. . . . (Amendment of February 15, 1902).

It is further provided that the Secretary of Commerce and Labor may, in his discretion, permit any foreign passenger steamer coming within the provisions of this Act whose foreign certificate of inspection shall have expired at sea since last leaving the country to which said vessel belongs, or while said vessel shall have been in a port of the United States, to sail upon her regular route without undergoing any further inspection than would have been required had said foreign certificate of inspection been in force; Provided, however, That such discretion shall be exercised only with respect to vessels operated upon regularly established lines, and in cases where such foreign passenger steamer will be regularly inspected by the authorities of her home government before her next return to a port of the United States. (Amendment of March 17, 1906.)

Sec. 4488. Every steamer navigating the ocean, or any lake, bay, or sound of the United States, shall be provided with such numbers of life-boats, floats, rafts, life-preservers (line-carrying projectiles, and the means of propelling them) and drags, as will best secure the safety of all persons on board such vessel in case of disaster; and every sea-going vessel carrying passengers, and every such vessel navigating any of the northern or northwestern lakes, shall have the life-boats required by law, provided with suitable boat-disengaging apparatus, so arranged as to allow such boats to be safely launched while such vessels are under speed or otherwise, and so as to allow such disengaging apparatus to be operated by one person, disengaging both ends of the boat simultaneously from the tackles by which it may be lowered to the water. And the board of supervising inspectors shall fix and determine, by their rules and regulations, the character of life-boats, floats, rafts, life-preservers (line-carrying projectiles, and the means of propelling them) and drags that shall be used on such vessels and also the character and capacity of the pumps or other appliances for freeing the steamer from water in case of heavy leakage, the capacity of such pumps or appliances being suited to the navigation in which the steamer is employed. (Original section 4488 as amended in 1889, shown in parentheses.) Every vessel subject to the provisions of this title shall, while in operation carry one life-preserver for each and every person allowed to be carried on said vessel by the certificate of inspection, including each member of the crew; Provided, however, That upon such vessels and under such conditions as are speci-

fied in section forty-four hundred and eighty-two floats may be substituted for life-preservers . . . etc. (Amendment of March 3, 1905.)

It will thus be observed that while section 4488 is directed in terms to "every steamer navigating the ocean, or any lake, bay, or sound of the United States," and to "every sea-going vessel carrying passengers," section 4400, which precedes it, restricts its application to "foreign private steam vessels carrying passengers from any port of the United States to any other place or country," provided they be not exempt by reason of the conditions set forth in that section.

So the law stood at the time of the passage of the Seamen's bill. We are therefore confronted solely with the question whether it was the intention of that enactment to enlarge the class of foreign vessels to which the inspection laws should apply.

The clause which we are now considering reads as follows:

Sec. 14. That section forty-four hundred and eighty-eight of the Revised Statutes is hereby amended by adding thereto the following: "The powers bestowed by this section upon the Board of Supervising Inspectors in respect of life-boats, floats, rafts, life-preservers, and other life-saving appliances and equipment, and the further requirements herein as to davits, embarkation of passengers in life-boats and rafts, and the manning of life-boats and rafts, and the musters and drills of the crews, on steamers navigating the ocean, or any lake, bay, or sound of the United States, on and after July first, nineteen hundred and fifteen, shall be subject to the provisions, limitations, and minimum requirements of the regulations herein set forth, and all such vessels shall thereafter be required to comply in all respects therewith; Provided, That foreign vessels leaving ports of the United States shall comply with the rules herein prescribed as to life-saving appliances, their equipment, and the manning of the same."

For its interpretation we are entitled to resort not only to the pre-existing laws of which it was made a part, but also to its legislative history. *United States v. Bowen*, 100 U. S., 508, 513; *Myer v. Car Co.*, 102 U. S., 111; *Deffebach v. Hawke*, 115 U. S., 392, 402; *United States v. Burr*, 159 U. S., 78, 85, 86.

The London Convention on "Safety of Life at Sea," agreed to on January 20, 1914 (but never ratified by the United States), declared a purpose to secure "safety of life at sea" (Art. I, ch. 2), and made "merchant vessels . . . mechanically propelled, which carry more than twelve passengers and which proceed from a port" domestic to a port foreign, or conversely, subject to its provisions (Art. II, ch. 2); and obligated the nation to which the ship belonged to accomplish the necessary legislation to make the Convention effective. (Art. III, ch. 2; Art. XXXIV, ch. 5; Arts. LVII, LXI, LXV, ch. 7; and note found opposite section 65 in Senate Document No. 476, 63d Cong., 2d Sess., ordered printed May 1, 1914.)

At the date last mentioned the La Follette bill (S. 136) was pending in Congress. On June 29, 1914, the House Committee on Merchant Marine and Fisheries (Rep. 852, 63d Cong., 2d Sess.) recommended an amendment to Senate bill No. 136, striking out all after the enacting clause and inserting in lieu thereof the so-called Alexander bill (H. R. 4616). This substitute, with certain modifications (all of minor importance save the proviso here involved) was passed as the so-called "Seamen's bill." Section 14 first appeared in this substitute. That part of it which precedes the proviso remained unchanged until passage. The proviso now in question was added thereto by a later conference amendment.

This section 14 deals entirely with life-saving appliances and methods. As to appliances, it relates chiefly to life-boats, of which the report (No. 852) said:

The life-boat provisions in the Committee substitute, as applied to ocean-going vessels of the United States, are substantially those contained in the Convention on Safety of Life at Sea, adopted at London January 20, 1914. They are applied in a modified form to United States vessels in ocean voyages on routes not more than twenty miles off shore and on the Great Lakes to meet the conditions in those services.

Of the amendatory proviso,

That foreign vessels leaving ports of the United States shall comply with the rules herein prescribed as to life-saving appliances, their equipment, and the manning of the same, the conference report said:

While section 4488 of the Revised Statutes, which is amended by section 14, seems to apply to foreign vessels, as well as vessels of the

United States, the proviso was inserted by the conferees to make it clear that it shall so apply; and the Chairman, when the report was under consideration, said:

It was considered necessary. But at the same time perhaps it was not necessary, because I believe under the law that would be so anyway. We wanted, however, to make it clear. I think under the statute, that would be true. (Vol. 52, pt. V., Cong. Rec., 63d Cong., 3d Sess., pp. 4640, 4733, 4736.)

I think it clear that the foreign vessels so mentioned in this proviso are such foreign vessels, and no other, as were already subject to the pre-existing law. There are a number of reasons which lead irresistibly to this conclusion.

When we read the proviso with the remainder of section 14 we are not embarrassed by the canon of construction that additional meaning must be given, if possible, to additional language, because the conference committee (the author of the proviso) expressly declared that it was not meant to enlarge the class of foreign vessels which were to be subject to the new regulations prescribed by section 14, but only to make it clear that such foreign vessels as were already subject to the operation of section 4488 should remain subject to the new regulations. We thus have from a high source a declaration of the legislative intent.

Again, it must be remembered that this section 14 is not original or independent legislation, but purports to be a mere amendment of a pre-existing section, itself always restricted to a limited class of vessels. In order that the proviso may be given a broader scope than the section amended, the legislative purpose to that effect must be clearly manifest. Thus it is said in *Sutherland on Statutory Construction*, second edition, 1904 (p. 444):

"The effect of an amendment of a section of the law is not to sever it from its relation to other sections of the law, but to give it operation in its new form as if it had been so drawn originally, treating the whole act as a harmonious entirety, with its several sections and parts mutually acting upon each other." Where a proviso is added to a section by amendment it will be strictly construed and will be applied only to that section, unless a contrary intent is clear.

If we read the words "foreign vessels" in the proviso as meaning "all foreign vessels," this would include foreign men-of-war and foreign sailing vessels, although domestic vessels of both classes are wholly exempt from the operation of the statute. As to war vessels, such a construction would, of course, invite serious questions of constitutional and international law; and it would enlarge the class of vessels subject to the operation of section 4488, contrary to the declared intention of the conference committee.

This limitation of a phrase by its context is a familiar rule in statutory construction. Repeated instances occur in this Seamen's bill itself of the use of the general words "a vessel," "any vessel," "no vessel," or "the vessel" (sections 5, 9, 13 and 19), where, probably as to all, and necessarily as to some (sections 9 and 19), the words must have a narrower meaning. So the very words "foreign vessels," which appear in section 18 of the act, are by the context in which they there appear plainly limited to "foreign vessels subject to the operation of this act."

I conclude, therefore, that the words "foreign vessels" in the proviso under discussion can only be read as "foreign vessels subject to the operation of section 4488, of which this proviso is amendatory." This reading meets the declared purpose of the conference committee; accords with the principles of construction applicable to such an amendatory proviso; and makes the amendment harmonize with the large underlying purpose (security of life) of the section on which it was imposed, and also of the act to which that section belongs.

As noted at the outset, certain "foreign private steam vessels carrying passengers" are exempt from the provisions of the act, to wit, those belonging to countries having inspection laws approximating those of the United States and possessing either unexpired certificates of inspection, or in lieu thereof sailing permits issued by the Secretary of Commerce. The scope of this exception depends, of course, on the meaning to be given to the word "approximate."

What inspection laws do and what do not "approximate" those of the United States is necessarily a mixed question of law and fact. As such, it must primarily be determined for



their own guidance by the proper officers of that Department of the Government charged with the administration of these navigation laws. If their determination should be controverted by the vessel-owners, the issue is one for judicial determination like any other disputed fact. Speaking generally, the term "approximation" is not synonymous with identity, but indicates merely substantial and material accord. Trivial and unsubstantial differences should be disregarded, as also requirements in the foreign laws additional to and beyond our own. The phrase also contemplates "approximation" not at the date when it was added to the law, to wit, 1902, but approximation from time to time as the inspections and voyages occur.

Questions as to the proper issuance of foreign certificates of inspection; as to whether such foreign countries accord to the steam vessels of the United States visiting those countries the same privileges as are offered in the amendment of 1902 to steam vessels of those countries visiting the United States; as to whether vessels claiming the privilege of the Secretary of Commerce under the amendment of 1906 are those operating upon regularly established lines; and as to whether such vessels will be regularly inspected by the authorities of their home government before they next return to a port of the United States,—all these are of a similar nature and should be similarly resolved.

Respectfully,

T. W. GREGORY,  
Attorney-General.

### PACIFIC COAST MARINE.

Commissioner French of the California Industrial Accident Commission conducted a public hearing at the San Pedro City Hall during the past week to investigate the average earnings of longshoremen at that port and fix a basis for making awards under the employers' liability act. The case is the outgrowth of the fatal accident several months ago, when Carl Gulbranson was killed. The Commission awarded the widow \$2700, on a basis of annual earnings of \$900 per year, which she declined to accept. Local longshoremen contend that their average earnings are higher and that employers should be held liable for at least an annual wage scale of \$1000, the San Francisco basis.

L. P. Lee, manager of the export department of Carstens & Earles, with headquarters in Seattle, has been notified that the British Admiralty has commandeered the steamer "Holteye" to carry a 3,000,000-foot shipment of railroad ties from the Sound to Great Britain. The "Holteye," which has a cargo capacity of 4,000,000 feet of lumber, sailed August 10 from Algiers for Hampton Roads, where she will receive the order to come to Puget Sound. The commandeering of the "Holteye" is serving to center attention on a condition with which the Puget Sound lumber industry has had to wrestle since the outbreak of the European war, and it also shows that the conditions had become more acute. The lumber in question was purchased from Carstens & Earles.

The pending suit between the British and American marine underwriters to determine which shall bear the expense of the damage sustained by the British steamer "Queen Alexandria," which put into San Francisco in a disabled condition about two years ago, has again been set for trial in the Federal Court at San Francisco on September 27th. Captains Parsons, Gunderson and Staples and E. M. Cherry have been summoned as witnesses from here. The "Queen Alexandria" sailed from the Columbia River with a cargo of lumber and had a heavy list when she crossed out. The claim is made by the American Underwriters who carried the cargo insurance that the vessel was unseaworthy and therefore the hull insurance should pay the damage not only to the hull but to the cargo as well. The entire loss is said to have been approximately \$75,000.

While telegraph instruments ticked greetings and a thousand workers in overalls, and visitors to the Union Iron Works made the air ring with their cheers the "Eurana," the latest and most modern of freighters, was sent from the ways on September 11. The vessel was launched by the pressing of a telegraph key in Bethlehem, Pa., 3,000 miles away, by Mrs. Eurana E. Schwab, wife of Charles M. Schwab, the steel magnate, after whom the vessel was named. Mrs. John McGregor, wife of the president of the Union Iron Works, acted as local sponsor for the "Eurana" and smashed a bottle of California wine over the bow of the big vessel as it slid into the waters of the Pacific, after being released by Mrs. Schwab from the shores of the Atlantic. A special direct Western Union wire had been installed between the Schwab home and the iron works and immediately preceding and following the launching of the "Eurana" messages of congratulation and greeting were sent hurrying back and forth.

### THE FLAG AS AN ASSET.

An American corporation, colloquially known as the Shipping Trust, sails its ships under the British flag. That is not very American. A foreign corporation is entitled to put its ships under American registry. Conceivably, foreign-owned ships under the American flag could be turned against this country in the event of war, if the foreign owners deemed such action patriotic from their standpoint.

The La Follette law, for one thing, wants to provide American ships with American crews. An American corporation, sailing its ships under the British flag, does so to get labor cheaper than American labor. This American corporation buys the ships of another American corporation, sailing ships under the American flag, to put the ships so bought under British registry. All this to evade the La Follette law.

It is claimed that the La Follette law, Americanizing ships' officers and crews, will make the sailing of American ships so expensive in the matter of labor, equipment and provision for safety, that there will be no profit on a ship under American registry. So the foreign ships that have taken out American registry are likely to be turned against us in a war with the nation in whose citizens or subjects the ownership is vested, while the American corporation owning ships doesn't care enough for the American flag to hoist it at the stern of its vessels.

The American-owned ships are foreign ships, and the foreign-owned ships are American only until the owners want to use them against us. And that's the kind of an American mercantile marine we have to-day. This country wants something less amorphous nationally. It wants an American merchant marine that is Nationally-owned and officered and, so far as may be, manned.

If the La Follette law will kill American shipping it should be amended. But—we must remember that it is American corporations with their ships under foreign flags that are fighting the law to Americanize our shipping as to its personnel and putting every possible obstruction in the way of the Government's proposal to buy or build ships that shall be sailed in the interest of American business and commerce. American corporations won't sail ships under the American flag unless they are paid to do so. They want a subsidy in order to be patriotic.

Foreign owners of ships want the use of the American flag only to enable them to sail the oceans with American protection against warships and submarines. The flag is an asset—someone said erstwhile. Here we see it so considered in a most disgusting fashion. Shipping concerns are trading in the flag in the spirit of the basest commercialism—on the one hand, the subsidists want to blackmail the country into paying them to fly the flag; on the other, our flag is used in foreign interests.

President Wilson wants free American ships—free of subsidy graft on the one hand, free of foreign investors' domination of operation on the other. And he wants a low tariff, so that goods for America can be shipped cheaply and plentifully, in American bottoms. He does not want American ships with a tariff that will keep goods out of America.—Reedy's Mirror.

### Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

### International Seamen's Union of America

(Continued from Page 5.)

#### MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

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### The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.



## Labor News.

Toronto, Ontario, unionists are investigating the claim that girls are employed long hours in that city. These workers are employed in war munitions factories and also as waitresses.

Wiley E. Jones, State Attorney-General of Phoenix, has ruled that where companies pay in brass checks or other scrip same must be redeemed in cash or prosecutions will follow. The same ruling applies to "company" stores.

At the wage adjustment hearing before the Providence, R. I., Board of Arbitration, street car men testified that the present wage basis is unfair, and that no extra pay for Sunday work is allowed. It was shown that in the case of one motorman the lowest weekly wage was \$5.61 and the highest \$14.05, an average of \$10.70 from January 2, 1915, to April 17, 1915.

The "labor forward" movement now being conducted by the Springfield, Mass., Central Labor Union, is devoting special attention to organizing machinists. This has resulted in an eight-hour day without wage decreases in some of the larger shops. Over 500 machinists have joined the union of their craft. Meetings are being held at the shop gates. A federal union of button workers has been organized. These workers have settled their strike and secured gains. The State Board of Arbitration assisted. The textile industry is being given much attention by the "labor forward" committee and English and foreign speakers report that these meetings are well attended.

Colorado's State Industrial Commission, acting under the recently enacted strike and lockout law, interfered in the strike of employees of a Denver cracker company. The company reduced wages and the employees promptly struck. The Commission at once ordered the employees to return to work and the company to restore the old rate of wages. The law requires that before wages may be reduced or a strike or lockout begun the Commission must be given thirty days' notice. The Commission must in the meantime investigate and report. Its recommendation, however, need not be accepted by either party. Union leaders complain that the sole effect of the law will be to give the company thirty days in which to import strikebreakers.

Mr. Rockefeller, philanthropist and benefactor, announces a reduction of working hours from ten to eight in his refineries at Bayonne, N. J., and elsewhere. The announcement says: "In accordance with the policies of this company to keep its wages and working conditions equal to, or in advance of, the wages and working conditions of other men doing a similar class of work, it has been decided to adopt the eight-hour day. The change will be made without loss to the men." This decision is received with much pleasure by Bayonne workers, who now agree with trade unionists that "no strike was ever lost." The decision benefits Mr. Rockefeller, also, as it will weaken contrary claims as to his company's policies at Bayonne, made by the Commission on Industrial Relations, and it will check any agitation toward further investigation of the bad conditions under which his oil refinery workers labor.

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## Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

|                      |                     |
|----------------------|---------------------|
| Abrahamsen, Hjalptan | Mann, Emil          |
| Andersen, Hjalmar    | Mayer, Wm.          |
| Andersen, P. T.      | Martensen, Ingoald  |
| Berntsen, Bernt      | Martensen, Knist    |
| Brower, Geo.         | Martinson, P. A.    |
| Bucknam, J. W.       | Mathisen, Martin    |
| Carlson, Herbert     | Mathisen, Sigurd    |
| Christensen, Trygve  | McNell, Ross        |
| Christensen, Anton   | Moen, Tryger        |
| Chudelow, Geo.       | Mortensen, J. H.    |
| Edvords, John        | Mikkelsen, K. -1620 |
| Engbreitsen, Ed.     | Moore, C. R.        |
| Edvardsen, Anton     | Nass, T. M.         |
| Edson, Frank         | Nelsen, Oscar J.    |
| Frisch, Peter D.     | Nohereit, Gust      |
| Gilbert, Arthur      | Nygard, Oluf        |
| Glademo, Lars        | Olsen, C. E.        |
| Gundersen, Peter     | Olsen, Edwin        |
| Gustafson, Karl      | Olsen, J. E.        |
| Hansen, Alex M.      | Olsen, E. -966      |
| Hatton, Pete         | Olsen, Harald       |
| Hughes, W. L.        | Olsson, C.          |
| Hansen, C.           | Pestoff, Sam        |
| Howard, Geo.         | Petersen, A. -1223  |
| Jakobson, Walde-     | Petersen, Hugo      |
| mar                  | Petterson, Harry    |
| Jansewitch, John     | Petersen, Carl M.   |
| Jensen, Oscar        | Qualls, Nick        |
| Jensen, S.           | Quigley, R. E.      |
| Johnson, Ed.         | Ramberg, Barney     |
| Johnson, Emil        | Renstrom, A. G.     |
| Jorgensen, Fred      | Roos, Axel E.       |
| Jacobsen, Tengils    | Sole, Erling        |
| Johanson, Wm.        | Schweistous, W.     |
| Kalning, Jacob       | Shankat, Hans       |
| Larsen, Albin        | Simmingshjm, G.     |
| Larsen, John         | Sneller, Henry      |
| Larsen, Pete         | Stone, C. L.        |
| Larsen, L. A.        | Telchert, Karl      |
| Larson, Olaf         | Thomsen, Elmar      |
| Leidman, C. H. O.    | Thompson, Pete      |
| Leonard, John        | Torlussen, G. T.    |
| Lundberg, C.         | Ursin, Johannes     |
| Litten, Theo.        | Veckenstedt, Billie |
| Miones, John         | Waagen, C. O.       |
|                      | Wall, W.            |
|                      | Wetland, John       |

## Tacoma Letter List.

|                      |                    |
|----------------------|--------------------|
| Cords, W. A.         | Olsen, Martin E.   |
| Evertsen, Olof       | Paterson, John     |
| Farrell, William     | Person, Fritz Leo- |
| Haugan, Arthur       | nard               |
| Johannsen, Christian | Schmidt, Louis     |
| Linea, W.            | Thomas, Paul       |
| Line, Victor         | Ullman, Emil       |
| Murphy, Danial       |                    |

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## Eureka, Cal., Letter List

|                  |                      |
|------------------|----------------------|
| Contreras, Julio | Lawrence, Harry      |
| Eriksen, Anton   | Nilsen, Nils         |
| Lomas, Richard   | Thorsen, Fredrick N. |

## INFORMATION WANTED.

Johan Hilmar Hansen, a seaman who was last heard from in Seattle, Wash., in 1911, is inquired for by his father, Anton Hansen, Nygaten 34, Moss, Norway. 5-13-14

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. 5-13-14

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y. 6-24-14

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks Ave., Pasadena, Cal. 7-29-14

Alfred Petersen Hilland, a native of Bergen, Norway, age about 44, is inquired for by his brother, Randolph Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Steuart St., San Francisco, Cal. 7-22-14

## INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuau" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden. 5-13-14

Frank Melson, who went as fireman on the S.S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15

Knut Jensen No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Sangemunde, A/Elbe Ostenerweg, F. Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis. 4-14-15



Name \_\_\_\_\_  
St. & No. \_\_\_\_\_ )  
City \_\_\_\_\_ State \_\_\_\_\_



## Domestic and Naval.

The American submarine "F-4," which sank outside Honolulu Harbor on March 26, with 22 men, was finally raised on August 29. The remains of the crew have been shipped to the United States.

The Southern Pacific Co.'s steamer "El Sud," which stranded in the Galveston Channel as a consequence of the hurricane, is insured on a value of \$425,000, being 4,572 tons, built in 1899.

The New York Shipbuilding Co., Camden, N. J., has booked another order from coal shipping interests for two steam colliers of about 12,000 tons deadweight each which will be managed in Boston.

The Bureau of Navigation has published a useful book containing interpretations of laws relating to the measurements of vessels, together with copies of the United States laws on that subject and the Suez Canal regulations.

The United States torpedo boat destroyer "Perry" has been awarded the trophy for the destroyer class in the engineering competitions of 1914-15. Twenty destroyers completed the tests, and twelve failed to finish their trials. In the submarine class the trophy was awarded to the "C-3."

The Royal Netherlands Steamship Co. has inaugurated a new line of steamers between Amsterdam and Callao and Valparaiso, via Panama Canal. This line will comprise six or seven steamers, sailing from Amsterdam monthly. The Royal Netherlands Co. operates 50 steamers altogether.

Apart from the capture of German and Austrian steamers, some indication of the work done by the British Admiralty is shown by the number of German and Austrian vessels which have been compelled to take shelter in neutral ports since last August. A list recently issued by Lloyd's shows that 534 German steamers and 114 German ships had been in neutral ports for the last 12 months, while 66 Austrian steamers were in a similar position.

The Fore River Shipbuilding Corporation has put overboard the last two of the ten submarines which it is building on account of the British Government. These boats will not be delivered until the end of the war. The first batch of twenty submarines which the Bethlehem Steel Company contracted to build for England have been delivered. They were built in sections at San Francisco and Quincy, Mass., and put together at the plant of the Vickers Company at Montreal, whence they were sent to England under their own power conveyed by a cruiser.

Particulars regarding the consolidation of the ocean steamship business of the Canadian Pacific Company with that of the Allan Line are contained in the company's annual report. The value of steamship property involved in the transaction is estimated at \$23,500,000. The new company, which will be known as the Canadian Pacific Ocean Services, Ltd., will be capitalized at \$10,000,000. As stated in the preliminary report, the company's gross business decreased \$31,000,000 for the last fiscal year. As expenses were reduced \$22,000,000, the net loss was about \$9,000,000, attributed to "uncontrollable conditions" by Sir Thomas Shaughnessy, chairman and president, in the annual report.

## SPECIAL NOTICE!

Call or send for your Advertised Mail and Packages as early as possible.

### San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify J. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abbott, Arne  
Abmeyer, Henry  
Acorn, Albert  
Adams, Hugo  
Aha, Jack  
Ahrens, Walter  
Akman, Joseph  
Albert, J.  
Albrecht, Chas. M.  
Almer, John G.  
Andersen, Alfred  
Olaf  
Andersen, H. J.  
-1620  
Andersen, John  
Andersen, N. -1549  
Andersen, Otto  
Anderson, Chr. -1765  
Anderson, Ed  
Anderson, Ernst  
Anderson, Fritz  
Anderson, H. E.  
Babcock, Dick  
Backman, Paul  
Bahrendts, Carl  
Bakkenson, P. J.  
Bakker, Haakon  
Ban, Martin  
Barrell, George  
Beler, Jans Chr.  
Belling, Oskar  
Bensen, I. -2164  
Benter, H.  
Berggren, I. L.  
Bergstrom, Frank  
Berkilnd, Gus  
Berntsen, Julius  
Berry, David J.  
Bertelsen, Kristian  
Biedeman, Aug.  
Biegger, Paul  
Blake, E. -2049  
Billington, Martin  
Caen, P.  
Cainan, George I.  
Calson, Fred  
Campbell, D. C.  
Campbell, S.  
Carey, Arthur L.  
Carlson, C. E.  
Carlson, C. O.  
Carlson, C. R.  
Carlson, Joe  
Carlson, Julius  
Carlson, Martin  
Carlsson, John  
Carlstrom, Claes  
Catt, Frederick  
Cellan, John  
Dahlkvist, Fred  
Daly, John  
Daniel, J. C.  
Danielson, Eric  
De Baer, Harry  
Denis, I.  
Earling, Gus  
Ebersole, R. E.  
Echlin, Lester W.  
Eckart, T. G.  
Eckhoff, Otto  
Eckstrand, Frank  
Edolf, C.  
Eisenhart, N.  
Elsner, Max  
Elenius, Axel  
Ellassen, Sigurd  
Falcon, M.  
Fane, James  
Ferguson, B.  
Ferguson, J.  
Flsher, W. -707  
Fitzgerald, Wm.  
Fitzpatrick, Potrick  
Fjellman, Jonas  
Fogartl, Otto  
Follan, Thomas  
Gabrielsen, Peder  
Gallagher, Jas.  
Gart, George  
Gerner, Hans  
Gertonson, Robert  
Gorden, George  
Granberg, Fred  
Grant, Dave  
Grant, Otto  
Grantley, C. W.  
Graves, Edward L.  
Gronthal, Arthur  
Gross, Ernest  
Hakansson, John  
Hall, H.  
Halvorsen, Henry  
Hammergren, Oscar  
Hannus, Alex  
Hansen, A. -2010  
Hansen, Charlie  
Hansen, Christ  
Hansen, C. M.  
Hansen, F. -1735  
Hansen, H.  
Hansen, Hans M.  
Hansen, Hans O.  
Hansen, H. C.  
Hansen, H. P.  
Hansen, K. -967  
Hansen, L. P.  
Hansen, Martin  
Hansen, Norkard M.  
Hansen, Thomas  
Hanson, Henrik  
Hass, Wilhelm  
Hauan, Karl  
Ikonem, Joe  
Ingehtsen, Olaf  
Insunso, Francisco  
Jahrlling, Iliern  
Jakobsen, Alfred  
Jansson, Jonas  
Jaroslinski, Feliks  
Jensen, Carl  
Anderson, Iilding  
Anderson, John C.  
Anderson, Joseph  
Anderson, O. L.  
-1363  
Anderson, P. T.  
-1461  
Anderson, Thos.  
Anderson, Walter  
Andersson, K. E.  
-1323  
Andersson, Victor  
Andreasen, Karl  
Andreasen, Il.  
-1477  
Andresen, Anton  
Antonsen, Il. -1372  
Antonsen, H. -1783  
Antonsen, Viktor  
Ashlund, Jas. Il.  
Augustin, Hermann  
Azevedo, Manuel T.  
Binder, Herbert  
Blume, Earnest  
Brevick, Johan  
Blum, Ernest  
Boro, Severin S  
Bower, G.  
Bowman, Jack  
Boy, Geo.  
Bredemeyer, Elmer  
H.  
Brown, Jno.  
Brown, William  
Brunst, Frank  
Bruum, Aksel  
Brunvald, Ed  
Buas, Tomas  
Buckly, J. J.  
Burke, Andrew  
Bush, H. S.  
Byloff, Charles  
Christensen, Alfred  
Christensen, Hans  
Christensen, L. -1305  
Claus, John R. C.  
Clausen, Cha  
Clausen, Chr.  
Clausen, I.  
Coakley, John  
Cook, Harry  
Collier, H. S.  
Collins, E. F.  
Comstedt, Ernst  
Corlon, R. A.  
Costantinos, Lay  
Countedt, Ernest  
Crawford, F.  
Dewetrak, C.  
Dixen, Ben  
Dixon, John  
Douglas, G. Sam.  
Dracar, Ed.  
Dreyer, Jack  
Ellefson, Otto  
Ellingsen, Fred  
Ellingsen, Wilhelm  
Emanuelsen, Karl  
Engelhardt, Ferd-  
inand  
Erickson, E. R.  
Erickson, George  
Erickson, John  
Evansen, Louis  
Evertsen, Olaf  
Forde, S. C.  
Foss, John  
Foster, Chas.  
Frazer, James  
Fredholm, Chas. J.  
Fredriksen, Berger  
Fredrickson, F.  
Friedrich, H.  
Funk, Burno  
Furlong, Peter  
Gudmundsen, B.  
Gulliksen, Amandus  
Gumas, Nicholas  
Gundersen, Kristian  
Gundersen, L. I.  
Gundersen, G. A.  
Gundersen, J. C.  
Gundersen, M.  
Gunther, Hans  
Gustavsen, O.  
Guthre, R.  
Gutman, C.  
Haugen, Hans C.  
Haupt, Fritz  
Hawkins, F.  
Hedenskov, John  
Heldt, Charles F.  
Hells, John  
Helsen, Gustaf  
Helberger, M.  
Henriksen, T.  
Hernes, L. -2042  
Hietman, Walter  
Higglins, F.  
Hilderbranch, A.  
Holbeck, O.  
Holberg, Oluf  
Hole, Sigvald  
Holmquist, F.  
Holm, Arthur  
Holst, R.  
Hord, Charlie  
Hoverson, Carl  
Hubner, Carl  
Huse, Edward  
Isaksson, Karl  
Iversen, Ivar  
Jensen, C.  
Jensen, H.  
Jensen, Hans  
Jensen, Halford  
Jensen, Henry

Jensen, Knud  
Jensen, Nils Oluf  
Jensen, Thoyus  
Jersch, Wilhelm  
Jespersen, Christ  
Johansen, Axel H.  
Johansen, Carl J.  
Johanson, Edward  
Johannson, Nils  
Johansson, E. A.  
Johansson, J. R.  
Johnson, A. -2077  
Johnson, C. J.  
Johnson, Christ  
Johnson, E. G. -227  
Johnson, Emil -1788  
Johnson, Eric  
Johnson, John  
Johnson, Julius  
Johnston, William  
Jones, Berthom  
Jones, Joseph  
Jorgensen, Fred  
Jungheer, L.  
Junge, Heinrich  
Kaleva, Gustaf  
Kallberg, Arvid  
Karlson, Wiktor  
Kaspersen, Henrik  
Kinlock, Wm.  
Kilrowsky, Adam  
Klebingat, F.  
Klepzig, Otto  
Knohl, Louis  
Knappe, Adolph  
Knudsen, Daniel  
Laakso, Frank  
Lacey, Thos. E.  
Lake, A. F. -1670  
Larsen, Herman  
Larsen, J. -1386  
Larsen, John  
Larsen, Julius  
Larsen, N. E.  
Larson, Alfred  
Larson, S. G.  
Larsson, Karl  
Larsson, K. E.  
Larsson, Ragnar  
Langworth, H. E.  
Latz, C.  
Laursen, Chris.  
Lawson, J. P.  
Lebrun, Ernest  
Maatta, John  
Macke, David  
Macomber, H. B.  
Madden, T.  
Madsen, Ludvig  
Makew, W.  
Maki, Ivar  
Malland, O.  
Manno, Alf.  
Manse, Peter  
Marlner, R. W.  
Markmann, Helnr  
Markus, Bernhard  
Marquels, Frank  
Martens, Il. -1892  
Martens, P. -2262  
Martensen, J. C.  
2191  
Martin, A.  
Martin, H.  
Mathiasen, Sigurd  
Matta, Humberto  
Nagel, Adolf  
Nedsen, John B.  
Nelsen, Albin C.  
Nelson, Albert  
Nelson, Alvin  
Nelson, C.  
Nelson, Ernest  
Nelson, Ernest C.  
Nelson, Fred  
Nelson, John  
Nelson, John B.  
Nerby, Kristian  
Nerkins, Herman  
Nicolaisen, Carl  
Nielsen, Edwin N.  
Nielsen, Nils  
Oberg, Oscar  
Oberg, Mauritz  
O'Brien, R. F.  
Ohland, Chas.  
Oleman, Henry  
Olsen, B. O. L.  
Olsen, C. 1315  
Olsen, Charles A.  
Olsen, G. W.  
Olsen, John Arthur  
Olsen, John  
Olsen, Jorgen  
Olsen, N. -502  
Olsen, O.  
Olsen, O. G. J. -1189  
Olsen, Olaf S.  
Para, E. H.  
Paul, George  
Paulman, Geo.  
Paulsen, Aksel  
Paulsen, N.  
Paultin, Martin  
Pedersen, Carl  
Pedersen, Il. -1560  
Pedersen, W. G.  
Pergher, Charles  
Persson, John  
Peters, Wm.  
Petersen, H.  
Petersen, Hugo  
Petersen, Nils  
Quigley, Robert E.  
Raalsen, F.  
Raau, Henrik  
Randolph, J. S.  
Rank, W.  
Rasmussen, P.  
Rasmussen, Emil  
Rasmussen, J. A.  
Rasmussen, J. -446  
Redinger, Mihel  
Retall, Otto  
Rickes, G. S.  
Rimmer, C. M.  
Rinta, Karl  
Sanders, Robert  
Sanders, S.  
Sanderson, Alfred  
Sandstrom, Ivar  
Sanne, Rudolf  
Sass, John  
Saunders, James  
Schager, Ernst  
Scheuchte, Olaf  
Schmehl, Jas. P.  
Schmidt, Louis  
Schmitt, F.  
Schneider, Il.  
Scott, A.  
Seberg, G.  
Selin, William  
Sellers, Wm. G.  
Sikman, A.  
Siller, E. A.  
Silver, S. A.  
Johnson, Christ  
Johnson, E. G. -227  
Johnson, Emil -1788  
Johnson, Eric  
Johnson, John  
Johnson, Julius  
Johnston, William  
Jones, Berthom  
Jones, Joseph  
Jorgensen, Fred  
Jungheer, L.  
Junge, Heinrich  
Kohlmeister, Otto  
Kolk, M.  
Kolod, Aug.  
Konstatin, Anist  
Korner, Fred  
Koski, Leander  
Koso, Petter  
Krishjan, Karl  
Kristensen, K. D.  
Kristiansen, Jakob  
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Leekalm, Martin  
Lellevaag, H. J.  
Leroun, Lars  
Leveridge, Il.  
Lewald, Harry A.  
Lewis, Robt. W.  
Lindh, Nils V.  
Liljedahl, Ludvig  
Lindroth, Erik  
Link, Geo.  
Loifgren, Richard  
Lonau, John  
Lundberg, Charles  
Lundberg, Harry  
Lundberg, Torsten  
Lundgren, Colmar  
Lunsmann, Henry  
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McKeating, R.  
McLaughlin, M.  
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McManus, J.  
Melba, Chas.  
Menk, Billy  
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Meyer, F.  
Meyers, Max  
Miller, B. P.  
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Moore, Albert  
Monsen, C.  
Morgen, L.  
Moyer, William  
Muller, Thom  
Murphy, J.  
Nielson, Hans F.  
Niemyer, Oscar  
Nilsen, Hans F.  
Nilsen, John  
Nilsen, O. E.  
Nilssen, Harry  
Nilsson, Hjalmar  
Nor, Nils  
Nordlof, Sigurd  
Norman, Olaf  
Norris, N. A.  
Norton, Edgar  
Nunner, Albert A.  
Numminen, J. E.  
Nyman, Oskar  
Olsen, Ole. -1047  
Olson, C. E.  
Olson, C. O. -705  
Olson, E. W. -1216  
Olson, J.  
Olson, Morten  
Olson, Nick  
Olson, P.  
Olsson, Adrian  
Olsson, Eric  
Olsson, Carl  
Olsson, James  
Orilling, Gust  
Osterholm, J. W.  
Owen, Fred  
Petersen, O. -1595  
Petersen, Otto  
Petersen, Peter  
Petersen, C. V.  
Petersen, O. E. -1588  
Petersen, Oscar  
Petersen, Tom  
Plunkert, C. B.  
Plom, Charles  
Poknandt, H.  
Pommer, Jon  
Publicatus, Aug  
Punls, Antoni  
Purgold, G. E.  
Quinn, William  
Ritcher, J.  
Roberts, Frederick  
Roberts, Griff  
Rodin, Fred  
Roland, Lars O.  
Rosenquist, A.  
Rotter, R.  
Rudt, Walter  
Rundquist, O.  
Rutel, Ernest  
Ryan, James  
Ryan, Patrick  
Sivers, Frank  
Simonsen, S. -2046  
Sinnott, Nickolas  
Skegdenborg, F.  
Smith, John  
Smith, L. K.  
Smith, Lyman M.  
Snelder, G.  
Soderberg, R.  
Sjoberg, Bernt  
Sorensen, Anton  
Sorensen, Jens  
Sorensen, L. A.  
Sorensen, P. -2722  
Sorensen, Vigo  
Spanas, Nick  
Spanon, James  
Stansberg, Ivar  
Stenfort, J. H. F.  
Stenborg, Gus

Stienen, John  
Stintman, J.  
Stolt, Axel  
Stolzman, E.  
Strand, Charley  
Strand, Konrad  
Strandquist, Louis  
Stratten, Henry  
Stromberg, O.  
Tamsar, P.  
Tammam, K.  
Tanum, Helge  
Taucer, Charles  
Telshert, Karl  
Thompson, Johan  
Thompson, John  
Thomson, A. -853  
Thomson, G. E.  
Thoren, Gus  
Thorn, August  
Uderkull, C.  
Van Frank, W. O.  
Vartnaw, Wm. M.  
Vickery, Custis S.  
Wagner, Will  
Waldman, Edward  
Walker, Erick  
Wallin, Gustaf  
Walton, John  
Wanag, J.  
Wang, E.  
Wee, William  
Wendel, Emil  
Whatecroft, L. E.  
White, J. D.  
White, Peter  
Yejola, Yejo  
Zahel, Carl  
Zerket, R. W.  
Zunk, Bruno  
Substad, Pete E.  
Svendsen, J.  
Svensen, Albert  
Svensen, C. J.  
Swanson, E.  
Swanson, Martin  
Swanson, O.  
Szallies, Gustav  
Thorsen, Rolf  
Thorsen, Theodore  
Topel, Fred  
Tierney, Pat  
Tollinger, A.  
Tonzel, R.  
Traynor, John  
Treppe, A.  
Triedrich, Il.  
Tuchel, Guslav  
Tupplitz, C.  
Ulman, John  
Villemayer, Walter  
Vogel, Gus  
Whiteside, Fred  
Wick, John  
Wickstrom, Axel  
Whitot, J.  
Williams, J. C.  
Wills, George  
Wilson, J. W.  
Winton, J. A.  
Witt, Otto  
Wold, Olaf -1285  
Woldhouse, John  
Wremmer, George  
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Zweyberg, John  
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Anderson, A.  
Berling, J. B.  
Billington, Martin  
Ceelhu, John  
De Baere, Henry  
Ellefson, Otto  
Furth, Richard  
Hansen, Karl  
Hansen, Marlus  
Hansen, O.  
Hendriksen, Hag-  
bart  
Jansson, A. L.  
Johansen, Emil  
Jorgensen, Alf  
Legander, Benj.  
Nor, Nils  
Olsen, Arne  
Olsen, Carl -1101  
Penningrud, Lu-Iwik  
Persson, Oscar  
Petersen, Aage  
Raasch, O.  
Raum, Henry  
Reilly, Frans  
Rathke, Reinhold  
Relusen, A. L.  
Roberts, John  
Sorensen, Pete  
Smith, Max  
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J. S. Godeau  
Arthur Legallet  
Geo. W. McNear  
X. De Pichon  
INFORMATION WANTED.  
W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.  
G. Lawrence Ames, formerly employed on British steamer "Iguapa," discharged at Manila, P. I., last heard of at San Francisco on July 15, 1914, is inquired for by the U. S. Shipping Commissioner at San Francisco.  
Charles Anderson, alias Helmik Helgesen, a native of Alvestad, Stavanger, Norway, age 70, is inquired for; last time heard from in 1904. Anyone knowing his whereabouts please notify his brother, B. H. Alvestad, Jewal, Iowa.



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JUNE 30, 1915:

Assets ..... \$60,321,343.04  
Deposits ..... 57,362,899.35  
Capital actually paid up in cash ..... 1,000,000.00  
Reserve & Contingent Funds 1,958,443.69  
Employees' Pension Fund.... 199,164.12  
Number of Depositors..... 66,965

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### INFORMATION WANTED.

Fred Marjama, a native of Russia, age 36, has not been heard from since 1908, at Buffalo, N. Y. Anyone knowing his whereabouts please notify his brother, J. Marjama, 51 South St., New York, N. Y. 9-1-15

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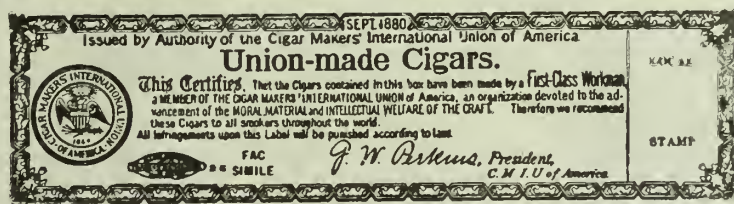
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### INFORMATION WANTED.

Samuel Dickson, a seaman, age about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.

Edvin Nikolai Nielsen, a native of Kristiania, Norway, is requested to communicate with his sister Minni, who has important news from home. Address, Mrs. Minni Hall, Green Farm, Conn. 9-16-14

Herman Sigfrid Persson, a native of Malmo, Sweden, supposed to be sailing on the Pacific Coast, who has not been heard of for two years, is inquired for by his brother, Gustav Persson. Address 13 Stenbarksgatan Malmo, Sweden. 7-28-15

Vencelus Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolamo Durbich, Zurich, Switzerland. 7-28-15

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

## News from Abroad.

During the last quarter of the year the expenditures of the French Government probably will run in excess of \$13,000,000 a day.

The municipal council of Gothenburg (Sweden) having requested permission of the Royal Government to invest 1,000,000 crowns (\$268,000) in the Swedish-American Steamship Line, has been informed that the Royal Government has no objection to the plan.

According to a recently published report the total absence of visitors to Switzerland this summer, as a result of the war, is being keenly felt by the inhabitants. In order to tide the country over the present crisis, the state is therefore considering the advisability of advancing special loans.

The whipping-post for habitual drunkards has been established in Australia. Sir John Madden, a Melbourne magistrate, recently sentenced a prisoner to four years' imprisonment and to sixteen lashes besides. In passing sentence the magistrate remarked that the prisoner once before endured flogging, but it seemed to have had no effect.

The German Foreign Office has just issued in English a memorial against the employment of colored troops in the European theater of war by France and Great Britain on the ground that they have brought with them savage practices of warfare of their native countries. The memorial charges the Africans and Hindus with murdering the wounded and mutilating the dead by cutting off their ears, which are worn in strings about their necks as necklaces, and even severing the heads from bodies as war trophies.

Disquieting reports from China foreshadowing a change of the government from a republic to a monarchy have appeared from time to time. General Li Yuen-Heng, vice-president, has resigned his office. Professor Frank J. Goodnow, legal adviser of President Yuan Shi-kai, has left Peking for the United States. Professor Goodnow is reported to have advised the change to a monarchy in the interests of the country. Dr. George Ernest Morrison, and other advisers are arguing against the change. It was announced on the 6th that the government had decided tentatively to maintain the form of a republic, but to make the presidency permanent and hereditary.

A British prize court on September 16 condemned the greater part of the American products forming the cargoes of four steamships. The products, valued at several million dollars, are declared forfeited to the crown. The judgment was delivered by Sir Samuel T. Evans, president of the court. It involves the cargoes of the Norwegian steamships "Kim," "Alfred Nobel," "Bjornstjerne-Bjornson" and "Fridland." All the goods on these vessels, consisting principally of American meat products, are confiscated, with the exception of a small proportion, which the court released to claimants. The case has been pending for several months. The steamships were seized last November, and although efforts were made by the American owners to obtain an early trial, the British authorities have constantly delayed the hearing.

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As Shown by a Comparative  
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|                   |                 |
|-------------------|-----------------|
| December 31, 1904 | \$285,436.97    |
| December 31, 1905 | \$1,021,290.80  |
| December 31, 1906 | \$1,899,947.28  |
| December 31, 1907 | \$2,221,347.35  |
| December 31, 1908 | \$2,574,004.90  |
| December 31, 1909 | \$3,817,217.79  |
| December 31, 1910 | \$6,539,861.49  |
| December 31, 1911 | \$8,379,347.02  |
| December 31, 1912 | \$11,228,814.56 |
| December 31, 1913 | \$15,882,911.61 |
| Dec. 31, 1914     | \$18,030,401.59 |
| June 30, 1915     | \$19,080,264.20 |

NUMBER OF DEPOSITORS, 53,946



### With the Wits.

Mother's Joy.—"Won't your mother be mad when she sees how you tore your clothes?"

"I guess not so very. Ma'll have lots of fun huntin' up cloth to match an' puttin' in a patch so people can hardly notice it."—Puck.

Tactfully Planned.—Wife—Here are some household bills, dear, that came in to-day.

Husband—Hang it! Why can't you wait until I've had my dinner?

Wife—I was going to give you my own bills then.—Puck.

Expensive Seance.—"I'm awfully sorry that my engagements prevent my attending your charity concert, but I shall be with you in spirit."

"Splendid! And where would you like your spirit to sit? I have tickets here for half a guinea, a guinea, and thirty shillings."—Fliegende Blatter.

Awful Fate.—"If you are not in khaki by the 20th, I shall cut you dead," wrote a patriotic young Englishwoman to her lover. The militancy of it lost nothing in its translation by a German correspondent of the Cologne Gazette:

"If you are not in khaki by the 20th I shall hack you to death (hacke ich dich zum Tode)."—Springfield Republican.

Full Speed Ahead.—He was the slowest boy on earth, and had been sacked at three places in two weeks, so his parents had apprenticed him to a naturalist. But even he found him slow. It took him two hours to give the canaries their seed, three to stick a pin through a dead butterfly, and four to pick a convolvulus. The only point about him was that he was willing.

"And what," he asked, having spent a whole afternoon changing the goldfishes' water, "shall I do now, sir?" The naturalist ran his fingers through his locks.

"Well, Robert," he replied at length, "I think you might now take the tortoise out for a run."—Christian Register.

### Children's Accounts

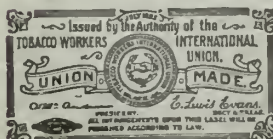
Your children should be taught to save. Open an account for each of them to-day. Show them by example that you believe in a savings account. They cannot start too soon.

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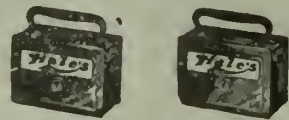
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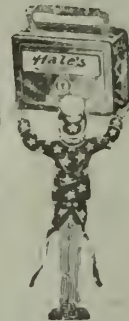
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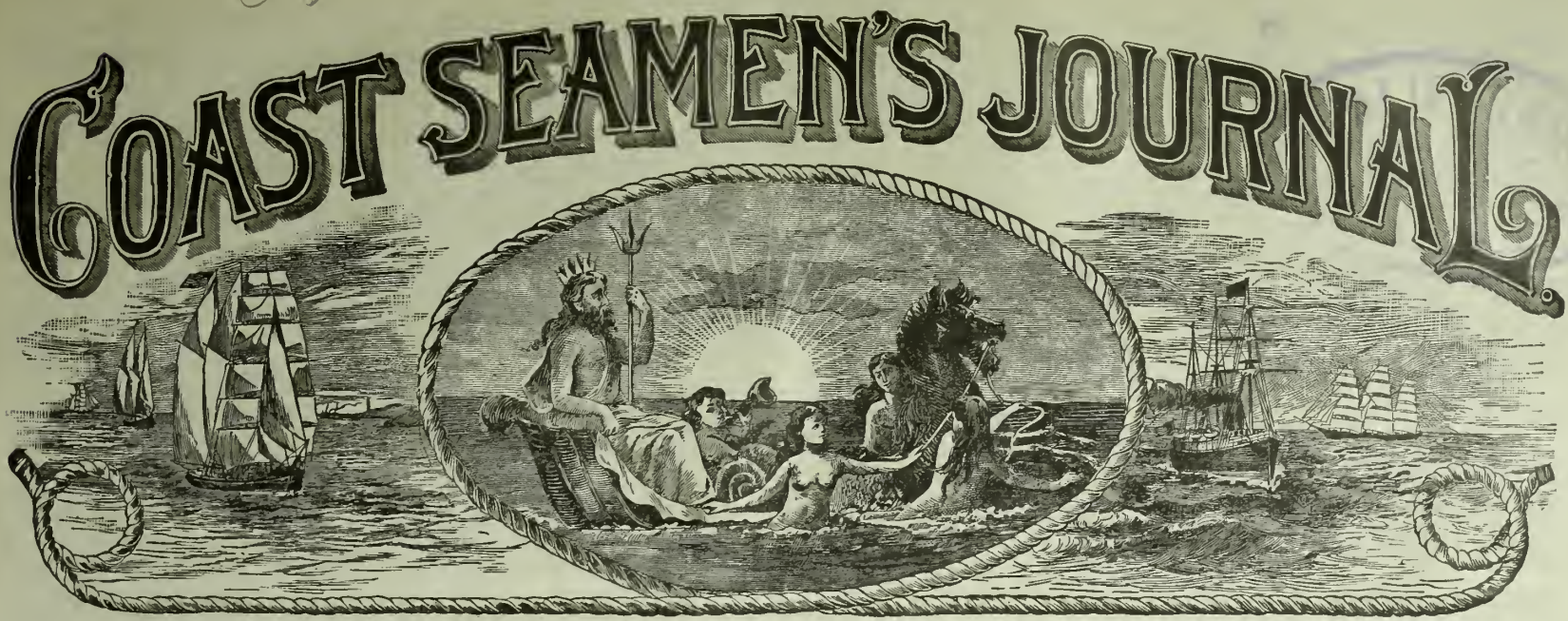
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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXIX, No. 3.

SAN FRANCISCO, WEDNESDAY, SEPTEMBER 29, 1915.

Whole No. 2349.

## LOCAL "OBJECTORS" ANSWERED.

### An Analysis of the Latest Attack Upon the Seamen's Act.

The San Francisco Chamber of Commerce and the Shipowners' Association of the Pacific Coast have just made public their views on the Seamen's Act, in a pamphlet "issued to confute persistent misrepresentations of their real desires, which are for amendment and not for repeal of the bill."

The statement opens with a blunt repudiation of the charge that the ship-owners and the commercial interests are "asking for the repeal of the Seamen's bill and are thus trying to force a condition of slavery upon sailors in our merchant marine and permit an inhuman treatment of them."

This charge, we are assured, is far from the truth.

The ship-owners and commercial interests have heretofore not considered it necessary to contradict such "false and misleading statements."

"Now, however, it is desirable to declare explicitly that it is not a repeal of the Seamen's bill which is requested, but the elimination by amendment of some of its objectionable features."

Doubtless the public will welcome this disavowal by the ship-owners and commercial interests, the more readily on account of the accompanying bill of exceptions.

Now, for the first time, we have an authoritative statement of the objections to the Seamen's act, the grounds thereof, and the manner in which it is proposed to overcome them.

#### Getting Down to Brass Tacks.

To quote the statement itself:

"In this connection, therefore, we desire to state plainly what portions of the bill we are content to leave in the law, and not affect by amendment, with our reasons therefor. To this end we make the following statement to the public:

"There are twenty sections in the Seamen's bill. Of these twenty sections one is objected to in part and three are opposed in their entirety. To the balance of the bill no amendment whatever is sought."

Thus it appears that the ship-owners and commercial interests are after all very modest in their requirements. How they must have suffered at the hands of their friends in the press and elsewhere, who have set the country by the ears by their denunciation of the "pernicious Seamen's act" and the demand for an extra session of Congress to repeal that measure, as the only means of "saving the last vestige of the American merchant marine."

Of the twenty sections in the Seamen's act, the ship-owners and commercial interests are content—not entirely satisfied, be it noted; but content—with sixteen, one is objected to in part, and three are "opposed in their entirety."

Verily, the mountain has labored and brought forth a mouse.

It will naturally be supposed that the three sections which are "opposed in their entirety" are open to serious criticism. Otherwise, of course, these magnanimous opponents of the Seamen's act would surely have been content to leave them in the law, if for no other rea-

son than to avoid any suspicion of invidiousness. Let us examine these three sections.

The first of the sections which are "opposed in their entirety" is known as Section 4 of the Seamen's act. This section provides that a seaman shall be entitled to receive one-half of his wages at every port during the voyage.

#### "Desertions" and "Alcoholic Beverages."

The objections to this section are that it is inserted "purely to encourage desertion"; that the seaman will be "tempted to drink large quantities of alcoholic beverages"; that he will by this fact be "unfitted for the proper performance of his duties," and thus may "not only endanger the safety of the ship and its cargo, but the lives of its passengers as well."

No doubt these are very serious objections. The wonder is that they do not seem to have occurred to any one until the present time.

Certainly these objections do not seem to have weighed with the Congress of the United States in its treatment of the subject during the past 125 years.

It is of interest to note that the section under discussion, although part of the Seamen's act of 1914, was originally enacted on July 20, 1790, by the first Congress of the United States.

Anyone who cares to take the trouble to consult volume 1, Statutes at Large of the United States, page 133, will there find the section referred to, practically word for word as it appears in the Seamen's act.

The section remained as originally enacted from 1790 to 1898, when it was amended by increasing the proportion of wages which the seaman was entitled to receive at every port during the voyage from one-third to one-half.

The Seamen's act changes this feature of the law in only one respect.

At the time of its enactment, in 1790, the law contained a proviso, as follows: "Provided the contrary be not expressly stipulated in the contract." This proviso was repeated in the amendment of 1898. The result may easily be imagined. Advantage was taken of the proviso to defeat the law itself. In common practice the stipulation, "No money in port except at master's option" was inserted in the shipping articles. Thus the purpose of the law was entirely destroyed.

The Seamen's act repeats the terms of the old law, and, in place of the old proviso, declares that "all stipulations in the contract to the contrary shall be void."

#### Law Was Enacted 125 Years Ago.

In effect, therefore, the Seamen's act merely provides that the law, as it has stood on the statutes for 125 years, shall henceforth be put into force, instead of being "expressly stipulated to the contrary."

Thus the ship-owners and commercial interests are in the position of objecting to this feature of the Seamen's act, not upon the ground that it is new legislation, but solely upon the ground that that measure makes an old law effective for the first time.

Possibly the ship-owners and commercial interests are aware that the section in question was enacted long before the era of seamen's unions.

Possibly they are aware that their objections

are as old as the law itself. Possibly, on the other hand, their objection is inspired solely by the fact that now, after all these years, there is a good prospect that hereafter the law will mean in practice just what it means on paper. Possibly they feel that it makes little difference who writes the laws as long as they are permitted to write the provisos thereto!

Referring to the objection that to give the seaman part of his earnings in port during the voyage will "encourage desertion," it may be remarked that the same objection has been made to every step taken toward the emancipation of the seaman. It is further to be remarked that these objections have in every instance been disproved by experience.

The first step in this direction was taken in 1895, when the Maguire Act abolished imprisonment for desertion in the coastwise trade. That measure was followed, in 1898, by the passage of the White Act, which abolished imprisonment for desertion in the ports of the United States, Canada, Mexico and other nearby foreign countries.

During the discussion of these measures Congress and the country were solemnly assured that their passage would spell ruin for the American merchant marine; that the seamen would desert in such large numbers that the vessels would be "left to rot in their neglected brine."

#### Recalling Predictions of the Past.

Let us see what has happened. The Commissioner of Navigation, in his annual report for the year 1899, speaking of the White Act, passed during the previous year, said:

"That Act is the most comprehensive measure ever passed in this country for the benefit of seamen. It is probably within bounds to assert that no parliamentary body ever before adopted legislation which has worked so radical a change in the historical relations between the seaman and the master and owner."

"The essential provision of that Act gives to the seamen the right to quit work in the domestic and near-by foreign trade (Canada, Mexico, etc.), subject to no penalties of consequence, except suit for breach of contract, which, of course, will never be brought."

"The Act went into effect on February 20, 1899, and too short a time has since elapsed to permit the formation of a correct judgment of its operations."

Three years later (1902) the Commissioner of Navigation reported that the proposition of "failures to join"—practically the same as desertion—was about five per cent. To quote the language of the report:

"The proposition of men who fail to join sail vessels in the foreign trade is less than 6 out of 100; in the coasting trade, about 4 out of 100. Since 1898 there has been virtually no penalty imposed on the seaman who fails to join an American vessel in the United States."

"Before that time he was subject to imprisonment in jail until the vessel was ready to begin her voyage. Failures to join have not been returned until this year, and the Bureau has no figures bearing on former conditions."

During the period since 1902 the facts as to



the number of "failures to join," or desertion, have been constantly noted by the officials at the respective seaports. The statistics thus compiled show that desertions have decreased from 4.29 per cent. in 1903, to 1.39 per cent. in 1914.

On this subject the report of the Commissioner of Navigation for 1914 says:

"The percentage of seamen who desert from American vessels is relatively small, and desertion has ceased to be so considerable a factor in American shipping as it was in the days of sailing vessels."

"The law providing for the arrest of desertion of seamen from American vessels in Europe, Asia, Africa, Australia and South America is an empty form on the statute books, as the power bestowed is almost never invoked."

"The repeal of the fragment of law left on the subject has been recommended for several years and that recommendation is renewed."

Thus we find the facts are directly contrary to the predilections of those who have opposed granting to the seaman the right of personal liberty enjoyed by every other class of men in the United States. The seaman, having been granted the right to quit, or "desert" has not deserted as frequently as he did when desertion was punishable by imprisonment.

The reason of this fact is quite clear to anyone who understands the natural law in the case. Now that the seaman can not be held to the vessel by force, he is better treated, and therefore more contented, than before. The chief cause of desertion having been removed, the number of desertions has proportionately decreased.

The payment to the seaman of part of his earnings in each port during the voyage will operate in the same way and by virtue of the same natural law. Perhaps the ship-owners and commercial interests are not to be blamed for their failure to understand natural laws, in view of their obvious unfamiliarity with the statutory laws.

#### The Second Serious Objection.

The second section which is "opposed in its entirety" is that known as Section 13, providing that 75 per cent. of the crew in each department shall be able to understand any order given by the officers of the vessel.

The objection in this instance is based upon the ground that the language test "is inserted actually for the purpose of preventing the employment of Chinese and Japanese."

In reality the language test is justified by the necessities of the case. In times of emergency every member of the crew must be able to render aid.

The ability to understand the orders given by the officers is a prerequisite to efficient service. The statement of the ship-owners and commercial interests asserts that "the safety of the vessel is thoroughly assured if the crew can understand the orders of the petty officers (interpreters or 'No. 1 men'), through whom all commands are issued."

It happens that this point has been judicially determined by no less an authority than the Supreme Court of the United States. In its decision in the case of the steamship "City of Rio de Janeiro," a Pacific Mail vessel wrecked in the Golden Gate in 1901 with the loss of 131 lives; the Court held that the Chinese crew of the vessel did not constitute a sufficient crew for the sole reason that they could not understand the orders given by the officers, but were obliged to depend upon petty officers or interpreters.

The language test in the Seamen's act is exactly in line with the decision of the Supreme Court. That provision is the more necessary, for the reason that the original provision for life-boats for all and two able-seamen for each life-boat was reduced at the instance of the ship-owners to life-boats for from 20 to 75 per cent. of those on board and a licensed officer or one able-seaman for each life-boat, the remainder of the life-boat crews to be composed of "certificated life-boat men," i. e., men drawn from other departments of the vessel.

Surely the very least of the qualifications required of these men is that they shall be able to understand the orders given by the officers in charge of the life-boat.

#### Efficient Seamen Not Wanted.

Certain other features of this section are objected to, notably the requirement that a stated proportion of the deck crew (able seamen) shall possess certain qualifications of age and experience.

This feature, by the way, merely follows the laws of other maritime nations. It is designed chiefly to insure that vessels shall be manned to some extent by practical seamen, instead of being manned entirely by landmen, as now frequently happens.

The third section which is "opposed in its entirety" is that known as Section 16, providing for the abrogation of so much of the treaties with other nations as may be in conflict with the provisions of the Seamen's act.

This section, we are informed, "will certainly cause friction and may produce retaliation, and, if enforced, will probably result in many foreign lines refusing to come to our ports."

The provision for the abrogation of treaties has but one purpose, or, rather, a dual purpose. The treaties now require the authorities of the United States to arrest seamen who leave foreign vessels in our ports. The power thus

given the masters of foreign vessels to hold their seamen, enables them to maintain in our ports the advantage gained by the shipment of seamen in foreign ports at rates of wages much lower than those prevailing in the United States.

This "difference in the cost of operation" has long been a grievance on the part of the American ship-owner. The only remedy heretofore proposed for this condition has been that of paying subsidies. In this instance the ship-owners and commercial interests object to a remedy which by invoking the play of natural law will accomplish the removal of a grievance which they have themselves sought to remove by artificial and unnatural methods.

Coming now to the section which is "objected to in part," we find the objection to be directed against Section 11(c). This section provides that the law prohibiting the payment of advance and allotment from the wages of seamen at the time of their engagement shall apply to all foreign vessels, as well as to all American vessels, in American ports.

"This," we are told, "is entirely wrong, as the United States has no right to dictate to foreign nations what rules they shall adopt in advancing money to their men in their own country, and, with proper respect for the comity of nations, there is no power which should enforce such a regulation."

#### The "Comity of Nations."

Unfortunately for the "comity of nations," the provision in question has been part of the navigation laws of the United States for over thirty years. The section referred to was originally enacted in 1884. It was re-enacted in substantially the same terms in 1886 and 1898. Moreover, the "right of the United States to dictate to foreign nations" has been upheld by the courts every time the matter has come before them.

The last instance of the kind is that known as the "Eudora" case, decided by the Supreme Court of the United States June 1, 1903.

The decision is interesting as a clear statement of the principles upon which the laws of a given country may be applied to seamen on foreign vessels. In its decision the Court said:

"It follows from these decisions that it is within the power of Congress to prescribe the penal provisions of Section 10 (Act, Dec. 21, 1898), and no one within the jurisdiction of the United States can escape liability for a violation of those provisions on the plea that he is a foreign citizen or an officer of a foreign merchant vessel. It also follows that it is a duty of the courts of the United States to give full force and effect to such provisions."

"It is not pretended that this Government can control the action of foreign tribunals."

"In any case presented to them they will be guided by their own views of the law and its scope and effect, but the courts of the United States are bound to accept this legislation and enforce it whenever its provisions are violated."

"The implied consent of this Government to leave jurisdiction over the internal affairs of foreign merchant vessels in our harbors to the nations to which those vessels belong may be withdrawn. Indeed, the implied consent to permit them to enter our harbors may be withdrawn, and if this implied consent may be wholly withdrawn it may be extended upon such terms and conditions as the Government sees fit to impose."

"And this legislation, as plainly as words can make it, imposes these conditions upon the shipment of sailors in our harbors, and declares that they are applicable to foreign as well as to domestic vessels. Congress has thus prescribed conditions which attend the entrance of foreign vessels into our ports, and those conditions the courts are not at liberty to dispense with. The interests of your own shipping require this."

"We are of the opinion that it is within the power of Congress to protect all sailors shipping in our ports on vessels engaged in foreign or interstate commerce, whether they belong to citizens of this country or of a foreign nation, and that our courts are bound to enforce those provisions in respect to foreign equally with domestic vessels."

#### A Summary of the Objections.

To sum up, of the four objections raised by the ship-owners and commercial interests, two are directed against long-existing features of the Navigation Laws, supported by argument that is either in itself baseless or directly contrary to the judgment of the highest authorities. Of the remaining two objections, one is based upon grounds that have been denied by the Supreme Court of the United States, and the other upon grounds which are in direct conflict with the ship-owners' own arguments, made in other connections.

Now that the ship-owners and commercial interests have reduced their opposition to the Seamen's act to these four points, it would seem that they might well go a little further and admit that they have no real objection to the Seamen's act.

If they must find some kind of objection to the Seamen's act it may not be amiss to suggest that they try to pick a flaw among those features of the act that are new and thus avoid the embarrassment of attacking the time-honored institutions of the country which, of course, the ship-owners and commercial interests had no idea of doing.

## CHAMBERLAIN CORRECTS DOLLAR.

(New York Marine News.)

The most advertised American ship-owner, Captain Robert M. Dollar, of San Francisco, holds the center of the lime-light on matters maritime against all would-be competitors. He, perhaps more than any other individual, convinced Congress and the Administration that, if aliens were permitted to command and officer American vessels—alien crews already being permitted on American vessels under our laws—American ships could be run as cheaply as foreign ships are run. He knew, or he should have known, that alien crews demanded, and obtained, American rates of pay as soon as they "signed on" a ship under the American flag; and why Capt. Dollar should think, therefore, that alien masters and officers would accept alien rates of pay under the American flag, we have no idea.

Capt. Dollar first raised the point of the difference in net tonnage as fixed by American and by British laws, and as to one or two of his own ships he was able to show a remarkable degree of disparity unfavorable to the American ship, considering that net tonnage is the basis of port charges to a considerable extent. Capt. Dollar has rung the changes on this invidious distinction without stint. It is but proper to say that the difference is of consequence only in what are called "shelter-deck" vessels, our laws measuring the shelter deck spaces and including them in net tonnage, spaces that British laws exclude from net tonnage measurement.

Recently in a carefully (?) prepared article in the "New York Journal of Commerce" Capt. Dollar again delivered himself of his net-tonnage discrimination superlatives, and called down upon himself the following gentle but effective rebuke in a letter from Commissioner of Navigation Chamberlain, of the Department of Commerce:

"I am somewhat surprised, after our several conversations on the subject, to read in to-day's New York 'Journal of Commerce' that part of your criticism of the navigation laws which deals with measurement of vessels. You know that the sole factor in our regulations which may be regarded as adverse to shipping, as compared with the British Board of Trade rules has been the treatment of so-called 'shelter-decks' on cargo boats."

"On August 28, 1914, I asked Collectors of Customs to report any American steamers in foreign trade with shelter decks which might have less tonnage under the Board of Trade rules than under ours. None were reported, because we both know our owners and builders have preferred ships of the American-Hawaiian line type."

"On September 5, 1914, I again advised collectors to notify the owner of any sea-going American steamer that he could apply for a revision of measurement on the ground that sheltered spaces with openings at the sides or ends had been included in the tonnage. Again, there were no applications. On March 16, 1915, revised regulations on shelter decks were issued, and again there has been no request for remeasurement. Still a fourth time, on July 15, 1915, collectors were asked to bring the subject to the attention of American ship-owners, and as yet there has been no reply."



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## Canadian Labor Law Put to Severe Test.

The Industrial Disputes Investigation Act, passed by the Dominion Government to prevent and to adjust labor disputes, is being severely tested in this city in the case of the Vancouver Electrical Workers' Union versus the British Columbia Electric Railway Company.

The law applies to public-service corporations, and provides that the Government shall, together with each of the parties to a dispute, appoint one member to a board of conciliation and investigation. The law further provides that neither side shall declare a strike or cause a lockout during the reference of such dispute.

Under this law the electrical workers asked for the appointment of a commission to investigate the railway company's demand for a reduction of wages and working conditions. The Government appointed its representative and notified the company to take similar action. This request was ignored and the Government appointed a member to represent the company. During these proceedings several electrical workers were discharged and the union began action against the company in the Vancouver police court on the ground that the discharges violated that section of the law which prohibited acts amounting to a lockout. They further charged the company with attempting to weaken the union.

When the case came to trial the judge dismissed the company and said he could "find no direct evidence of a lockout." The court refused to go into the matter at length. He said "an investigation is pending," and he did not want to interfere "to too great an extent in the internal affairs of the company."

The company now refuses to recognize the Government-appointed board, on the ground that the workers' representative made complaint against it in the police court. This may result in more litigation while the company is privileged to discharge active unionists.

## Chicago Girls Win Strike.

Over 1,000 Chicago girl strikers returned to work at the Herzog factories, after a week's idleness.

The girls are employed on canvas gloves and ladies' garments. Three hundred glove workers struck first and they were quickly followed by nearly 700 garment workers and milliners, suspender workers and employes in the shipping room.

The agreement calls for a 10 per cent. increase in wages of all garment workers earning less than \$8.50 a week. Fines are abolished and glove workers will not be charged for needles. The firm agrees to recognize the union and give preference to unionists when employing workers. An arbitration system is agreed to and a wage board is established. Decisions are to be retroactive and will date from the day the workers returned to work.

The Women's Trade-Union League made arrangements for securing bail for girls arrested while on picket duty. Mrs. Raymond Robins, president of the League, said:

"The girls are a mixture of races and the numerous tongues show the work necessary for our trade-unions. The great majority of the strikers were Russian Jews, the Poles were second in number, followed

by Italians, and then the American-speaking girls. These workers are exceedingly young girls and will need the continued attention of several women organizers for the coming year, furnished by the Glove Workers and Ladies' Garment Workers' unions and the Women's Trade-Union League."

The girls were also assisted by A. F. of L. Organizers Fitzpatrick and Flood, Secretary Nockels of the local Federation of Labor, and other unionists.

## Longshoremen Report Gains.

General Organizer Hugh Frayne reports that the International Longshoremen's Association, through President O'Connor, has secured the first agreement that has ever been made with any of the steamship agents or the stevedores in the port of New York City. They have succeeded in writing union shop agreements with practically every one of the employing longshoremen in the port of New York and as a result, 3,000 additional members have been taken into the locals of the International Longshoremen's Association. One of the oldest independent longshoremen's organizations has gone out of existence and affiliated its members with the International. Conditions in the agreement call for 35 cents per hour, day work; 50 cents per hour, night work; 50 cents per hour for ordinary holidays and 60 cents per hour for Sundays, Christmas Day and Fourth of July. When Longshoremen are required to work on Good Friday on the Jersey shore, 60 cents per hour will be the rate. Double time will be paid for men handling explosives and munitions of war. Standard methods of voluntary arbitration were included in the agreement for the settling of minor grievances that may arise.

## Unionism Makes Progress.

"Here is an exhibition of making progress through our trade union activity in spite of the Legislature," says A. F. of L. Organizer Fitzpatrick, of Chicago, in a letter to Secretary Morrison on the recent gains of hospital attendants' and nurses' unions employed in Illinois State institutions.

The Chicago unionist writes:

"About a year and a half ago we started to organize the employes in the State institutions. At that time the conditions of employment had remained unchanged for thirty years. The employes lived in the hope that the politicians, the Legislature and then, later on, the civil service law, would protect their interests, but at last they had to turn to the labor movement for relief. These employes worked twelve, fourteen and sixteen hours per day. The minimum wage for women was \$20 per month and \$25 for men. The maximum was \$30 and \$35.

"One of our first moves was to change these conditions, and after some effort we succeeded in inducing the State Board of Administration to establish the eight-hour day in all institutions under their control. This was accomplished without any reduction in the rate of wages. Then we were

(Continued on Page 10.)

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

## AUSTRALASIA.

Federated Seamen's Union of Australasia.  
29 Erskine St., Sydney, N. S. W.  
1 Crawford St., Dunedin, N. Z.  
Queens Chambers, Wellington, N. Z.  
Palmerston Bldg., Auckland, N. Z.  
Carrington, Newcastle, N. S. W.  
Maritime Bldg., Melbourne, Victoria.  
Seamen's Offices, Port Adelaide, South Australia.  
26 Edward St., Brisbane, Queensland.  
Dredge Platypus, Cairns, Queensland.  
Wharf Rockhampton, Queensland.  
Ross Island, Townsville, Queensland.  
Patriot Office, Maryborough, Queensland.  
Patriot Office, Bundaberg, Queensland.  
Federated Cooks and Stewards' Association of New Zealand, Wellington.

## GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.  
Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.  
National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekland Bldgs., 22 Canning Place, Liverpool.

## BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

## GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

## FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.  
Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

## NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

## SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

## DENMARK.

Somandenes Forbund, Toldbodgade 15, København.  
Sofyrbodernes Forbund, St. Annaplads 22, København.  
Dansk So-Restaurations Forening, Nyhavn 17, København.

## HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.  
Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

## ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

## AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

## SPAIN.

Sociedad Sindicate de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

## URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

## ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

## BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.  
Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.  
Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

## SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



## World's Workers.

Birmingham (England) has abandoned the proposal to employ women as 'bus and tramcar conductors, as the men refused to either teach the women their duties or to move vehicles where they were engaged. The committee then decided to employ youths under 18 years and men over military age.

At a recent meeting of the Brisbane (Queensland) Progressive Carpenters' Society it was resolved that the same conditions and privileges be obtained for all employes in the building trade, which are at present allowed to leading hands and foremen only—namely, payment or provide work for all who attend work on wet days, etc.—the same to be brought before the other unions through the Industrial Council.

One of the consequences of the war is that the birth rate has decreased in England and the infant death rate increased. In Greater London the number of births every week is between 400 and 500 below the respective averages in the corresponding weeks of the past five years, allowing for the growth in the population. Children have been dying in London at the rate of 200 a week in excess of the number dying at the corresponding time last year. The returns from 95 other towns in England and Wales show that the increased mortality among children is general throughout the country. Many of these deaths are said to be due to the scarcity of doctors and nurses.

The general in command of the Twentieth German army corps, Freiherr von Schlieffen, has issued a decree forbidding agricultural laborers and farm servants in the district under his command to leave their situations without legal cause before the expiration of their contract. A change of residence before the expiration of such contracts is only to be permissible if the consent of the authorities has first been obtained, and in that case a form of dismissal is to be provided by the employer. Employers, in turn, are forbidden to engage laborers who fail to produce such a form, and are liable to imprisonment if they dismiss their employes without legal cause, or compel the latter to leave by illegal treatment. The Vorwärts noted with satisfaction that the present instance was the first time that the latter provision with regard to employers had been included in decrees of that kind.

Motor drivers and engineers are now the best paid "mechanics" in the world. At least it is so in England, where, an account says, "in ordinary times the chauffeur lived a discontented life on £4 a week. Now he averages from £10 to £20, according to his district. He is still cursing his lot. An acquaintance of mine who used to strafe a typewriter for £2 a week got sacked on account of the bad times. He spent a whole month refusing food and drink until someone advised him to hire or buy a second-hand car. He acquired one for £80 and started on a roving commission in and about the military camps. In the first month he cleared the price of the machine and a bit over. This month he has bought car number two and found his other unemployed brother a job as driver. They are coining money." Some car owners plying to and from Enoggera camp are said to be netting £10 to £12 a week.

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### INFORMATION WANTED.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

Oscar Olsen, age 37, a native of Hallarna, near Gothenborg, Sweden, who was sailing on the Great Lakes about three years ago, is inquired for by John V. Olsen, Sun Company, Marcus Hook, Pa. 5-26-15

Adolph Godfred Eriksen, born in Moss, Norway, is inquired for by his brother, Herman Eriksen. Any one knowing his whereabouts please notify W. Nielsen, 206 Moravian St., Philadelphia, Pa. 5-26-15

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### INFORMATION WANTED.

Edgar Duncan Stewart, age 22 years, white, born in Massachusetts, who, on October 9, 1912, was shipped as seaman on the American steamship "Toledo," at Marcus Hook, Pa., for a voyage to Sabine, Texas, but who did not join the vessel the next day, and has not since been heard from. The undersigned will highly appreciate your kind co-operation: Augustine R. Smith, United States Shipping Commissioner, or Shipping Commissioner, Appraisers Building, San Francisco. 5-13-14

Nils Edmund Johansen, a native of Tonsberg, Norway, age about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

Chas. Maywell, a sailor, last heard of in New York City in 1892, is inquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y.—12-23-14

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## San Pedro Letter List.

|                     |                        |
|---------------------|------------------------|
| Anderson, Emanuel   | Lindeberg, Ernst       |
| Anderson, Edw.      | Latz, Konstant         |
| -1739               | Lundstedt, Chris.      |
| Anderson, John      | -1968 Lutzen, Valdemar |
| Anderson, Martin    | Lalan, Joe             |
| -1894               | Lindenberg, C.         |
| Anderson, Sven.     | Larsen, L. K.          |
| (Reg. Letter.)      | Lindholm, A.           |
| Anderson, Oscar     | Matson, Johan          |
| Anderson, Ernest    | Mikalsen, Andreas      |
| Andersson, Enkan    | Mahn, Gustaf           |
| Apelquist, Otto     | McGulre, J.            |
| Baxter, Arthur      | Mesak, E.              |
| Bergh, Borge        | Martinson, P. A.       |
| Buanik, L.          | Nyhaugen, Julius       |
| Brein, Hans         | Nohr, Nels             |
| Bensen, Ray         | Olsen, John            |
| Bergman, Leo        | Olsen, Ludvig          |
| Benrowitz, Felix    | Olsen, Olaf            |
| Cavera, Pete        | Owen, Fred             |
| Dahlgren, Pete      | Ophaug, Wilhelm        |
| Doyle, William      | Olin, Emil             |
| Duvai, William      | Penningrud, Ludvik     |
| Eriksen, Otto       | Peterson, Hans.        |
| Eklund, Sven        | -1064                  |
| Fisher, Wm.         | Peterson, N.           |
| Hansen, Oskar       | Peterson, Otto         |
| Hansen, Charly      | Poscet, P.             |
| Hansen, M.          | Phillips, Charley      |
| Hansen, Hilmar      | Richardson, A.         |
| Hecker, William     | Parsons, Olaf          |
| Hannus, Alex.       | Rogis, A.              |
| Jensen, H. -1555    | Renvall, Anshelm       |
| Johansson, Victor   | Smith, Lawrence        |
| Johanson, T.        | Sutse, Michael         |
| Jacobs, August      | Sanders, Charles       |
| Johansson, Geo. W.  | Stromsberg, Ivar       |
| -1219               | Sevenson, Paul         |
| Johanson, Geo.      | Sievers, C. P.         |
| Johanson, Edward A. | Tamisa, P.             |
| Johansen, Chas.     | Toren, Gustaf A.       |
| Johanson, Herman    | Uhlig, Richard         |
| Johansson, John A.  | Verney, M. O.          |
| -1659               | Verdonk, Peter         |
| Johnson, Gus.       | Warkkala, John         |
| Johnson, K. H.      | Packages.              |
| Kalnin, Ed.         | Johnson, K. H.         |

## Honolulu, H. T.

Anderson, John E. Nelsen, C. F.  
Burk, Harry -1284 Petersen, Carl  
Crantly, C. W. Peters, Walter  
Eugenlo, John Reither, Fritz  
Ekelund, Rickhard Solberg, B. P.  
Ivertsen, Sigvald B. Strand, Conrad  
Lengwenus, W. L. Thompson, Emil N.  
Möller, F.

### INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio.—3-24-15.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 106 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Any one knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St.—8-11-1915.

Olai Ingebrigtsen (Brock), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American bark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469—49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Steuart street, San Francisco, Cal.—8-4-15.



# Pacific Coast Marine.

Towage service at the mouth of the Columbia will be placed on the same plan October 1 as prevailed when the shipping season last year was at its height. The rebuilt bar tug "Wallula" will assist the "Oneonta" in handling vessels over the bar.

The tug "Hercules" has started on the long tow from San Pedro to Jacksonville, Fla., with the dredge "San Pedro," belonging to the Standard American Dredge Company. The towing will cost the dredging company \$12,000, but, having lost several dredges in the Galveston storm, the company has no other machine available for the Florida contract.

The new publication, North Pacific Ports, compiled by the Terminal Publishing Company of Seattle, has put into compact form 420 pages of valuable information for all persons interested in shipping affairs. The book is just from the press and contains much information which is invaluable and which has never been put forth in a more compact form. Twelve pages are devoted to San Francisco. In these pages are given the pilotage and harbor regulations, rates of dockage, depth of water, quarantine regulations, etc.

Wholesale fines were imposed and recommended to the Portland officers of the Government custom-house by Inspector H. F. McGrath and Collector H. J. Kimball of Marshfield, Ore. The violators are passenger boats on Coos Bay, which are alleged to have disregarded regulations on equipment. Inspector McGrath is now at Gardiner, on the Umpqua River, where it is expected further violations will be discovered. Florence, Mapleton and Acme, on the Siuslaw River, will likewise come under the investigation, which is a result of a recent Government order respecting all passenger craft.

It is reported that owing to many new shipbuilding contracts received recently, the Seattle Construction and Drydock Company will increase its force of workmen by 1,500 mechanics and other skilled labor within the next thirty days. This is above the average working force the plant has employed for some time past. Shipbuilding at all yards throughout the country is reported to be going ahead at high speed. A late report of the Department of Commerce shows that on July 1 there were 125 vessels building in the yards of the United States outside of naval construction work. Of this number, 65 were steel ships, aggregating 298,426 tons, and 60 were wooden vessels, totaling 288,701 tons.

A big deal is reported by the "Japan Mail" between the Hokkaido Tanko Kisen Kaisha and the Interisland S. N. Co. at Honolulu for the supply of 130,000 tons of Yubari coal. The first shipment has just been made. This is the first big export of Japanese coal to Hawaii, which has heretofore bought Australian coal. The "Japan Chronicle" of July 30 states that Japanese collieries have curtailed their output by over 20 per cent. this year as compared with last. In spite of this stocks are increasing. According to the latest investigations quoted by the Mainichi of Osaka, stocks of the collieries amount to 546,000 tons, and those on the Moji and Wakamatsu markets to 738,000 tons, totaling 1,284,000 tons. When small stocks in other parts of the country are taken into account, the grand total will exceed the unprecedented figure of 1,300,000 tons.

The oldest ship in the United States Navy, the historic frigate "Independence," met an inglorious end during the past week on the mud flats at Hunter's Point, San Francisco. She was burned for the copper rivets in her stanch old hull. As the flames leaped into the sky, marking the passing of the venerable warship that had flown the Stars and Stripes since 1812, a small panic swept through the cities around the Bay. Some thought it was a fire in the manufacturing district of South San Francisco; others feared that a ferryboat had met disaster. It proved to be only the funeral pyre of the vessel, once the pride of Uncle Sam's fighting sailors. For \$3515 the old "Independence" was sold by the Navy Department to the commercial company that coveted the metal in its brave hulk. The keel of the "Independence" was laid at Boston in 1812 and the ship was launched July 20, 1814.

Vilhjalmur Stefansson, the Canadian explorer, who was long unheard from in the Arctic, has discovered a new land in the north and accomplished practically every purpose for which his journey was undertaken, according to word brought to Nome by the power schooner "Ruby," from Herschel Island. Mr. Stefansson, with two companions, Storker Storkersen and Ole Anderson, set out from Martin Point, Alaska, March 22, 1914, over the polar ocean to search for supposed new lands in the Beaufort Sea. Captain S. F. Cottle, master of the "Ruby," says that Mr. Stefansson is on Banks Land, east of the Mackenzie, outfitting for continuance of the explorations to the westward to ascertain the full extent of the new land he has discovered southwest of Prince Patrick's Island. Mr. Stefansson discovered a continuance of the continental shelf several degrees west of Banks Land and even determined its southern limits, but was unable to continue

his explorations to the north and west. It is the intention of Mr. Stefansson to establish a base on Banks Land and continue his exploration from that point. The time of the return of the expedition cannot be foretold, as Mr. Stefansson intends to continue until he has fully ascertained the limits of the new land he has discovered.

A rate war between the steamship companies plying between San Francisco and the Mexican, Central American and Canal Zone ports is looming large on the shipping horizon. It has been brought about through the announcement from the Pacific Mail Company that freight rates to all ports of call along the west coast have been cut to \$5 per ton, on all commodities and to all ports. This is a reduction from the average rate formerly in force of \$8 per ton, but which on some shipments has been as high as \$12 per ton. A. J. Frey, assistant general manager of the Pacific Mail Company, confirmed the reported cut in the company's rate. "It is necessary on account of present conditions along the west coast," he said. "The rate will be maintained until the coffee season sets in, when the people along the coast will have more money and then the rates probably will be restored to the present schedule. The cut is only a temporary affair, and first affects shipments of the 'City of Para.'" F. M. Stark, general manager of the California South Sea Navigation Company, which operates the steamers "O. M. Clark," "Coaster" and "Fort Bragg" to Mexico and Central America, is strong in his denunciation of the rate cut inaugurated by the Mail Company. He has written to other companies operating to Mexico and to shippers here stating that his company will not cut the present average rate of \$8, and calling upon the steamship men to maintain the present rate.

Queerest of all craft which have entered San Francisco harbor for many months is the Dutch dredging steamer "Ingenieur Sacharow," Captain Metus, which arrived during the past week, sixty-two days from Rotterdam. In spite of passing twice through the English channel—for her machinery broke down and she had to put back to Holland—the little craft saw no submarines and was not molested. The "Sacharow" is one of three dredges built in Holland for work in the harbor of Vladivostok, and with the other two craft is to be delivered to the Russian Government there. The others, having a larger coal capacity than this one, made the trip from the Canal straight to Honolulu for fuel, but the "Sacharow" came here to replenish her bunkers. According to Captain Metus, his vessel will remain in San Francisco until the big tug "Friesland" arrives from the East Indies as a convoy to the Siberian port. Just when this will be he does not know; and the latest marine records here show that the "Friesland" arrived at Singapore from Shanghai, May 4. The entire trip of the dredging steamer from Holland was made without incident. No rough weather was encountered. With the other two vessels, the "Sacharow" is declared to be the latest development in dredgers and is known as a steam hopper vessel. These craft are used extensively in Holland for dredging the canals, and for port work on the Siberian coast are declared to be without equal.

The California South Seas Navigation Company of San Francisco has increased its fleet of vessels by the addition of the steamer "O. M. Clark." This steamer was formerly under charter by the Olson-Mahony Company and has been engaged in the Mexican trade. Under its new owner's house flag, the "O. M. Clark" will sail from San Francisco September 28 for the Mexican west coast with a full cargo of freight guaranteed. The California South Seas Navigation Company has two steamers at present running to Mexico and Central American ports. These are the "Fort Bragg" and the "Coaster," which are scheduled to sail from this city south almost immediately after discharging upon their arrival here. The "Coaster" sailed several days ago with both passengers and freight aboard and will proceed south as far as Balboa. It will not be able to return to port until the latter part of the month. So profitable has the Mexican and Central American trade become that five companies are engaged in a regular trade with these countries. The Pacific Mail Company, the original company in the service, maintains a fleet of several ships. The California and Mexican Steamship Line runs the "Solano" and San Carlos. The cargo space on the former has all been engaged, although it does not sail for several days. The Mexican National Trading Company maintains the "Fairhaven" and the "San Ramon," and the C. Henry Smith Company the "Sinaloa" and "Baja California," which also go to South America.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

## International Seamen's Union of America

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DETROIT, Mich., 15 Twelfth St.  
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SEATTLE, Wash., 84 Seneca St., P. O. Box 65.  
ABERDEEN, Wash., P. O. Box 6.  
PORTLAND, Ore., 44 Union Ave., North.  
EUREKA, Cal., 227 First St., P. O. Box 64.  
SAN PEDRO, Cal., P. O. Box 67.  
HONOLULU, H. T., Cor. Queen and Nuuanu Sts.,  
P. O. Box 314.

(Continued on Page 11.)



# Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBURG.....Editor  
I. M. HOLT.....Manager

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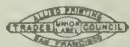
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Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

## NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, SEPTEMBER 29, 1915.

## SEAMEN—ATTENTION.

All seamen in port at San Francisco on this day, Wednesday, September 29, are urged to come to the mass meeting to be held under the auspices of the International Seamen's Union of America, in the Maritime Hall, 59 Clay street.

The success or failure of the new Seamen's law will, in a large degree, depend upon the men now employed on American vessels, union and non-union men alike.

It is your duty to acquaint yourself fully with all phases of the new legislation.

Remember, the new law will go into effect on American ships on Thursday, November 4, of this year. And bear in mind that the time is nearly at hand when "Able-Seamen" certificates and "Lifeboat-men's" certificates will be issued by the Federal officials entrusted with such work.

Every man who follows the sea for a livelihood will be affected by the new law. Firemen, cooks, waiters, etc., as well as the men of the deck department, should therefore embrace every opportunity to make themselves thoroughly familiar with their new privileges and responsibilities. If you can not come to the educational meetings which are held from time to time in the principal ports, be sure to call for a copy of the pamphlet explaining all the details of the new law. Copies of this pamphlet may be had for the asking at any of the Seamen's Union offices.

Again, remember, this law was enacted to make it possible for seamen to better their conditions. But laws, by themselves, can not improve the condition of any class of workers. Laws, unless properly enforced, are but idle phrases and sentences. With the intelligent and earnest co-operation of all seamen, however, the Seamen's law can be made a powerful lever for progress. Only when every seaman knows his rights and fully understands how to seek redress for violations of the law—only then will it be possible to obtain the full benefit of the new legislation.

And, in conclusion, remember, no one can help you to secure greater, better and nobler things, unless you yourself are willing to lend a hand.

## ROCKEFELLER'S "PARTNERS."

From the standpoint of the initiated, the public press, with rare exceptions, has never been regarded as anything but a sycophant of the rich and influential. Recently, however, it appears that each individual newspaper throughout the land is making strenuous efforts to outrival contemporaries, in obsequious attitude towards the Rockefellers. In San Francisco the public has been entertained with leading articles in conspicuous columns of the daily papers, the headings of which, if not humorous, must furnish food for thought in the minds of the working people. A superficial analysis of some of the aforesaid press effusions discloses some serious as well as absurd conditions pertaining to young Rockefeller's mountebank antics in Colorado. One of the columns of a recent issue of the San Francisco Chronicle, devoted to adulation of John D., Jr., contained in large type the following interesting headings: "Rockefeller in Overalls Picks Coal." "The Young Millionaire Makes the Rounds of His Colorado Mines." "Gives Talks to the Men." "Bumps His Head in Tunnel and Takes Up Case of Harness Galled Mule."

After describing in detail the process of John D. Rockefeller, Jr., donning overalls and jumper in the Frederick mine at Valdez, the article shows with what ecstasy of glee this scion of predatory wealth took a pick from the hands of a grimy son of toil and caused a few marbles of coal to rattle on the floor.

After this most plebeian and unusual exercise, Young Rockefeller evidently considered himself entitled to a place in the annals of fame among the workers, as he is credited with relieving his mind of the following classic expression: "Men, we are partners in this business. Anybody from inside the camp or from outside who has been telling you that we are enemies has been trying to deceive you. I can't get along without you and you can't get along without me."

This condescending emanation from a personage of such august station might well tend to solve the problem of industrial unrest. It might even cause the exploited and abused to forget that they ever did have a grievance. These ignorant, horny-fisted sons of toil taken into partnership with John D. Rockefeller, Jr., at the very first meeting should be cause for ecstatic rejoicing. However, the wintry wind is not so unkind as man's ingratitude. We find that while young Rockefeller was reported as hobnobbing with the employes of the Colorado Fuel and Iron Company, "dancing tango with miners' daughters," "picking coal," "grieving over chafed mules," etc., that the Colorado State Federation of Labor was in session in Denver preparing to prevent any repetition of his previous activities which resulted in the holocaust at Ludlow.

The following dispatch, dated Denver, September 21, is self-explanatory:

Evidence against "Rockefeller and his tools" in connection with occurrences of the recent Colorado coal miners' strike will be laid before either Attorney-General Farrar or the Federal authorities upon the arrival here of A. M. Belcher, attorney for the United Mine Workers of America, William Diamond, representative of President White of the miners' union in this district, told delegates to the State Federation of Labor here to-day. Belcher is reported en route to Denver from West Virginia.

The executive committee in its report urged all labor unions throughout the country "to voice their protest against wanton atrocities, masquerading as legalities, which are being perpetrated in Colorado."

From past experience we are compelled

to put little faith in the results of placing evidence against the Rockefellers; but we feel that the shadow of Ludlow and the travesty of Lawson's trial will not down, notwithstanding the efforts of John D., Jr.—who has tried to disclaim all responsibility—and his servile henchmen.

If young Rockefeller maintained even the slightest belief in the Christian religion which he pretends to expound, the punishment of his conscience would be almost unbearable. Like Banquo's ghost, his sins would continually appear in accusing attitude. If he were really desirous of giving his employes just and humane treatment it would not be necessary for him to promenade before the world as an interested investigator making observations of his own wanton acts.

These present activities nor any future masquerading on the part of Rockefeller, Jr., will never drive from the thoughts of the workers the picture of that unjustly accused and wrongly convicted Lawson pacing the dull confines of his cell and burning with thoughts of iniquitous injustice. Neither can we forget the overwhelming anguish of the workers' mothers watching their little ones burn to death in the black hole of Ludlow.

April 20, 1913, will stand out forever, in the minds of thinking people, as the darkest hours of American industrial history. The spirits of our martyred innocents still cry to the heavens for justice. A stain has been placed upon the vista of years that cannot be removed; it will show the transparent efforts of the Rockefellers and their kind in all their brutal perfidy. Even the poor exploited feudal slaves of the Colorado Fuel and Iron Company must feel disgust at the thought of partnership with John D., Jr.

Meanwhile the public press plays up the spectacular performances of young Rockefeller, while abuse and wanton murder of his employes receives but little consideration or publicity.

## WELCOME PUBLICITY.

The current Saturday Evening Post of Philadelphia is giving splendid publicity to the fairly well discredited attempt of the "interests" to have the new Seamen's law repealed even before it has gone into effect.

Mr. Peter P. Kyne, the noted San Francisco writer, is the author of the Post's leading article, entitled "Our Maritime Bugaboo." Only the first installment of Mr. Kyne's article is published in the current issue, but to one who has followed the malicious campaign of newspaper misrepresentation it comes as a pleasant relief.

The article written by Mr. Kyne is an excellent presentation of a difficult subject. It is written in simple and entertaining style, in plain language and without the use of technical terms.

If there were more publications like the Saturday Evening Post, the American public would soon learn to understand all that is worth while knowing about the new Seamen's law. Unfortunately, no other publication with a general, nation-wide circulation has given anyone an opportunity to present the plain, unvarnished truth about that epoch-making legislation.

Both Mr. Kyne and the management of the Saturday Evening Post are to be congratulated for rendering this public service.

Labor will never realize its rights until it recognizes its wrongs.



## CANADIAN WORKERS ALERT.

The recent convention of the Canadian Trades and Labor Congress not only gave a practical endorsement to the La Follette Seamen's Act but coupled with it a request to the Dominion and Home government to give serious and sympathetic consideration to the new Seamen's law with a view of securing similar enactments for the British empire.

The resolutions in question have an important bearing upon current events. They require no elaborate explanation and are full of the deepest significance to all peoples of the Caucasian race.

To quote:

Whereas, We realize that sea power has been a most potent factor in the building and maintaining of our empire, and whereas, this power was built and maintained by the blood of British men of our race; and

Whereas, We feel that during the present great struggle the power to control the sea is again one of the deciding factors that shall finally help to bring to our people a just and honorable peace; and

Whereas, We have noted that for some years prior to this struggle there was a distinct tendency of the men of our blood to leave the sea to men of other races, because of the seamen's inability under existing laws to participate in the onward and upward trend of modern society; and

Whereas, This has its origin in laws which deny to the seaman the equal freedom with other workers; and

Whereas, The United States had adopted new laws which give such freedom, not only to seamen under the American flag, but to all seamen coming within the jurisdiction of the United States; therefore be it

Resolved, That we urge upon the statesmen and the people of our empire to give to these laws their most serious and sympathetic consideration; and be it further

Resolved, That it is our belief that as men of our blood built our sea power, by men of our blood must it be maintained, and to this end the laws governing seamen must be so changed that men of our race shall again seek the sea, shall again have the old pride in their work and the full consciousness of its importance to our race and our empire; and further

Resolved, That copies of these resolutions be forwarded to the government of the Dominion of Canada and to the government of Great Britain.

## "OUR FLAG" AGAIN.

'Tis strange but true, that notwithstanding the awful noise made by the Schwerin-Dollar calamity-howlers, foreign steamship companies show a growing inclination to take up the trade voluntarily relinquished by the local coolie-lovers.

In particular we note the following current press item:

In addition to the announcement that the Dutch transportation line, known as the Java-China-Japan Line, will shortly inaugurate a service of eight large vessels between San Francisco, China and the Philippines, comes the information from Andrew Weir & Co. in London announcing that the Bank line will enter the San Francisco-Orient trade. The big British line controls more than forty vessels, part of which are now operating between New York, China, Japan and the Straits Settlements. Some of the Bank line freighters from New York to Japan are using the Panama Canal route; those going to other parts of the Orient are routed via the Suez Canal. The cable from London to the local agents of the Weir line stated that the steamer "Inveric," a comparatively new vessel of 5,000 tons, would be the first to arrive here in connection with the new service, the details of which have not been worked out fully. The "Inveric" will begin loading at Hongkong for this port about November 1. It is expected that before the "Inveric's" arrival other sailings will be announced.

The respective managers of these foreign lines are, of course, fully aware of the fact that their vessels will have to comply with the same provisions of the Seamen's law which are alleged to have driven the Pacific Mail Company "out of business." They will have to carry crews who can understand the language of the officers and that is precisely what Messrs. Schwerin and Dollar claim could not be done.

Some day the dear people will realize what

a magnificent bunco game these self-styled patriots have conducted.

As a cloak for cheap Oriental crews "our flag" has very nearly come to the end of its service. For which we are, again, deeply and truly grateful.

As was predicted in these columns, when the Pacific Mail Company sold its five American transpacific vessels, the steamship "Korea" sailed from San Francisco for London during the past week under the American flag and with more "Americans" in her crew than she ever carried before. Let it be said to the credit of Mr. Schwerin's yellow pets that they absolutely refused to go to the European war zone for \$7 per month. And let us incidentally rejoice over the first "net" result of that "outrageous Seamen's bill." A Chinese crew has been replaced—not by union men, but by men who are eligible for admission to American trade-unions and to American citizenship!

On Thursday of last week a very successful mass meeting of seamen was held in the commodious reading-room of the Seamen's Institute at San Francisco. John Vance Thompson presided, and Patrick Flynn, Walter Macarthur and Paul Scharrenberg addressed the meeting. On behalf of the organized seamen of America, the JOURNAL herewith expresses grateful appreciation to the Rev. M. Mullineux, chaplain of the Institute, for his uniform kindness on this and previous occasions.

## MASS MEETING AT SEATTLE.

A rousing mass meeting at Seattle, Wash., held on September 18, under the auspices of the Public Ownership League, and attended by more than 2500 citizens, unanimously adopted the following memorial:

To His Excellency, Woodrow Wilson, President, and the Honorable the Members of the Senate and the House of Representatives of the Congress of the United States:

Honored Sirs:—In view of the frantic efforts now being put forth by privilege-seeking interests and their kept press to discredit what has come to be known as the La Follette Seamen's Law, even in advance of its going into operation, with the avowed purpose of securing its repeal before it has been fairly tested, we call your attention to a brief summary of facts. We do this with the hope that we may in some measure contribute toward bringing you to a realization that the brazen misrepresentations employed in support of the efforts referred to, are not going unchallenged by the hosts of Democracy.

We trust it is unnecessary to dwell upon the wrongs imposed upon the sailors of all countries, and especially those of the United States, in the past in consequence of the iniquitous laws relating to seamen, once they signed for a voyage until their return to their home port. It must be apparent to all that when the laws regulating any calling virtually make slaves of the men engaged therein, the effect is bound to be that most, if not all, intelligent and self-respecting men will be driven therefrom, thus not only lowering the efficiency but degrading the calling.

Neither should it be necessary to direct your attention to the fearful loss of life resulting from recent disasters at sea in consequence of insufficient life-saving apparatus and the want of seamen skilled in the handling and manning of the same.

To remedy these two defects in our antiquated navigation laws the Seamen's bill was passed. It was not a hastily prepared and inadequately considered measure. It was substantially the same bill that had been before Congress for many years and passed by the preceding Congress, but prevented from becoming law by the veto of President Taft. Every legitimate argument that is being made against it now was made against it then. But the necessity for legislation to remedy the defects referred to, being of the highest importance, and the arguments in support of this particular bill so far outweighed those of the opposition, the present Congress passed it again and it was signed by the President.

Now to give apparent substance to the argument that the law would destroy the American

(Continued on Page 10.)

## OFFICIAL.

## SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Sept. 27, 1915.

Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping dull, plenty of members ashore. A Quarterly Finance Committee was elected to examine the Union's accounts for the past three months. The vote upon the appropriation of \$3600 to be used by the International Seamen's Union for organizing purposes was declared carried. The meeting was addressed by Andrew Furuseth.

NOTICE—A mass meeting will be held at the Maritime Hall, 59 Clay street, Wednesday, Sept. 29. Andrew Furuseth will explain all phases of the new Seamen's law. All seamen in port (union and non-union) are invited.

JOHN H. TENNISON, Secretary pro tem.  
Maritime Building, 59 Clay St. Phone Kearny 2228.

Vancouver, B. C., Sept. 20, 1915.

Shipping dull; prospects poor.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Sept. 20, 1915.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, Sept. 20, 1915.

Shipping and prospects poor.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Sept. 20, 1915.

Shipping medium; prospects poor.

J. PEARSON, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, Sept. 20, 1915.

Shipping dull; prospects uncertain.

JACK ROSEN, Agent.

44 Union Ave. North. Tel. East 4912.

Eureka Agency, Sept. 20, 1915.

Shipping and prospects poor.

JOHN ANDERSON, Agent.

227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Sept. 20, 1915.

Shipping and prospects poor.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Sept. 13, 1915.

Shipping medium; prospects uncertain.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

## MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Sept. 23, 1915.

The regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping fair, plenty of men around. Balloting on election of delegate to the California State Federation of Labor Convention, to be held in Santa Rosa, Oct. 4, was proceeded with. The Quarterly Finance Committee was elected.

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, Sept. 16, 1915.

Shipping slow; good many ashore.

LEONARD NORKGAUER, Agent.

Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Sept. 15, 1915.

No meeting. Shipping good for waiters, very slow for cooks, many cooks ashore.

HARRY POTHOFF, Agent.

P. O. Box 54.

Portland Agency, Sept. 20, 1915.

No meeting. Shipping medium; prospects dull.

THOMAS BAKER, Agent.

89 Second St. N. Phone Broadway 2306.

## DIED.

Charles Ziffer, No. 22, a native of Austria, age 42, was drowned from the Schooner "Hugh Hogan" at sea, April, 1915.

Paul Olsson, No. 165, a native of Sweden, age 45, died on board the ship "Star of Russia" at sea, April 26, 1915.

Max Hoderman, No. 1855, a native of Germany, age 35, drowned at Sooke, B. C., May 2, 1915.

Adolf Jagcr, No. 1855, a native of Norway, age 29, died at San Francisco, Cal., Sept. 23, 1915.



**"THE JUDAS."**

(By Reginald Wright Kaufman.)

I claim the Right to Work—  
For whatever the Boss will pay;  
If the wage is low, why out you go  
And in I come to stay!  
I've not your skill,  
But I've got the will  
To do as my masters say.

I claim the Right to Work—  
Till my very soul is raw;  
I claim the right for day and night  
So long as a cent I draw;  
For when you quit  
I earn my bit;  
So I'm for a twelve-hour law.

I claim the Right to Work—  
In a shop where few may thrive;  
In dust and smell, or fire trap's hell  
From five o'clock till five;  
Though every breath  
Is sick with death,  
What matter if I'm alive?

I force the wages down?  
Or the many to slave and shirk?  
Although I quicken, the hundreds sicken  
Amid the muck and mirk.  
Well, what care I  
If the workers die  
I claim the Right to Work!

**"STOP THE WAR."**

(By J. Scott Duckers.\*)

There is no record of the original quarrel between the Kilkenny Cats. We only know their fate. They fought until a piece of claw and the tip of a tail were the only bits left. They "fought to a finish" in the most literal sense. Evenly matched, determined to win, with no thought of compromise, they destroyed one another in their mutual rage. This is what the great Powers of Europe are doing to-day. Kingdoms and empires are fighting like Kilkenny Cats. They will fight, say their statesmen, to the very last gasp.

But why? Why should they do this? Do they really want to fight until every home is bereaved, and every country bankrupt? Do they really wish nothing short of the extermination of their opponents—the slaughter of every man, woman and child on the opposing side? Of course not, these platform declarations are only platform rhetoric. They are fighting for terms—good terms for the victors; bad terms for the vanquished.

But supposing there are no decisive victors, and none utterly vanquished? Then, again, it is merely a question of terms—the terms on which it is better to settle than to go on with the fight.

So that sooner or later it all comes down to a question of terms—the terms on which all parties can make the best adjustment—the terms it is better for all to accept.

Then why not get to this stage at once? Why have all these millions of men tearing at each other's throats, why permit these unspeakable barbarities, this colossal and insane waste of money and life, why permit a single day of this futile and unnecessary strife?

The war has gone on long enough for us to see that the Allies cannot "crush Germany," and Germany cannot conquer the

Allies. The original causes are so involved and obscured by denials and recrimination that the people in every country will for a long time go on believing that their statesmen are absolutely blameless, and everything on their side is absolutely just and correct. Shells and bayonets may convince them that it is useless to argue, but they will never convince them that their opponents are right. Peace will come when they see it is no use prolonging the contest.

Have we not come to that point already?

Is it not better to try to make an immediate settlement? How shall we be in any way nearer a lasting peace if the fighting continues for another twelve months? Our opponents will sustain great losses in the meantime, but so shall we. Our Allies will be suffering. Anguish and ruin will be all over Europe.

If our rulers had to settle this themselves, would they personally fight? If our King and his cousin the Kaiser were put in a room together, would they share the fate of the Kilkenny Cats? Would our Prime Minister fly at the throat of the German Chancellor, or Mr. Balfour stab Von Tirpitz? Of course not. They might discuss and argue, and bluff and wrangle, but it would only be a question of the terms which they could induce the others to accept.

In every country the interests and wishes of the great mass of the people are for peace—not "peace at any price," but peace on the best terms they can get. Let our rulers find these out at once. "Stop-the-War" movements are developing in France and Germany. In Italy a large minority has always favored peace. Brave men and women in Russia have suffered things we cannot conceive. The only way we can help these people with their Governments is not by abusing the "enemy," but by opposing the militarist spirit in our midst.

Let us make a real and genuine effort to bring Britain's part in the war to an immediate, honorable, and righteous finish.

After a lapse of nearly a year a case of human plague occurred in the city of New Orleans on August 27. This case was confirmed as true bubonic plague on September 8. The epidemiological investigations as to the exact source of the infection have not yet been completed but it is believed that it was probably received in the city of New Orleans. Up to date over 91,000 buildings in that city have been rat-proofed and over 435,000 rodents have been captured in traps alone. The occurrence of this case demonstrates the difficulties surrounding the eradication of the disease and indicate that had it not been for the active co-operative efforts of the United States Public Health Service and of the Departments of Health of the State of Louisiana and the city of New Orleans, the outbreak would have reached greater proportions and would have been longer continued. It also points out to other cities the necessity for ridding themselves of the rodent carriers of the disease and of thoroughly rat-proofing all of their buildings. No fear is felt that this case will be followed by an outbreak. Officers and men of the Public Health Service, well trained in the control of the disease, are on the ground and with the health authorities of the city of New Orleans are taking every precaution to prevent the spread of the disease from the city and within it.

**FRENCH WORKERS WANT PEACE.**

The representatives of the organized French workers have just met in conference at Paris, under the auspices of the General Labor Federation. At the three meetings over which M. Luquet presided, there were present 169 delegates representing 14 labor organizations, 38 national labor federations, 43 labor exchanges and 34 departmental unions of labor. British trade-unionists were represented by Messrs. Appleton, O'Grady and Crinion, the latter having come to France to visit the soldiers at the British front. The special object of the conference was to examine into the role to be played in the present situation by labor organizations.

The resolution adopted recalls the fact that the opposition of the General Labor Federation to war has been systematically confirmed throughout by its action, its propaganda and its relations with similar institutions abroad. This was specially noticeable in 1901 after the Fashoda incident and in 1906 after the Tangier question. Its only desire at all times has been, it states, to create generally an atmosphere of peace.

The resolution then goes on to state that in acting in this manner the Federation has rendered impossible all aggression by France against any other country whatever, thus inspiring her with that true international sentiment which regards all nations as forming part of the great human family whose action and co-operation is indispensable for the work of social emancipation which constitutes the very foundation of the General Labor Federation.

Further that under all conditions the Federation is convinced that it has, at all times and in all directions, worked in conformity with the constitutional ideals of internationalism and consequently stands ready to meet the verdict of the proletariats of all other nations. By this fundamental basis the Federation affirms at one and the same time its ardent love for an entente between the peoples of the world and its desire to see the re-establishment of that peace for the maintenance of which it has the satisfaction of knowing that it has done all within its power.

The conference disapproves of all policy of conquest and appeals to the working classes of all countries to support a peace which shall enable right to triumph definitely over might, and trusts that out of the guarantees accepted by all countries, viz: compulsory arbitration, of international disputes, suppression of secret diplomacy and entire elimination of armaments, there will arise the possibility of the constitution of such a federation of the nations as will assure to all peoples the right to manage freely their own concerns and thereby secure the independence of all nations.

The resolution also recommends the adoption of the proposal made by the American Federation of Labor to hold an international conference at the same place and at the same time as the diplomatic congress for arranging peace terms.

Why don't opponents of the Seamen's law come out into the open and say they want ship subsidies? That, at least, would be an honest statement. Why do they hesitate to make an honest statement?—San Francisco Star.

\* Mr. Duckers is Chairman of the British "Stop-the-War" Committee which has just issued a new leaflet, entitled "Some Reasons Why the War Should be Stopped." Copies can be obtained from the Committee, 66 Charing Cross Road, London, W. C.



**FISHERMEN'S "WAR WAGES."**

(By Paul Muller.)

German deep-sea fishing, especially in the North Sea, is, of course, affected by the naval war between Germany and England; but certainly not to a greater degree than England's deep-sea fishing itself. In spite of everything, Germany's deep-sea fishing flourishes to a far greater extent than its navigation for purposes of trade. This applies not only to the North Sea, but principally to the Baltic where, with the aid of fishing steamers from the North Sea, new and more national methods of deep-sea fishing have been carried through.

Here, as well as in the carrying trade, the high prices of provisions due to the war, affect the crews. Here, as well as there, certain dangers incidental to warfare threaten the life, the health and the property of the crews. These reasons have induced the crews of the Elbe and Weser districts, who are organized in the German Transport Workers' Union, to approach the union of owners of fishing steamers with demands for increased wages as well as for a special insurance against war risks and loss of personal belongings.

After some negotiations between shippers and representatives of the union in the Weser and Elbe districts, this action on the part of the union was brought to a wholly successful conclusion.

The following regulations which are to be in force during the war were fixed by contract between the united shippers and the organized crews:

**A. War Wages.**

1. Unmarried men receive a monthly war allowance of 10 marks in addition to their usual wages; married men, 15 marks, retroactive from May 1 of the current year.

2. It is agreed to give further consideration to raise the war allowance to married men by another 5 marks.

**B. War Insurance.**

1. In case the crews lose their lives, the relatives to whom the Seamen's Association grants full pension, receive a non-recurring indemnity of 3,500 marks in case of a captain losing his life, 2,250 marks in case of second mate, 2,500 marks in case of the first engineer, 2,000 marks in case of the second engineer and 1,750 marks in case of a member of the rest of the crew.

2. In case of invalidity a non-recurring compensation of double the amount of the first year's pension fixed by the Seamen's Association, is granted.

3. In case the crews are taken prisoner their relatives are to receive the following monthly allowances during the term of imprisonment: the captain's wife 100 marks; the wife of the second mate 70 marks, the wife of the first engineer 80 marks, the wife of the second engineer 70 marks, the wives of the rest of the crew 40 marks; for each child 10 marks a month is to be granted.

4. In case neither wife nor children but other relatives dependent on the person in question exist, the above mentioned allowance is granted to them, in proportion to the state allowance to participants in the war which they receive.

5. In case of loss of personal belongings, 600 marks are paid to the captain, 400 marks to the second mate, 300 marks to each of the engineers and 250 marks to each member of the rest of the crew.

Undoubtedly this new agreement is a great

success, especially as it has been gained by the organized crews and their representatives in the Elbe and Weser districts during these serious times of war.

As it happens our "revolutionary" friends in hostile countries are mistaken in their assumption that we in Germany only think of war and noisily talk of war to the detriment and neglect of our trade-union tasks.

**WAR RISK REPORT.**

The first annual report of Mr. William C. De Lanoy, director of the Bureau of War Risk Insurance, which was established September 2, 1914, to write insurance on American ships and cargoes against the dangers of war shows that during the year policies were written on war risks aggregating \$82,709,689. The total number of policies written was 1,245, or an average of above 100 a month. The total net premiums received by the Government amounted to \$2,004,695.65. The losses paid aggregate \$720,653, being for the "Evelyn," the "Carib," the "Greenbrier" and the "William P. Frye." A salvage of \$25,232.02 has been received for the "Evelyn's" cotton, however, making the net losses \$695,420.98. Further remittances are to come for salvage and these will further reduce the net losses. The net losses paid, deducted from the premiums received of \$2,004,695.65, leave a surplus of premiums received of \$1,309,274.67. The total expenses of organizing the bureau, printing and stationary, including the salaries of the entire force amounted to \$17,711.71 for the year. The amount appropriated for the expenses being \$100,000, there remains a balance of \$82,288.29. The possible outstanding claims are \$100,000, and the total amount of insurance at risk on September 1, 1915, was \$6,915,215.

**CRITICISM OF MR. REDFIELD.**

It is strongly rumored that Secretary Redfield, of the Bureau of Commerce and Labor, feels the comment made by the newspapers and friends of the victims of the "Eastland" horror so keenly that he may resign from office. Mr. Redfield may know the amenities of society by heart, but some of the criticisms appearing in public print intimated that as a private citizen he was more of a success than as a Cabinet officer. Of course it is conceded that Mr. Redfield could not by any possible hook or crook inspect every passenger boat plying upon the inland waters of the United States, but it was shown that many months prior to the awful disaster he had in his possession documents from a trustworthy source complaining of the very things which caused the disaster. The Chicago Federation of Labor forwarded emphatic protests and backed up those protests with facts and figures, according to the secretary of that body, but apparently no attention was paid to them. All the investigations, indictments and trials which may take place after the horrible catastrophe can not bring to life the hundreds who went to a watery grave through the dilatory practices of men who were charged with a duty greater than themselves. Practical men are needed more than social lions.—Cincinnati Chronicle.

For fair products of all kinds consult the JOURNAL's ad columns.

**NOTICE TO SEAMEN.****IMPORTANT.**

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,

V. A. OLANDER, Secretary.

**LAKE DISTRICT, I. S. U. of A.****HEADQUARTERS:**

LAKE SEAMEN'S UNION,

570 West Lake Street, Chicago, Ill.

**BRANCHES AND AGENCIES:**

BUFFALO, N. Y. .... 55 Main Street  
Telephone Seneca 936 R.  
CLEVELAND, O. .... 1401 W. Ninth Street  
Telephone Bell Main 1842.  
MILWAUKEE, WIS. .... 133 Clinton Street  
Telephone South 240.  
ASHTABULA, O. .... 21 High Street  
Telephone 552.  
NORTH TONAWANDA, N. Y. .... 152 Main Street  
Telephone Bell 2762.  
DETROIT, MICH. .... 15 Twelfth Street  
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Grand Haven, Mich. .... Milwaukee, Wis.  
Green Bay, Mich. .... Saginaw, Mich.  
Houghton, Mich. .... Sandusky, O.  
Ludington, Mich. .... Sault Ste. Marie, Mich.  
Maulstee, Mich. .... Sheboygan, Wis.  
Erie, Pa. .... Superior, Wis.  
Menominee, Mich. .... Toledo, O.



## WEEKLY NEWS LETTER.

(Continued from Page 3.)

told that we could not get any further consideration until the Legislature would increase the appropriation.

"Prior to the meeting of the Legislature we called a conference in Chicago of representatives of all the unions in the State institutions and outlined our future demands and presented them to the State Board so that the State Board could be guided in making up their budget for the appropriation committee of the Legislature. We asked a minimum of \$40 per month for men and women, one day rest in seven and a tribunal to consider grievances, with the right to appeal to the State Board.

"The State Board made the demand upon the appropriation committee in good faith, but was turned down, and its appropriation, instead of being increased, was decreased. Also we had a 'one-day-rest-in-seven' bill before the Legislature, which was defeated, so the outlook for any advance looked a thousand miles away.

"We then asked the State Board to give us a hearing in Chicago, and at that time we again presented our program.

"After a hearing that lasted nearly six hours, the Board ordered the establishment of the one-day rest in seven, equalized the wages of men and women, authorized an automatic increase of wages based on the length of service, and under the eight-hour day the shifts to change every seven days instead of every thirty as heretofore.

"You can easily guess we were elated with the result of our efforts, when all this happened in face of the fact that the Legislature decreased the appropriation and defeated our 'one-day-rest-in-seven' bill. Here is an exhibition of making progress through our trade-union activity in spite of the Legislature."

## Unrest Probe Is of Value.

The Racine Call, of Racine, Wis., urges Congress to take action on our present industrial unrest and insists that the report of the Commission on Industrial Relations supplies necessary information and remedies.

The Call says:

"The report of the Industrial Relations Commission offers Congress one of the greatest opportunities in the history of the Nation, an opportunity to effectively deal with a problem which has been pressing for solution for years and growing more complicated each year because of failure to solve it.

"America, in common with all the world, recognizes the big problem of the twentieth century to be in its industrial life.

"The Industrial Relations Commission has recognized the size and importance of the problem which it was set, not so much to solve as to explain, and illuminate. The solution is for the people, and their elected representatives.

"The work of the Commission set forth in its reports and as embodied in the hearings it held are a sort of Great Charter of industrial democracy. It will be a guide and source of information for years to come.

"The purpose of the Commission was not to 'allay unrest,' but to find out what the causes were, and by stating them and basing recommendations upon them to en-

able the people to deal capably with their industrial problems and with their interrelated political problems.

"Against terrific pressure of blandishment and abuse, Chairman Walsh held the Commission to a line of deep investigation. The pace he set carried even the most conservative of the Commission to such a statement of existing industrial wrongs and such an outline of remedies as hardly the most radical of industrial reformers had dared hope to have issued with official sanction.

"From these reports and these disagreements the political republic will be the better able to fashion a republic of better distributed wealth and a republic of industrial justice."

## Wire Men's Wages Raised.

An arbitration board has increased wages of electricians employed by the Toronto Hydro-Electric Commission ten per cent., beginning the first of next May. A three years' contract is recommended, starting May 1 of this year. Wages are to remain unchanged until after the first year when the increase will be come operative. The award will continue after the three years until such time as either party desires a change, when one month's notice is necessary. The board expresses the opinion that \$22.50 a week is necessary to maintain living conditions in Toronto.

The board strongly voices the opinion that a public ownership enterprise of the character of the Toronto hydro-electric system should base its rates and charges and have its estimates so arranged as to provide for the reasonable and moderate living expenses, or wages, of all its employes, and that in reducing rates this should be one of the first considerations; in other words, the board is of the opinion that it is the duty of a public-owned utilities commission to set a good example in the matter of wages and working conditions to private-owned corporations.

## Reason for Timber Strikes.

Members of the International Union of Timber Workers, on strike in Washington and other northwestern States to resist wage reductions and non-union shop conditions, will be interested in this statement from the weekly bulletin of the National City Bank, 55 Wall street:

"The lumber business is suffering from having been overestimated. The future value of timber was overdiscounted. It may be worth the values put upon it to owners who can carry it long enough, but it has not been worth those values to owners who are obliged to sell to meet current interest payments, and there are enough of the latter to spoil the lumber market for everybody. The people who have been prudent and are entirely able to take care of themselves have to suffer along with those directly responsible, and the whole country is affected, in a measure, by the depressed state of this industry.

"Then, again, the greatest evil that has crept into the lumber industry has been the bonding of timber and sawmill properties, and the customary overcapitalization.

"Usually before a mill with bonds goes bankrupt it sacrifices its stumpage to meet its interest and sinking fund charges, and this stumpage is generally what is termed 'the best logging chance.' This sacrificing

of stumpage at any price to meet the interest and sinking fund charges has been, and is, the unsolvable problem confronting those who are interested in the rehabilitation of this great industry, for 'necessity drives,' and it is difficult for any association of lumbermen to talk reason with a lumbering enterprise which is fighting for its life."

## Testing Disputes Act.

The Canadian Industrial Disputes Act is undergoing a practical test in Vancouver. The electrical workers are determined to see whether any justice can be obtained for the workers under it. The working agreement the electrical workers had with the British Columbia Electrical Company expired June 30. The men requested a renewal of the old agreement. The company offered 10 per cent. reduction and unsatisfactory working conditions. Pending the negotiations the company discharged a number of electricians and the men believe that Section 56 of the Industrial Disputes Act has therefore been violated, in which it provides "that it shall be unlawful for any employer to declare or cause a lockout on account of any dispute prior to or during the reference of such dispute to a board of conciliation under the provisions of the act." Judge Shaw of Vancouver, dismissed the case in favor of the company. The electricians will carry the case to a higher court.

## PENDING AN EXPLANATION.

No explanation accompanies the cable dispatch telling of the dismissal of 1,700 employes engaged in land valuation in Great Britain. In the absence of such an explanation, judgment should be suspended, since it is possible that the action does not necessarily imply an interference with the work. But, it must be confessed, it is not quite unreasonable to suspect that the Liberals have surrendered to the nation's worst enemy—the landed interest. A definite explanation can not long be withheld. Should it turn out to be a surrender, then the British people may as well realize that they have suffered a disaster, for which no victory on a foreign battlefield can compensate.—The Public.

## MASS MEETING AT SEATTLE.

(Continued from page 7.)

Merchant Marine, we witness the sale of one line of transpacific steamers on the pretense that such sale was forced and the vessels taken from the Pacific Ocean as a result of the more onerous conditions that are to be imposed on the owners by the application of this law, as if the law were to apply only on the Pacific, and the threatened transfer of another line to a foreign flag.

The reflection on your intelligence and sincerity implied by the suggestion on the part of corporation mendicants and their kept press deters us from offering argument in refutation of the pretended conclusions drawn from these two incidents.

We deny that the maintenance of a merchant marine depends either upon the perpetuation of human slavery on the part of seamen or the reckless sacrifice of human life in the case of passengers or crew, and we call upon you, our lawmaking authorities, to pass the necessary law to enable our Government to lead the way in demonstrating this fact to the privilege-seekers and their kept press, by the establishment of a number of lines of merchant vessels to be owned and operated by and in the interest solely of the public.

We assert that among the things back of the attack on the Seamen's Law is the hope of securing, through such attack, the long-sought subsidy graft and the final defeat of the proposition for Government ownership of any part of the Merchant Marine.

Seattle, Wash., Sept. 18, 1915.



**BURDENS BORNE BY LABOR.**

(By Robert Hunter.)

Labor bears the burden of creating wealth by work and it bears the burden of creating dearth by idleness.

When labor has the chance of filling the land with that fleeting thing called prosperity it toils day and night.

How gladly it then bears the burden of long hours, of over-time and of heavy toil.

And the burden of toil seems heavy in the hour of prosperity but of all the burdens labor bears none are quite so terrifying or so ruinous as the burden of idleness.

In prosperity factories run over-time and the work of the day is carried into the night to fill the rush of orders.

And then suddenly the mills, mines and factories close, the market is glutted, orders cease; for labor has produced more products than men can sell.

Then the tools are no longer worked and idle men and idle machines stand helpless, useless, unproductive face to face.

And at such times millions of wage workers are unemployed and then the workers cry out in agony for wages, for food, for clothing and shelter.

Their labor has produced more than plenty yet no man heeds their cry and they walk the streets, stand idly in the market places and tramp the land looking for some new master to employ them.

The burden of toil is heavy but what is that to this new burden of idleness, the most terrifying and ruinous burden of all.

"A man willing to work," said Carlyle, "and unable to find work is perhaps the saddest sight that fortune's inequality exhibits under this sun.

"There is no horse willing to work but can get food and shelter; but not so this two-footed worker who has to seek and solicit occasionally in vain."

And as labor cannot live except when wages are earned, idleness means want and dread uncertainty and hungry babies and anxious wives.

And do you know that in this great land of ours as many as five million wage workers are sometimes unemployed?

Even in one year of prosperity, so the Census tells us, over two million men were unemployed from two to four months in the year.

And the statistics of one State inform us that sometimes one out of every three workers beg for a chance to work and beg in vain.

And this burden that labor bears is the strangest thing in all this world.

That strong, brawny men, capable of producing more wealth than they themselves receive should be denied the opportunity to produce that wealth!

Was ever there anything before in the world like this?

That shoeless bakers capable of producing bread should stand helplessly idle before hungry shoe-makers capable of producing shoes!

That breadless sweat-shop workers capable of producing clothes should stand idle and helpless before their ragged comrades capable of producing food!

I ask you was there ever anything before in the world like this?

Yet there is no means known to this human society of ours whereby these work-

ers can labor to feed and clothe each other.

They must stand and wait. They know not how long, but long enough until the industrial machine begins its work again.

They are cogs in that machine, able to work only when the machine works, forced into idleness, impoverishing idleness, when the machine ceases work.

For in this day of ours these men have no fields or homes or tools of their own.

They are dependents, the subjects of a system which asks them not when it will work or when it will not work.

And so we see that labor bears not only the burden of creating wealth by work it bears also that more distressing burden of creating dearth by idleness.

**PROFITS OUT OF WAR.**

In their quarterly report, the committee of the Todmorden Weavers' Association state:

"Lest we forget, let us again repeat that the average wages of the workers do not allow of a sufficient margin beyond the bare cost of living to allow of the possibility of making anything like adequate provision for periods the like of which the cotton trade is now experiencing, and whilst to-day the European war is the cause, to-morrow it may be one of numberless causes, any one of which the past has proved to be sufficient to throw the industrial machinery out of gear, when we have the same black cloud hanging over us, and Dame Charity rears her head and becomes the substitute for Justice, and the right or opportunity to earn our own livelihood under such conditions and for such reward as ought to be the common heritage of every honest working man and woman.

"However horrible though the war is, and as we think, much more horrible will it become, it will not be without its useful lesson. We have seen how the nation has assumed control of the whole concerns and departments, and how that control has tended to the steadying of our national life and food supplies; we would ask the Government to go still further, and so arrange the distribution of the necessities of life as to make it impossible for any man or number of men to make themselves richer as a consequence of the national and individual difficulties. For the people's and the nation's safety, intern all those of the enemies' countrymen who are resident in our midst, but for God's sake either intern or hang those unscrupulous rascals who take advantage of their position and power to increase the cost of living of the people—these are our most despicable enemies, and ought not to be allowed to ply their nefarious practices."—Lancashire Cotton Factory Times.

Chile and the Argentine Republic warred for years, wasted blood and treasure, over their boundary. Just before an impending battle the song of the angels of peace touched the heart of both nations. They settled their dispute. In commemoration of this, on the summit of the Andes, nearly three miles above the sea level, on the border line fixed between the two nations, they built a colossal statue of Christ, cast from the bronze of old cannon, and on it is this inscription: "Sooner shall these mountains crumble into dust than Chileans and Argentines shall break this peace, which at the feet of Christ they have sworn to maintain."

**Labor's Economic Platform**

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

**International Seamen's Union of America**

(Continued from Page 5.)

**MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.****Headquarters:**

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29 ERSKINE STREET, SYDNEY, N. S. W.



## Labor News.

The trade union movement of Peterboro, Ontario, is protesting the city council's action in awarding a paving contract without including a nine-hour day provision. The unionists say city officials bound themselves to insert this provision. The company is now paying laborers \$10.50 for a sixty-hour week.

More than 250 strike-breakers, picked up on the streets of Boston, are being used by the New Haven Railroad officials to replace its 150 striking freight handlers at Bridgeport, Conn. Luxuriously equipped dining-cars are at the service of the company's new employees and they sleep in cars with well-appointed berths.

Striking boiler makers and helpers at the Standard Oil Company's plant in Baton Rouge, La., have voted to reject the company's proposition that they return to work. The management still refuses to reinstate discharged employees, which caused the lockout. The company declares the plant will be shut down indefinitely—probably.

The eagle eye of President Rudolph Stern of the National Marine Lamp Company at Forestville, Conn., discovered several employees agitating for an eight-hour day and wage increases. President Stern took instant action and dismissed these agitators forthwith. He was surprised when practically his entire force walked out with their discharged fellows.

With many mills working day and night to fill millions of dollars' worth of orders which are flowing in from all sections of the United States and from abroad, September has opened in the Kensington, Pa., textile district under booming conditions. Many mills have enough orders to keep them busy until the latter part of 1916, and most of them have been obliged to establish night shifts to get the work out on time.

More than 400 drivers and chauffeurs employed by sixteen of Boston's largest milk concerns have voted to leave the time for enforcing their wage demands in the hands of a committee. These demands call for an increase of \$1 a week to all members of the union, which would bring the wage of route foreman to \$23, of drivers to \$20 and of helpers to \$15 a week. The agreement under which they are now working expired September 1. Another demand which the committee was instructed to press is for a daily balancing of the accounts of the drivers, instead of by the week or month as is now the practice of some firms.

A three years' contract with employers has been signed by the New Westminster, British Columbia, Typographical Union. The hours remain the same, 7½ on newspapers and 8 in job offices. The newspaper scale is \$30 and \$33, and the job scale is \$27.50. The following scale for apprentices is included in the contract: Ten dollars per week for the first six months of the third year, \$12.50 per week for the last six months of the same year, \$15 per week for the first six months of the fourth year, \$17.50 per week for the last six months of the fourth year, \$20 per week for the first six months of the fifth year, and \$22.50 per week for the last six months of their apprenticeship.

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## Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

|                      |                     |
|----------------------|---------------------|
| Abrahamsen, Halptan  | Mann, Emil          |
| Andersen, Hjalmar    | Mayer, Wm.          |
| Andersen, P. T.      | Martensen, Ingoald  |
| Berntsen, Bernt      | Martensen, Knist    |
| Brower, Geo.         | Martinson, P. A.    |
| Bucknam, J. W.       | Mathisen, Martin    |
| Carlson, Herbert     | Mathisen, Sigurd    |
| Christiansen, Trygve | McNiell, Ross       |
| Christensen, Anton   | Moen, Tryger        |
| Chudelow, Geo.       | Mortensen, J. H.    |
| Edvords, John        | Mikkelsen, K. -1620 |
| Engelretsen, Ed.     | Moore, C. R.        |
| Edvardsen, Anton     | Nass, T. M.         |
| Edson, Frank         | Nelsen, Oscar J.    |
| Frisch, Peter D.     | Noherelt, Gust      |
| Gilbert, Arthur      | Nygard, Oluf        |
| Glademo, Lars        | Olsen, C. E.        |
| Gundersen, Peter     | Olsen, Edwin        |
| Gustafson, Karl      | Olsen, J. E.        |
| Hansen, Alex M.      | Olsen, E. -966      |
| Hansen, John         | Olsen, Harald       |
| Hatton, Pete         | Olsson, C.          |
| Hughes, W. L.        | Pestoff, Sam        |
| Hansen, C.           | Petersen, A. -1223  |
| Howard, Geo.         | Petersen, Hugo      |
| Jakobson, Walde-     | Petterson, Harry    |
| mar                  | Petersen, Carl M.   |
| Jansewitch, John     | Quains, Nick        |
| Jensen, Oscar        | Quigley, R. E.      |
| Jensen, S.           | Quigley, Tom        |
| Johnson, Ed.         | Ramberg, Barney     |
| Johnson, Emil        | Renstrom, A. G.     |
| Jorgensen, Fred      | Roos, Axel E.       |
| Jacobsen, Tengils    | Sole, Erling        |
| Johanson, Wm.        | Schvelstous, W.     |
| Kalning, Jacob       | Shankat, Hans       |
| Larsen, Albin        | Simmingshilm, G.    |
| Larsen, John         | Sneller, Henry      |
| Larsen, Pete         | Stone, C. L.        |
| Larsen, K. -1560     | Teichert, Karl      |
| Larsen, L. A.        | Thomsen, Einar      |
| Larsen, Olaf         | Thompson, Pete      |
| Leidman, C. H. O.    | Torlussen, G. T.    |
| Leonard, John        | Ursin, Johannes     |
| Lundberg, C.         | Veckenstedt, Billie |
| Litten, Theo.        | Waagen, C. O.       |
| Mjones, John         | Wall, W.            |
|                      | Wetland, John       |

## Tacoma Letter List.

|                      |                      |
|----------------------|----------------------|
| Cords, W. A.         | Olsen, Martin E.     |
| Evertsen, Olof       | Paterson, John       |
| Farrell, William     | Peterson, Fritz Leo- |
| Haugan, Arthur       | nard                 |
| Johannsen, Christian | Schmidt, Louis       |
| Linea, W.            | Thomas, Paul         |
| Line, Victor         | Ullman, Emil         |
| Murphy, Danial       |                      |

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## INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuanu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden. 5-13-14

Frank Melson, who went as fireman on the S.S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15

Knut Jensen No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Sangemunde, A/Elbe Ostenerweg, F. Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis. 4-14-15

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## Eureka, Cal., Letter List

|                  |                      |
|------------------|----------------------|
| Contreras, Julio | Lawrence, Harry      |
| Erikson, Anton   | Lomas, Richard       |
| Kyrkslaett, Lars | Nilsen, Nils         |
| McKeating, R.    | Thorsen, Fredrick N. |

## INFORMATION WANTED.

Johan Hilmar Hansen, a seaman who was last heard from in Seattle, Wash., in 1911, is inquired for by his father, Anton Hansen, Nygaten 34, Moss, Norway. 5-13-14

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. 5-13-14

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y. 6-24-14

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks Ave., Pasadena, Cal. 7-29-14

Alfred Petersen Hilland, a native of Bergen, Norway, age about 44, is inquired for by his brother, Randolph Petersen. Any one knowing his whereabouts please notify Sam Anderson, address 100 Steuart St., San Francisco, Cal. 7-22-14



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## Portland, Or., Letter List.

Bese, F.  
Bernhardsen, Chas.  
Bjornlund, Axel  
Bugge, Mr.  
Christensen, H. P.  
Decas, O.  
Dolany, Willie  
Edstrom, John  
Ekberg, Hugo  
Fernandez, Frank  
Gelger, Joe  
Hecker, Wm.  
Halbeck, J. O.  
Holmstrom, Chas. A.  
Henriks, Waldemar  
Ingelbrigsten, O.  
Jensen, Christ  
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Jegstrup, Harold  
Johnson, Nils  
Jonsson, Karl  
Knopp, Fritz  
Kristiansen, Wm.  
King, J. L.  
Kelly, Patric  
Kjer, Magnus  
Knudsen, Richard E.  
Larsen, H.  
Leonhard, George  
Letchford, A.  
Lindblad, Konrad  
Lindberg, A. C.  
Lindholm, John  
Loescher, Joseph  
Miller, E.  
McKeating, R.  
Munchmeyer, H.  
Miller, Andy M.  
Morgan, Tim

Muller, P.  
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Mark, Thorwald  
Meckermann, Ernst  
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Rabel, John  
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Rimmer, Chas.  
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Swanson, Emil  
Soderlund, Uno  
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Shea, Oscar  
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Selin, Joe  
Salmelin, H.  
Saarinen, W.  
Tuhkanen, J. J.  
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Kristiansen, Nils  
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Wilson, John  
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Packages.

Glazer, Y.  
Gorgensen, Olaf  
Hansen, John  
MacGuire, O. F.  
Stanners, W. S.

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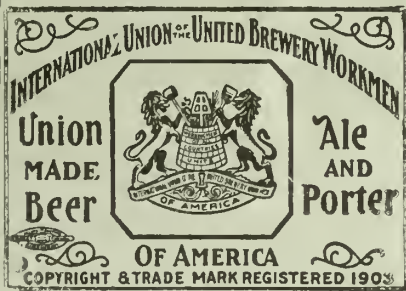
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## INFORMATION WANTED.

Iwar Westerberg, age about 50,  
sailing second mate on some steam  
schooner on the Pacific Coast, is in-  
quired for by Gus Englund. Any in-  
formation regarding the above named  
will be gladly received at 214 Jack-  
son street, San Francisco, Cal.

1-27-15

Theodore Krakan, last heard of in  
September 1911, at New Orleans, La.,  
is inquired for by his mother. Any  
one knowing his whereabouts please  
notify Mrs. Ad. Krakan, Langenvehm  
38 I, Hamburg 22, Germany.—8-25-15.

## Port Townsend, Wash.

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## INFORMATION WANTED.

Ingvald Andreas Hansen, alias  
Andrew Hansen, a native of Nor-  
way, age about 36; tall, dark; last  
heard of July, 1905. His address  
then was, Andrew Hansen, Karluk,  
Kodiak Island, Alaska. He is in-  
quired for by his mother. Anyone  
knowing his whereabouts please  
notify Staff Captain Robert Smith,  
district officer, native work, Alaska,  
Box 925, Wrangell. 4-3-15

Wilhelm Ekelund, a native of  
Sweden, is inquired for by his  
brother, Axel Ekelund, New Harbor  
Hotel, Drumm street, San Francisco,  
Cal. Anyone knowing his where-  
abouts please notify the above ad-  
dress. 3-10-15

Patrick McFee, who was cook on  
board the schooner "Robert Henry"  
on a voyage to Mexico last year, is  
inquired for by the U. S. Shipping  
Commissioner, at San Francisco, Cal.  
9-15-15

George Alexander Sharman, a na-  
tive of Brooklyn, N. Y. About 28  
years of age, height 5 feet 9 inches,  
supposed to have sailed on the Great  
Lakes in 1907, is inquired for by  
M. L. Kinvan, 1211 Mosher street,  
Baltimore, Md. 7-14-15

Carl Janson, age 36, born in Was-  
tervik, Sweden; last heard of in Seat-  
tle six years ago. Anyone knowing  
his address please communicate with  
Erika Askenberg, 2280 86th street,  
Cleveland, Ohio.

George Alfred Hall, last heard of  
on the Sch. "Sehome" in June, 1913,  
will please communicate with his  
brother, Walter Hall. Address 790  
18th street, Oakland, Cal.

William McGrail, of Baltimore,  
Md., who sailed on the Atlantic and  
Gulf Coasts as cook for a number of  
years, is inquired for by his brother,  
George McGrail, 603 Decatur street,  
New Orleans, La.

## Home News.

After dropping on September 1 to  
\$4.48 in foreign exchange markets,  
the English pound sterling rallied,  
with its value fluctuating since then,  
but did not again fall to the point  
noted.

Elizabeth Gurley Flynn went to  
Paterson, N. J., to make an address  
on September 4 to striking silk mill  
workers. Chief of Police Bimson,  
with a force of detectives, compelled  
her to go back to New York.

By employing rigid economy the  
Bureau of Engraving and Printing at  
Washington is said to have met the  
scarcity of dyestuffs resulting from  
the war in Europe and now has  
available enough pigments to color  
the Government's money and stamps  
for six months to come.

A call for an International Con-  
gress of Women to meet in San  
Francisco on November 1 to 5 has  
been issued by National Council of  
Women of the United States. The  
program will consist of discussion of  
education, philanthropy, civics, social  
and economic welfare, federation of  
spiritual forces and co-operation with  
the Federal Government. No discus-  
sion on the war will be permitted.

The \$325,000 bonds voted for mu-  
nicipal wharves and docks, schools  
and streets at Orange, Texas, has  
been approved by the State of  
Texas. The plans for the erection  
of the wharves and docks in the  
southern part of the city, which are  
to be constructed at an approximate  
cost of \$150,000, have been com-  
pleted, and so soon as the bonds are  
sold and bids have been advertised  
for, work is expected to start.

Reductions in the rates on anthra-  
cite coal from the Eastern mines to  
tidewater recently ordered by the In-  
terstate Commerce Commission will  
not go into effect until December 1.  
According to the original decision of  
the Commission in this case, the  
Commission gave the roads notice  
that they must put new rates in  
effect by October 1. It is under-  
stood that the object of the post-  
ponement is to give the anthracite  
railroads an opportunity to appeal to  
the courts for a reversal of the de-  
cision of the Commission.

There was a big decrease in cotton  
shipments from Wilmington, N. C.,  
for the past year as compared with  
1914. Exports for the cotton year  
ending August 1, 1915, amounted to  
248,945 bales, which was a decrease  
of 104,387 bales from the previous  
year. There are now stored in Wil-  
mington 32,890 bales of cotton, held  
by cotton exporters and by mer-  
chants. Some of this cotton was  
purchased over a year ago when  
the merchants and corporations, both  
North and South, sought to aid the  
Southern cotton farmer by buying  
up a certain number of bales.

The New York State Constitutional  
Convention adjourned finally on Sep-  
tember 10, having been in session  
since April 6. It adopted 33 articles  
and amendments. The revised docu-  
ment goes to the people to be voted  
on for adoption or rejection as a  
whole in November. The final vote  
submitting it was 118 to 33. In voting  
against it William Barnes protested  
against the refusal to let voters pass  
on each amendment separately, and  
in reference to the clause allowing  
palliative legislation he said: "I can  
not by my vote do anything to aid  
the cause of State Socialism." Woman  
suffrage will be separately  
voted on.



## Domestic and Naval.

The steamer "Silver Wings," bound from New York to Archangel, which is a total wreck at Sable Island, is of 2,804 tons, built in 1904, and valued at £36,000.

The ex-revenue cutter "Woodbury" arrived in Boston harbor recently in tow of the tug "Neptune," from Portland, on her last voyage. She is now the property of Thomas Butler & Sons. After being stripped she will be burned at Governor's Island to get the metal in her.

Authority for the receiver of the Eastern Steamship Corporation to pay priority claims aggregating \$305,000 with interest at the rate of 5 per cent. from November 1, 1914, to September 1, 1915, has been given by Judge William L. Putnam in the United States District Court at Portland.

The fate of twenty-two members of the crew of the Italian sailing ship "Ciampa," which was abandoned 500 miles southeast of the island of Fernando de Noronha in the South Atlantic August 16th, is in doubt, according to a cablegram from Pernambuco, Brazil. Eight members of the crew, who abandoned the vessel when she took fire at sea, reached the island safely after fifteen days in an open boat.

With her lumber cargo saved, but otherwise a total loss, the bark "William T. Lewis," owned by Hind, Rolph & Co., of San Francisco, is now at Bantry Bay, according to news received by the marine department of the Chamber of Commerce. So badly was the vessel riddled by the shots fired by the German submarine which attacked her that her hull is a sieve and her masts and rigging are all shot away. The "Lewis" left the Pacific Coast last March with a full cargo of pine destined for England, and had nearly reached her destination when attacked by the German.

The Department of Commerce recently announced the following changes in the U. S. Steamboat Inspection Service: Andrew J. Savage, local inspector at Boston, and James McGrath, local inspector at Cleveland, have resigned. W. K. Martin has been appointed local inspector at New York; Robert Clark, assistant inspector at Boston, and W. F. Gilman, inspector at Boston, succeeding Savage. Whitmore Hall has been appointed local inspector of boilers at Galveston; Philip J. Shaw, to a same position at Providence, R. I., and Harry Lord, at Seattle. All the men now occupy other positions in the service.

The reported sinking by a German submarine 12 miles outside of the mouth of the Gironde of the French steamship "Bordeaux" shows that the underwater craft of the German Navy have considerably extended the scope of their operations, for heretofore no vessel has been attacked so far away from the North Sea German bases. This report, if true, might confirm the rumor circulated some time ago that German submarines had a secret base on the coast of the Iberic Peninsula for attacks upon shipping in the Bay of Biscay. The "Bordeaux" was well-known on this side, having for years been operated by the Compagnie Generale Transatlantique in fast cargo service from New York to French ports. She was of 4,530 tons, built in 1891 and was formerly the Wilson liner "Francisco."

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### San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abbott, Arne  
Abmeyer, Henry  
Acorn, Albert  
Adams, Hugo  
Aha, Jack  
Ahlfors, Arthur  
Ahokos, Ilmari  
Akman, Joseph  
Almer, John G.  
Andersen, Alfred  
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Gronthal, Arthur  
Gross, Ernest  
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Hammergren, Oscar  
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Ikonom, Joe  
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Bush, H. S.  
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Byloff, Charles

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Frieborg, Frank  
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Frig, W.  
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Furlong, Peter

Gudmundsen, L.  
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Gundersen, Kristian  
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Guthre, R.  
Gutman, C.  
Hedenskog, John  
Hein, M.  
Heldt, Charles F.  
Heldt, John  
Helin, Paul  
Helsten, Gustaf  
Helberger, M.  
Henriksen, T.  
Hermansson, Gustaf  
Higglins, F.  
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Larsson, Karl  
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Larsson, Ragnar  
Langworth, H. E.  
Lat, C.  
Laursen, Chris.  
Lawson, J. P.  
Leedham, Mace  
Leelkain, Martin  
Leirevaag, H. J.  
Leroen, Lars

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Malland, O.  
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Nelsen, Albin C.  
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Nelson, Alvin  
Nelson, C.  
Nelson, Fred  
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Nerby, Kristian  
Nicolaisen, Carl  
Nielsen, Edwin N.  
Nielsen, H. F. -1195  
Nielsen, Nils  
Nielsen, Valdemar  
Niemyer, Oscar

Oberg, Oscar  
O'Brien, K. F.  
Ohland, Chas.  
Oleman, Henry  
Olsen, Albert  
Olsen, B. O. L.  
Olsen, C. 1315  
Olsen, Charles A.  
Olsen, F. -1249  
Olsen, G. W.  
Olsen, J. A.  
Olsen, John Arthur  
Olsen, John  
Olsen, Jorgen  
Olsen, O. -1233  
Olsen, O.  
Olsen, O. B.  
Olsen, O. G. J. -1189

Para, E. H.  
Paul, George  
Paulman, Geo.  
Paulsen, Aksel  
Paulsen, N.  
Paultin, Martin  
Pedersen, Carl  
Pedersen, H. -1560  
Pedersen, J. A. -1515  
Pedersen, L. -1167  
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Pedersen, W. G.  
Peltona, W.  
Pergher, Charles  
Persson, John  
Peters, Wm.  
Petersen, Hugo  
Quigley, Robert E.  
Raalsen, F.  
Raum, Henrik  
Randolph, J. S.  
Rank, W.  
Rasmussen, Emil  
Rasmussen, J. A.  
Reinhardt, Werner  
Reinhold, Ernst  
Reinink, Herman  
Riesbeck, H.  
Ries, Robert  
Rettall, Otto  
Rickes, G. S.  
Rimmer, C. M.

Samuelsen, Ingo  
Sanders, Robert  
Sanders, S.  
Sanderson, Alfred  
Sandstrom, Ivar  
Sass, John  
Saunders, James  
Savage, Roland  
Saxby, C. H.  
Schachte, A. O.  
Schaffer, Hugo  
Schelenz, Charles  
Schmehl, Jas. P.

Johansen, Fritz  
Johanson, Edward  
Johansson, Nathaniel  
Johansson, Nils  
Johansson, E. A.  
Johansson, J. R.  
Johnsen, C. B.  
Johnson, A. -2077  
Johnson, C. J.  
Johnson, E. G. -227  
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Johnson, Henry  
Johnson, John  
Jones, Berthou  
Jorgensen, Fred  
Jungberg, L.  
Junge, Heinrich

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Knudsen, Daniel  
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Kolsted, A.  
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Kristensen, K. D.  
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Leverridge, H.  
Lewald, Harry A.  
Lewis, Robt. W.  
Ligowski, Joe  
Lindenkrantz, Chas.  
Lindh, Nils V.  
Liljedahl, Ludvig  
Lindroth, Erik  
Link, Geo.  
Livingston, Edward  
J.  
Ljung, Gustaf  
Lona, John  
Loren, A. L.  
Lorentsen, Karl  
Luberg, W.  
Lundberg, Charles  
Lundgren, Colmar  
Lundstrom, John  
Lundmann, Henry  
Lutjen, Valdemar

Mattson, J.  
McLaughlin, M.  
McMahon, Jack  
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Melba, Chas.  
Menk, Billy  
Mertensen, Henry  
Meyer, Ernest  
Meyer, F.  
Meyers, Max  
Miller, Winford  
Moore, Albert  
Morgen, L.  
Muller, Thom  
Murphy, J.

Nilsen, Hans L.  
Nilsen, O. E.  
Nilssen, Harry  
Nilsson, Hjalmar  
Nonberg, Gustaf  
Nor, Nils  
Nordlof, Sigurd  
Norman, Olaf  
Norris, N. A.  
Norton, Edgar  
Norton, Emil  
Nunner, Albert A.  
Nurne, Victor  
Nyman, Oskar  
Nyross, Julius

Olsen, Ole. -1047  
Olson, C. E.  
Olson, C. O. -705  
Olson, J.  
Olson, Morten  
Olson, Nick  
Olson, P.  
Olsson, Adrian  
Olsson, A. W.  
Olsson, B. O. S.  
-1234  
Olsson, Dolph  
Olsson, Eric  
Ollsson, Carl  
Orilling, Gust  
Osterholm, J. W.  
Owen, Fred

Petersen, Nils  
Petersen, O. -1595  
Petersen, Otto  
Petersen, Peter  
Petersen, C. V.  
Peterson, L. -1389  
Peterson, Oscar  
Peterson, Tom  
Pettersson, Conrad  
Pinkert, C. B.  
Plom, Charles  
Pohnand, Alf  
Pohnand, H.  
Pommer, Jon  
Power, F. A.  
Publicatus, Aug  
Punla, Antoni  
Quinn, William

Rinta, Karl  
Ritcher, J.  
Rivera, Ben  
Rivera, John  
Roberts, Griff  
Rohde, Fritz  
Rolland, Lars O.  
Rosenquist, A.  
Rotter, R.  
Rudt, Walter  
Rundquist, O.  
Ryan, James  
Ryan, Patrick

Simonsen, S. -2046  
Sinnott, Nickolas  
Skoglund, Harry  
Skoglund, F.  
Stilling, John  
Stintman, J.  
Stolzerman, E.  
Strand, Charley  
Strand, Konrad  
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Stratten, Henry  
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Substad, Pete E.  
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Svenson, J.  
Svenson, Albert  
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Swanson, E.  
Swanson, Martin  
Swanson, O.  
Szallies, Gustav

Tamisar, P.  
Tamman, K.  
Tanum, Helge  
Taronke, Teo  
Tauer, Charles  
Thewas, E. J.  
Thompson, Johan  
Thompson, John  
Thorsen, Rolf  
Ulman, John

Valboe, H.  
Van Frank, W. O.  
Verney, Paul  
Wagner, Will  
Wadman, Edward  
Walker, Erick  
Wallin, Gustaf  
Waller, John  
Wanag, J.  
Wang, E.  
Webber, Charlie  
Wells, Kar  
Wetzel, Nils  
Werner, Chas. I.  
Wheatcroft, L. E.  
White, J. D.  
White, Peter  
Yejola, Yejo

Zabel, Carl  
Zahert, Karl  
Zechel, Walter  
Zerket, B. W.  
Ziehr, Ernst

Thorsen, Theodore  
Therney, Pat  
Tollinger, A.  
Tomberg, Matt -593  
Tonzel, R.  
Traynor, John  
Trledrich, H.  
Tupfutz, C.

Vesgaard, Jens  
Villemayer, Walter  
Vogel, Gus  
Whiteside, Fred  
Wickstrom, Axel  
Whitot, J.  
Williams, J. C.  
Wills, George  
Wilson, J. W.  
Wiltz, Arnulf  
Winther, Haakon  
Winton, J. A.  
Witt, Otto  
Wold, Olaf -1285  
Wollesen, A. Chr.  
Wremmer, George  
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Zunk, Bruno  
Zurenberg, Fritz  
Zwart, M. C.  
Zweyberg, John

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Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.  
Berling, J. B.  
Billington, Martin  
Ceehan, John  
Ellefsen, Otto  
Furth, Richard  
Hansen, Karl  
Hansen, Marius  
Hansen, O.  
Hendricksen, Hag-  
hart  
Hillig, Albert  
Jansson, A. L.  
Johansen, A. K.  
Johansen, Emil  
Jorgensen, Aluf  
Legander, Benj.  
Nor, Nils

Olsen, Arne  
Olsen, Carl -1101  
Penningrud, Ludwik  
Persson, Oscar  
Pettersen, Aage  
Raasch, O.  
Raum, Henry  
Rarly, Frans  
Rathke, Reinhold  
Rehursen, A. L.  
Roberts, John  
Sorensen, Pete  
Smith, Max  
Strasdin, A. W.  
Wakely, R. E.  
Winjc, Hilmar  
Wurthman, W. L.

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Geo. W. McNear  
X. De Pichon

### INFORMATION WANTED.

Ned Kirchheimer, a native of Ger-  
many, weight about 215 pounds, age  
49, blue eyes and dark curly hair, who  
left his home April 24, 1915, to look  
for work, is inquired for by his wife.  
Anyone knowing the whereabouts of  
the above named, please notify Mrs.  
Elsie Kirchheimer, 712 Rush Ave.,  
Houston, Tex. 9-29-15



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JUNE 30, 1915:

Assets ..... \$60,321,343.04  
Deposits ..... 57,362,899.35  
Capital actually paid up in cash ..... 1,000,000.00  
Reserve & Contingent Funds ..... 1,958,443.69  
Employees' Pension Fund..... 199,164.12  
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### INFORMATION WANTED.

Fred Marjama, a native of Russia, age 36, has not been heard from since 1908, at Buffalo, N. Y. Anyone knowing his whereabouts please notify his brother, J. Marjama, 51 South St., New York, N. Y. 9-1-15

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Hakansson, Ingvar Thorstensen, H.

### INFORMATION WANTED.

Samuel Dickson, a seaman, age about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.

Edvin Nikolai Nielsen, a native of Kristiania, Norway, is requested to communicate with his sister Minni, who has important news from home. Address, Mrs. Minni Hall, Green Farm, Conn. 9-16-14

Herman Sigfrid Persson, a native of Malmo, Sweden, supposed to be sailing on the Pacific Coast, who has not been heard of for two years, is inquired for by his brother, Gustav Persson. Address 13 Stenbarksgatan Malmo, Sweden. 7-28-15

Vencelus Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolamo Durbich, Zurich, Switzerland. 7-28-15

John Dickson, who left Greenock, Scotland, about 10 years ago, his last address was Melrose House, Lower Boxhill, Brooklyn, New Zealand, is inquired for by his mother. Anybody knowing if he is alive or dead please notify the Secretary of the National Sailors' and Firemen's Union, Greenock, Scotland.

## News from Abroad.

The British Minister of Munitions, David Lloyd George, has taken over 715 private munitions plants since the creation of his department.

Renewed disturbances in Portugal are announced as an insurrection in Lisbon and in the principal provincial cities. No statement has been given out by the Portuguese government.

The Italian campaign and the campaign at the Dardanelles show little change. The Italians are preparing to renew their attack on Goritz on the Isonzo River, which must be taken before they can advance upon Trieste.

The German Government, in a note from the foreign office to James W. Gerard, American ambassador, made a disclaimer of responsibility for the sinking of the steamship "Hesperian." On the face of the evidence the Government is satisfied the "Hesperian" was not sunk by a German submarine.

The British export coal trade continues to show signs of the paralysis due to the great war. The shipments from the United Kingdom in July this year were 3,539,117 tons, as compared with 6,599,481 tons in July, 1914, and 6,975,211 tons in July, 1913. These totals were increased to 5,731,932 tons, 6,917,852 tons, and 7,275,630 tons respectively by the addition of coke and patent fuel.

Pending final action by the Haitian Congress on the Treaty with the United States, giving the supervision of the island's finances to the American Government, Rear-Admiral Caperton reports that it has been necessary to declare martial law in Port au Prince, the capital, and practically all the open ports. It is said that the Navy's functions will be confined to collecting the customs and maintaining order.

Among reforms demanded by the Manila (Philippine Islands) Independent in Bilibid prison are: "The abolition of inhuman punishments such as carrying stone of 35 pounds under the intense heat of the sun, bread and water, and the inquisitorial iron rings"; according of equal treatment to white and native prisoners; and separation of prisoners convicted of political offenses, or on account of their opinions, from robbers and assassins.

The British Admiralty announced that in all probability, the British submarine "E-7" had been sunk off the Dardanelles. The statement follows: "The enemy claims to have sunk the submarine 'E-7,' Lieutenant-Commander Archibald D. Cochran, off the Dardanelles, and to have taken three officers and twenty-five of the crew prisoners. As no news has been received from this submarine since September 4, it must be presumed that this report is correct."

In explanation of the activity of German submarines in the Bay of Biscay the assertion is made by a Bordeaux newspaper that a Spanish steamship left Bilbao recently with three hundred barrels of benzine. Where the cargo was unloaded is unknown, but soon after the steamship left port empty barrels were seen floating on the sea. The newspaper declares the same steamship took fifty barrels of benzine to a submarine at Concha de Arredo last June. Private advices received at Bilbao stated that agents have been scouring the north of Spain for gasoline which has been sent to Bay of Biscay ports.

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| December 31, 1905 | \$1,021,290.80  |
| December 31, 1906 | \$1,899,947.28  |
| December 31, 1907 | \$2,221,347.35  |
| December 31, 1908 | \$2,574,004.90  |
| December 31, 1909 | \$3,817,217.79  |
| December 31, 1910 | \$6,539,861.49  |
| December 31, 1911 | \$8,379,347.02  |
| December 31, 1912 | \$11,228,814.56 |
| December 31, 1913 | \$15,882,911.61 |
| Dec. 31, 1914     | \$18,030,401.59 |
| June 30, 1915     | \$19,080,264.20 |

NUMBER OF DEPOSITORS, 53,946



### With the Wits.

Not Crowded.—Coasting Skipper (to interviewer)—Yus. From your papers you'd think the sea round the coast was full of German submarines. But it ain't so reely. W'y, sometimes we goes for as much as a hour without seein' p'raps more than one of 'em.—Cartoon.

A Fair Start.—"Why do you object to my marrying your daughter?" "Because you can't support her in the style to which she has been accustomed all her life."

"How do you know I can't? I can start her on bread-and-milk, same as you did!"—Tit-Bits.

Strategic.—"Fore!" shouted the golfer, ready to play.

But the woman on the course paid no attention.

"Fore!" he repeated, with not a bit more effect than the first time.

"Try her with 'Three ninety-eight,'" suggested his partner. "She may be one of those bargain-counter fiends."—Boston Transcript.

Instant Relief.—Cholly (to shopman)—I say—aw—could you take that yellow tie with the pink spots out of the show-winder for me?

Shopman—Certainly, sir. Pleased to take anything out of the window any time, sir.

Cholly—Thanks, awf'ly. The beastly thing bothers me every time I pass. Good-mawning.—Christian Register.

One Way Out.—A short time back, while a certain general was inspecting a regiment just about to depart for new quarters, he asked a young subaltern what would be his next order if he was in command of a regiment passing over a plain in a hostile country, and he found his front blocked by artillery, a brigade of cavalry on his right flank, and a morass on his left, while his retreat was cut off by a large body of infantry.

"Halt! Order arms, ground arms, kneel down, say your prayers!" replied the subaltern.—Tit-Bits.

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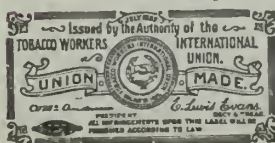
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the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar. There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



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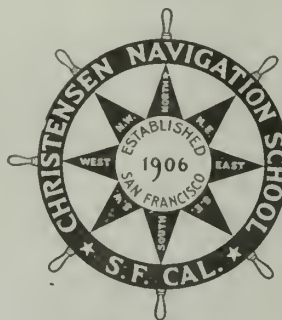
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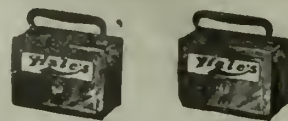
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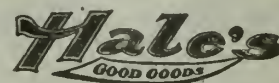
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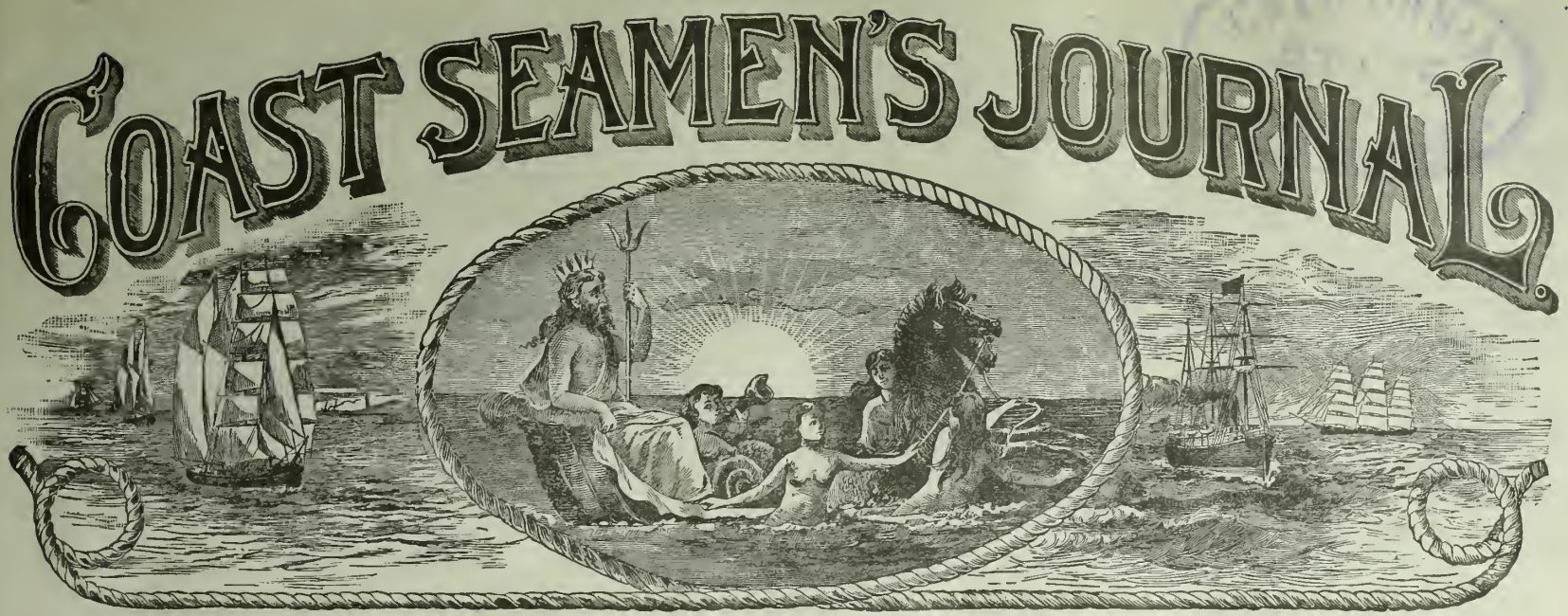
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Our Motto: Justice by Organization.

VOL. XXIX, No. 4.

SAN FRANCISCO, WEDNESDAY, OCTOBER 6, 1915.

Whole No. 2350.

## THE LAWSON CASE.

### A Brief History, Based on Court Records and Plain Facts.

The United Mine Workers of America announce that so many inquiries have been received asking for a detailed account of the recent trial and conviction of John R. Lawson that it was finally decided to prepare the following plain statement of facts:

#### Lawson's Life History.

John R. Lawson, recently sentenced by Judge Granby Hillyer, at Trinidad, Col., to life imprisonment, was born in Schuylkill County, Pennsylvania, in 1871, the son of a coal miner. At the age of eight years he went to work in the mines, picking slate as a "breaker boy." A year and a half later he became a "trapper boy," and after two years a mule driver in the mine, and later a miner digging coal. He has worked as a coal miner in Pennsylvania, Oregon, Wyoming, and Colorado. In 1898 he was married, and his family consists of his wife and a daughter fifteen years of age. In 1905 he was elected a member of the International Executive Board of the United Mine Workers of America, as the representative of District No. 15, which district consists of Colorado, New Mexico, and Utah. The miners of these States have, with the exception of a few months in 1909, continued him in this position. His home has been in Denver, Col., since 1908.

Prior to the coal strike in Southern Colorado, which began in September, 1913, the miners appointed a policy committee consisting of Frank J. Hayes, Vice-President of the United Mine Workers of America; John McLennan, President of the Colorado State Federation of Labor and also President of District No. 15; Edward L. Doyle, Secretary-Treasurer of said district, and Board Member John R. Lawson. This committee strove for many weeks to secure a conference with Mr. John D. Rockefeller's coal company, the Colorado Fuel & Iron Company, and the other coal companies which had allied themselves with Mr. Rockefeller's company to resist the request of the miners for better conditions in the mines. All efforts to confer with the coal companies were fruitless. The allied coal companies refused to even meet and discuss the questions with the miners' representatives. Numbers of public bodies of men, and prominent officers of the State, appealed in vain to the operators to have a meeting with the representatives of the miners. There was nothing left for the miners to do, when they were refused even a conference, but to strike, and on the 16th day of September, 1913, 250 delegates, coming from all parts of the State where coal is mined, assembled in convention in the City of Trinidad. They came to the convention with grim determination and with full authority to represent the wishes of their constituency. In taking up for consideration the advisability of calling a strike, in view of the arrogant attitude of the coal operators, the delegates were unanimous in favor of calling a strike, and to take effect at once. But, acting on the advice of Frank J. Hayes and John R. Lawson, the convention voted to delay calling the men out of the mines for a week. This delay was created as a last hope that the coal operators would change their unfair position, and for the sake of peace and justice would agree to meet in joint

conference representatives of their employees. The extension of time brought forth no results, and on the 23d of September, 1913, the many thousands of miners in Southern Colorado laid down their tools. The companies owned the houses in which the workmen lived, and the miners were forced to leave their homes, and, with their wives and children, take up their abode in tent colonies, one of these colonies being that of Ludlow, where, on April 20, 1914, occurred the terrible massacre in which mine guards, in the guise of militiamen, attacked and burned the tent colony, which resulted in the burning and smothering to death of numbers of women and children.

When the miners went out on the strike the allied coal companies brought into the field professional gunmen from all over the United States, including the strike-breaking detective agency known as the Baldwin-Felts Agency, and armed them with high-power rifles and machine guns. The sheriff of the county commissioned these men, many of whom had been brought from other States, as deputy sheriffs. In other words, he commissioned the hired gunmen of the coal companies as officers of the law. Prior to the massacre at Ludlow, to wit, on October 25, 1913, one of these men, John Nimmo, was killed in a battle at Ludlow. It was for the death of this man, Nimmo, that Lawson was sentenced to imprisonment. As shown from the evidence produced in court, Lawson had no part whatever in the battle in which Nimmo was killed.

#### "Ludlow" and the Aftermath.

After the killing of the women and children at Ludlow in April, 1914, a grand jury was empaneled at Trinidad. Although the coroner's jury which held an inquest over the bodies of these women and children had reported blame on the coal companies, not a coal mine operator nor one of their alleged "guards" was indicted, but instead, indictments were returned against great numbers of miners. A partisan report was made by the grand jury, blaming the miners and whitewashing the operators, and to this day not a single indictment has been returned for the massacre of the wives and children of the miners who lost their lives in the ashes of Ludlow.

John R. Lawson was one of the indicted men. He was, as before stated, accused of the alleged murder of the mine guard Nimmo.

Upon the return of the indictment the attorneys for the United Mine Workers filed on behalf of Lawson a plea in abatement. This plea asked that the indictment be quashed, and alleged under oath that the coal operators had been permitted by the sheriff to nominate and select the members of the grand jury, and that they had filled the panel with coal company partisans, including coal company employees, alleged deputy sheriffs, and men who had actually participated as hired men for the coal companies in actual battles which had occurred, and who had boasted that they had killed striking miners. It was shown in the plea that the judge of the court had not caused the grand jury to be drawn from the regular jury box, but had authorized the sheriff to select the grand jurors, and that

the sheriff allied with the coal companies had permitted the coal operators to name the grand jury, with the result of securing indictments against the miners and permitting the operators' crowd to go free.

#### A Most Remarkable Procedure.

To this plea in abatement, astounding in its nature, no answer was filed denying the charges, but Jesse G. Northcutt, the chief attorney for the allied coal operators, signed and filed a demurrer, setting up that, even admitting all the allegations in the plea in abatement to be true, they furnished no ground for the quashing of the indictment. This demurrer was also signed by Fred Farrar, Attorney-General of the State of Colorado. In other words, the Attorney-General of the State of Colorado permitted the coal operators to have their attorney appear in court against Mr. Lawson and to claim that, even if they had packed the grand jury, it furnished no cause of complaint to Mr. Lawson. The startling claim made by this demurrer was heard before Judge Charles C. Butler, of Denver, who was called on to come down to the Trinidad district and determine whether or not the plea in abatement was good. Judge Butler horrified the coal operators and the Attorney-General of the State of Colorado by holding that the plea in abatement was good. In other words, he overruled the demurrer, and said that the Attorney-General and the coal operators' attorney would have to file a denial of these charges or else Mr. Lawson would be released. It is worthy of note at this point, that so incensed did the powers that be become at Judge Butler for this ruling that he has not been since called upon to preside in any other matter in any strike case, and, as will be seen later in this statement, a scheme was adopted of having a new judge to preside. After Judge Butler had ruled that it was illegal to permit a grand jury to be packed by the coal operators, a denial of the charges made in the plea in abatement was placed upon the records. This presented an issue of fact, and Mr. Lawson was entitled to have the question of fact tried and disposed of. But the Attorney-General and his associate, the coal company lawyer, gave Mr. Lawson no opportunity to prove the truth of his allegation. They dismissed the indictment filed against Mr. Lawson, and thereby prevented him from proving the truth of his charges, and immediately filed an "information" making the same charge. The information was simply a written statement signed by the Attorney-General that Lawson committed said alleged offense, and was sworn to by one of the sheriff's deputies who had himself participated in the battles which had occurred. This information was filed on the 13th day of February, 1915.

Shortly after this, the coal operators secured the appointment by Governor Carlson of an additional judge for the Third Judicial District, and the Governor appointed Granby Hillyer, of Lamar, Colorado. On March 3, 1915, Judge Hillyer came to Trinidad to hold court. Immediately upon his first appearance as judge, Lawson filed a petition, which was sworn to, which stated that Judge Hillyer was one of the coal company attorneys employed by the allied



coal operators in their prosecutions against the strikers. These allegations were supported by the affidavits of numbers of citizens. It was further stated that Judge Hillyer, in addition to appearing in court on behalf of the mine operators in their prosecutions against strikers, was bitter in his denunciation of the strikers, and had repeatedly stated that the miners were outlaws who should be denied the benefit of the privilege of writs of habeas corpus when arrested and held incommunicado, and that said Hillyer had been paid a considerable sum of money by the operators, that he had never been employed by any board of county commissioners to prosecute the miners, nor requested by any district attorney to appear against the miners, nor authorized by any court to appear, but was simply a hired attorney of the coal operators, and had appeared in court for them in prosecutions against the miners. The law of the State of Colorado is well settled that when such affidavits are filed, the judge of the court loses jurisdiction, and has no right to do anything except to call in another judge to preside. But Judge Hillyer on March 9, 1915, overruled Lawson's application for a change of judge, and announced that he would try the case himself.

#### The Trial of Zancanelli.

On March 15, 1915, Judge Hillyer began the trial of Louis Zancanelli, one of the strikers whose case came on for trial before the Lawson case. On this trial the jurors were men whose names had been sent to the court by the Board of County Commissioners for jury service. In other words, the jury was regularly drawn from the jury box. This trial of Zancanelli lasted about ten days, and resulted in a mistrial, the majority of the jurors voting not guilty, only a few of them voting for a conviction. It then appeared to the coal operators that some other system than the regular way of drawing jurors would have to be resorted to in order to secure convictions, so they had their attorney, Jesse G. Northcutt, who was not a public official, and had never been authorized by any public official to appear in the cases, appear before Judge Hillyer and ask that the jury box be done away with, and that the sheriff be authorized to select a jury. This same attorney, Jesse G. Northcutt, had testified before the Congressional Committee which came to Colorado in February, 1914, that the jury had always to be drawn from the box if a defendant objected to an open venire. But on this occasion, on behalf of the coal companies he asked Judge Hillyer not to draw the jury from the box, but to authorize the sheriff to select the jurors, and Judge Hillyer, over the objection of defendant, actually granted the request of the coal company attorney. The sheriff thereupon brought in as jurors, coal company doctors, coal company employees, deputy sheriffs and men who had been in conflicts with the miners, as jurors to try the striking miners, and before a jury of this class of men Zancanelli was placed upon trial. The first jury had almost unanimously reported in his favor. On the second trial the coal company attorney insisted that jurors could not be asked the question as to whether they could give the defendant at the outset of the trial the benefit of the presumption of innocence. This simple question was objected to, because if it had been permitted to be asked and answered it would have shown that the jurors were so partisan that they could not give to the defendant the benefit of his constitutional rights. Judge Hillyer sustained the objection of the coal company attorney, and ruled the question incompetent. He even refused the attorney who appeared for Zancanelli permission to ask a juror whether or not he, the juror, had been in battles between the miners and the alleged mine guards. Affidavits were presented to Judge Hillyer showing that one of the jurors was actually betting on the result of the trial, and had said that he would either hang the defendant or hang the jury. But Judge Hillyer, in the face of uncontradicted affidavits, refused to allow the juror to be questioned as to this fact. The explanation, of course, of these remarkable rulings is that Judge Hillyer had been a part of the legal machinery of the coal companies in the prosecution of the miners, and was so prejudiced that he was unable to preside fairly at the trial. The defendant Zancanelli was thereupon placed on trial before coal company partisans, one of whom was gambling on the verdict. The result of the trial was foreordained. Zancanelli was, of course, convicted.

#### Lawson Placed on Trial.

John R. Lawson was then placed on trial. A motion was filed on his behalf asking that the prosecution be compelled to furnish a bill of particulars stating whether Lawson was charged with having actually killed Nimmo, or whether the claim was that he was an accessory, or whether he was charged with having been a member of some conspiracy, the written charges against Lawson furnishing no information as to these particulars. Judge Hillyer denied the application, and sent Lawson to trial without his being informed whether the claim was that he had actually shot a man, or that he had encouraged someone to shoot him, or that he was a party to a conspiracy.

Lawson also filed a motion to set aside the panel of jurymen on the ground of prejudice and the manner of its selection. This motion Judge Hillyer denied. A petition asking that the court select a jury from the regular jury box containing over 200 names sent up by the Board

of County Commissioners for jury service, was also denied.

On the 21st of April, 1915, the trial of Lawson began. An application for a postponement of the trial was filed by Lawson, and duly verified, which showed that the defendant could not be ready for trial on account of a large number of mine guard witnesses having been endorsed on the information only a few days prior to the day of the trial. The showing was made that the defendant had had no opportunity to investigate the character of the men who were to testify against him, or where they came from. Judge Hillyer overruled the application and forced Lawson to trial. The testimony against Lawson was wholly insufficient to justify a conviction, and no jury other than one selected in the manner in which the Lawson jury was selected, would have returned a verdict of guilty, and even that jury could not be gotten to find Lawson guilty until the bailiff threatened the jury with the statement that the court had ordered them locked up without anything to eat until they agreed.

The great majority of the witnesses against Lawson did not mention his name, or even indirectly refer to him. The only witnesses who gave incriminating testimony against Lawson were two Baldwin-Felts detectives, Charles Snyder and Pat Murphy, alias Petty. These two men, who were brothers-in-law, admitted that they were in the pay of the coal operators, and had been working to obtain evidence against Lawson. One of them, Murphy, alias Petty, admitted on cross-examination that he was a convicted forger, and had served time for forgery. The other, Snyder, admitted on cross-examination that he had tried to blackmail the United Mine Workers out of money and that Mr. Lawson had refused to pay blackmail, and that he had threatened Lawson if he did not pay the money. He admitted that Lawson had said that he did not intend to permit Snyder to blackmail the union. He admitted a grudge against Lawson because of Lawson's refusal to submit to blackmail. The character of these two men was shown to be disreputable, yet they were put forward by the coal operators to testify, and did testify that they saw Lawson on the firing line while the battle was going on with the mine guards. No other witness said anything of the kind.

The instructions given by Judge Hillyer to the jury were unfair towards Lawson, and his instructions and rulings showed that the charge which had been made that he was prejudiced was true.

#### Jury in Lengthy Session.

The Lawson case went to the jury for final consideration on Saturday, May 1, 1915, and the jury was unable to agree all day Sunday. On Monday morning an agreement had not been reached. At noon Monday, while the jury was still disagreed, Frank Gooden, a court bailiff appointed by Judge Hillyer, and who had been a member of the partisan grand jury whose conduct Lawson had attacked in his plea in abatement, went into the jury room and told the jurors that Judge Hillyer had ordered them locked up in one room without anything to eat until they reached an agreement. Under this threat an agreement of guilty was reached, and the jury was then given its noonday meal. In no other way could even a prejudiced jury have been gotten to return a verdict of guilty against John R. Lawson. After the jury had been discharged, numbers of them made affidavits showing the misconduct of the bailiff and the threats that had been indulged in, and how the verdict was returned through coercion. A motion for a new trial was thereupon made on behalf of Lawson. Affidavits were filed showing the bailiff's threat, and in addition it was shown that the bailiff had falsely stated to Grover Hall, a juror who was holding out for Lawson, that said juror's wife was dangerously ill. The plan was to get this juror to agree to a verdict of guilty in his haste to get home to his wife, whom the bailiff had reported to be about to die. There was also filed in support of the application for a new trial the affidavit of a man who had talked with the court bailiff, and to whom the bailiff had boasted how he had coerced the verdict of guilty. The bailiff did not file any affidavit denying any of the charges which had been made against him, nor did the court call him to the witness stand to dispute the charges. Of course any judge other than a prejudiced one would have been quick to have an investigation in open court of the charges made by Lawson, but Judge Hillyer, without requiring the bailiff to testify or to dispute the charges which had been made and sworn to, calmly overruled the motion for a new trial, and sentenced Lawson to imprisonment for life at hard labor in the State penitentiary.

Prior to the passing of sentence upon Lawson, the attorneys for the miners under indictment had gone to the Supreme Court of Colorado and presented an application asking that Judge Hillyer be prohibited from proceeding in any further trials, and claiming that he had no jurisdiction after a motion had been made for a change of judge. The Supreme Court granted a temporary writ of prohibition preventing Judge Hillyer from trying any further cases, and set the final argument as to Hillyer's jurisdiction or lack of jurisdiction for July 12, 1915. On that day, July 12, when the attorneys for the United Mine Workers of America were in the Supreme Court arguing the question as to Hillyer's jurisdiction, he, Judge Hillyer, without

giving them any opportunity to be present, overruled Lawson's application for a new trial, and sent him to prison. Lawson's attorneys had appealed to Judge Hillyer to wait a few days until the Supreme Court could pass on the question of jurisdiction, and he knew that the question as to his jurisdiction was being argued in the Supreme Court, yet, without waiting for the Supreme Court decision, and without waiting for Lawson's attorneys to return to Trinidad, Hillyer overruled the motion for a new trial, and, as before stated, committed Lawson to prison.

The whole record in the case is one of injustice to Lawson. He had no fair trial. He was convicted on testimony on which the average human being would not even convict a dog, much less a fellow man. The trial was before a judge deeply prejudiced against the strikers, and who had been a part of the legal machinery of the coal companies in their prosecutions against the strikers, and, in addition, the jurors were threatened with starvation in order to coerce them into rendering a verdict.

The statements hereinabove made are borne out by the record, and are not overdrawn.

THE UNITED MINE WORKERS OF AMERICA

Per Wm. Diamond, Statistician.

#### A VALUABLE PAMPHLET.

The California Industrial Accident Commission has had prepared, for the convenience of the general public, a pamphlet combining the Workmen's Compensation, Insurance and Safety Act and the various acts amendatory of it, which were passed at the recent session of the Legislature, and which went into effect on August 8, 1915. The most important amendments, other than those relating to procedure, are: First, that extending the benefits of the law to cover injuries received in the course of employment, whether accidental or otherwise; second, one empowering the Commission, in special cases, to extend the time during which medical and surgical benefits shall be furnished to injured employees; and, third, one which provides that, in case of the loss of an eye or limb, an artificial member shall be furnished by the employer. Another amendment makes it a misdemeanor for an employer to exact or receive from any employee any contribution, or make any deduction from his earnings to cover any part of the cost of treatment or compensation provided by the Act. There are other changes from the original text, all of which are of general interest.

Copies of the pamphlet will be furnished free on application to the Industrial Accident Commission, 525 Market street, San Francisco.

#### THE PROFESSOR AGAIN!

Charles W. Eliot, emeritus president of Harvard University, declares that an early peace would be a disaster to humanity.

We know Dr. Eliot from of old.

It is he who has denounced the eight-hour movement, alleging that there could not be such a thing as overwork.

It was he who spoke against the idea of old-age pensions for workingmen, arguing that to pension aged workers was to pauperize—and then, on his retirement from the well-paid office of university president, accepted a pension of several thousand dollars a year.

It was he who encouraged college students to act as scabs, describing the strikebreaker "a high type of American hero."

We have Dr. Eliot's number. It is quite fitting that he should deprecate the peace that the world's toilers yearn for.—New York Call.

For fair products of all kinds consult the JOURNAL'S ad columns.



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## All Responded to the Call.

The cartridge workers employed in the United States Cartridge Company's plant at Lowell, Mass., precipitated a strike last week, 1,500 leaving their jobs. A. F. of L. Organizer Frank H. McCarty then took charge and formed a cartridge workers' union. Following that action a list of demands was drawn up, and by the authority of the new union he was instructed to present them to the manager, Thomas B. Doe. Included in the demands was recognition of the union, eight hours per day, no work between 6 p. m. Saturday and 7 a. m. Monday, overtime to be paid for at the rate of time and one-half, the wages of all male operators to be increased 15 per cent., female operators to be increased 20 per cent., a definite pay day, and the agreement to continue for one year. When presented to Manager Doe he asked for time to consult the directors. No reply has been received from Manager Doe. Supt. Gerald Cahill informed the strikers that the concessions would not be granted.

Following the strike of the cartridge workers the machinists also left their jobs and are now making a common cause with the others. The entire plant is closed and 4,500 men and women are idle.

## A Terrible Disclosure.

The United States Public Health Service has recently made a special study and examination of the health of persons engaged in the garment industry of New York City. In its report it says that the Joint Board of Sanitary Control of the Industries and the various labor unions connected therewith joined in the study and co-operated in the investigation and performance of the United States officials. Two thousand male workers and one thousand female workers were examined and a trifle over 2 per cent. of the total number of persons examined were found free from physical defect or disease. A total of 13,457 defects of all kinds were found, 9,451 defects being among the males and 3,916 among the females. The examination disclosed an average of 4.36 physical defects or disease to each person examined. While all of the defects were not serious, many of the physical conditions produced an injurious effect upon the individual. It was discovered, however, that there were no vocational diseases peculiar to the garment trades, but the industry being sedentary, it intensified the bad effects upon health and efficiency of certain inherent physical defects and diseases.

The prevalence of tuberculosis among males was found to be ten times that in the United States Army. Among females, tuberculosis was three times the Army rate. The most damaging effect disclosed was that the dreaded White Plague was most prevalent among the lowest paid class of workers.

Aside from tuberculosis, the most common physical troubles were defective vision, 69 per cent; faulty posture, 50 per cent.; chronic nose and throat complaints, 26 per cent.; defective teeth, 26 per cent.; weak and flat feet, 26 per cent.; diseased tonsils, 15 per cent.; defective hearing, 10 per cent.;

nervous affections, 7.75 per cent. Only 11 per cent. suffering with bad eyesight wore glasses and only 2.35 per cent. of these had glasses which fully corrected the defects.

The inspectors were led to conclude that a large number of the garment workers' afflictions arose from ignorance or neglect of personal hygiene. Proper methods of instruction were recommended for the better education of such sedentary workers in personal hygiene, especially the correction of visual defects, correct posture of habits and if better instruction is afforded school children in these principles, improved health results would be more quickly obtained.

In thirty-four of the workshops a careful investigation was made of the light at the stations in the shops where workers are located. Over one-half of the working stations, 1,800 in all, were found to possess inadequate illumination. The light from windows was obstructed by piles of garments. They were unclean and poorly arranged. Unshaded lamps and bad reflectors were used in many cases either too high or too low to afford proper light. More large units for local illumination should be used and few smaller units.

Additional reports will be made in the future by the Public Health Service with regard to health and hygienic conditions of workers in other trades.

## Anthracite Miners' Demands.

The very successful campaign of organization in which President White, of the United Mine Workers, has been engaged in in the Wilkes-Barre, Pa., section terminated last week when a convention of 500 delegates representing districts 1, 7 and 9 drew up demands for presentation to the operators. The list follows:

1. We demand that the next contract be for a period of two years, commencing April 1, 1916, and ending March 31, 1918, and that the making of individual agreements and contracts in the mining of coal shall be prohibited.

2. We demand an increase of 20 per cent. on all wage rates now being paid in the anthracite coal fields.

3. We demand an eight-hour work day for all day labor employed in and around the mines, the present rates to be the basis upon which the advance above demanded shall apply, with time and half time for overtime and double time for Sundays and holidays.

4. We demand full and complete recognition of the United Mine Workers of America in districts 1, 7 and 9, anthracite.

5. We demand a more simplified, speedy and satisfactory method of adjusting grievances.

6. We demand that no contract miner shall be permitted to have more than one working place.

7. We demand that the selling price of coal-mining supplies to miners be fixed on a more equitable and uniform basis.

8. We demand that wherever coal shall be mined on the car basis, it shall be weighed and be paid for on a mine-run basis by the ton of 2,240 pounds, and all refuse cleaned from the coal (either gobbled

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

### AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

### GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

### BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

### GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

### FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

### NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

### SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

### DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

### HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

### ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

### AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

### SPAIN.

Sociedad Sindicate de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

### URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

### ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

### BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

### SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

(Continued on Page 10.)



## World's Workers.

Women police are employed in Holland, Denmark, Norway, Sweden, Russia, Germany, Austria, America, and New South Wales. In every country their services have proved so valuable that their numbers are growing.

The Labor Government of Queensland has decided to build all workers' dwellings by day labor, and to obtain the timber from government sawmills. Step by step the middlemen contractors are being pushed aside.

Two hundred girls employed at making soldiers' clothes in the Commonwealth clothing factory, Melbourne (Victoria), went on strike against the order of the manager, and after a brief suspension of work labor scored a victory.

Vickers-Maxim, Limited, are offering to pay the passages of 1000 skilled men from Australia to England at good wages for munition-making. A representative of the firm is in negotiation with the Amalgamated Society of Engineers in Sydney.

Labor Member Thorne in the British House of Commons recently stated that the wages of English workers had advanced by £72,000, and the cost of bread and flour alone by £700,000 weekly. Some one is doing well out of the war, and it is not the worker.

The Queensland Minister for Railways (Mr. John Adamson) announced recently that the government had decided to grant all workers engaged in the construction of new railways an increase of 1s. a day from July 1. Between 3000 and 4000 men will be benefited by this increase of wages.

In the Victorian Legislative Assembly recently the Minister for Labor gave notice of his intention to move, "that it is expedient to appoint a special board to determine the lowest prices or rates which may be paid to any persons employed as laborers in connection with the construction of sewers."

It is estimated that as a result of the advanced cost of living in Britain, the workman's wage went down in value from 3s. to 3s. 6d. per week, from July, 1914, to January, 1915, and the seriousness of the position, particularly in the case of the more poorly paid workers, has been generally (not generously) recognized.

From the Australian Commonwealth Statistician's returns it is evident that, despite the huge exodus of unionists to the front, labor conditions are still bad. For the first quarter of 1914, 15,541 unemployed members were on the union books. For the first quarter of the current year the number was 33,465, or double the number.

The Victorian State mine at Woonthaggi, an echo of the maritime strike of '90, is now the largest coal-producing mine in Australia. For the financial year ended June 30, 1914, after allowing £46,202 for depreciation, sinking fund, etc., a net profit of £1213 was obtained, derived from an output of 510,490 tons, of which 177,873 tons were sold as slack. The mine is at present giving employment, the Secretary of Mines states in his report for 1914, to over 1000 men, of whom 450 are mining coal on contract rates and are earning on an average 14s. per shift. The output is about 2300 tons per day.

## SAN PEDRO, CAL.

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### INFORMATION WANTED.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

Oscar Olsen, age 37, a native of Hallarna, near Gothenborg, Sweden, who was sailing on the Great Lakes about three years ago, is inquired for by John V. Olsen, Sun Company, Marcus Hook, Pa. 5-26-15

Adolph Godfred Eriksen, born in Moss, Norway, is inquired for by his brother, Herman Eriksen. Any one knowing his whereabouts please notify W. Nielsen, 206 Moravian St., Philadelphia, Pa. 5-26-15

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Opposite Sailors' Union Hall

SAN PEDRO, CAL.

### INFORMATION WANTED.

Edgar Duncan Stewart, age 22 years, white, born in Massachusetts, who, on October 9, 1912, was shipped as seaman on the American steamship "Toledo," at Marcus Hook, Pa., for a voyage to Sabine, Texas, but who did not join the vessel the next day, and has not since been heard from. The undersigned will highly appreciate your kind co-operation: Augustine R. Smith, United States Shipping Commissioner, or Shipping Commissioner, Appraisers Building, San Francisco. 5-13-14

Nils Edmund Johansen, a native of Tonsberg, Norway, age about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

Chas. Maywell, a sailor, last heard of in New York City in 1892, is inquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y.—12-23-14

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## San Pedro Letter List.

|                      |                     |
|----------------------|---------------------|
| Anderson, Emanuel    | Lindeberg, Ernst    |
| Anderson, Edw.       | Latz, Konstant      |
| -1739                | Lundstedt, Chris.   |
| Anderson, John -1968 | Lutzen, Valdemar    |
| Anderson, Martin     | Lalan, Joe          |
| -1894                | Lindsberg, C.       |
| Anderson, Sven.      | Larsen, L. K.       |
| (Reg. Letter.)       | Lindholm, A.        |
| Anderson, Oscar      | Matson, Johan       |
| Anderson, Ernest     | Mikalsen, Andreas   |
| Andersson, Enkan     | Malm, Gustaf        |
| Apelquist, Otto      | McGuire, J.         |
| Baxter, Arthur       | Mesak, E.           |
| Bergh, Borge         | Martinson, P. A.    |
| Buanik, L.           | Nyhaugen, Julius    |
| Brein, Hans          | Nohr, Niels         |
| Bensen, Ray          | Olsen, John         |
| Bergman, Leo         | Olsen, Ludvig       |
| Benrowitz, Felix     | Olsen, Olaf         |
| Carera, Pete         | Owen, Fred          |
| Dahlgren, Pete       | Ophaug, Wilhelm     |
| Doyle, William       | Olin, Emil          |
| Duval, William       | Penningsrud, Ludvik |
| Eriksen, Otto        | Peterson, Hans.     |
| Eklund, Sven         | -1064               |
| Fisher, Wm.          | Peterson, N.        |
| Hansen, Oskar        | Peterson, Otto      |
| Hansen, Charly       | Poscet, P.          |
| Hansen, M.           | Phillips, Charley   |
| Hansen, Hillmar      | Richardson, A.      |
| Hecker, William      | Parsons, Olaf       |
| Hannus, Alex.        | Rogis, A.           |
| Jensen, H. -1555     | Renvall, Anshelm    |
| Johansson, Victor    | Smith, Lawrence     |
| Johanson, T.         | Sutse, Michael      |
| Jacobs, August       | Sanders, Charles    |
| Johansson, Geo. W.   | Stromsberg, Ivar    |
| -1219                | Sevenson, Paul z    |
| Johanson, Geo.       | Slevers, G. P.      |
| Johanson, Edvard A.  | Tamisar, P.         |
| Johansen, Chas.      | Toren, Gustaf A.    |
| Johanson, Herman     | Uhlig, Richard      |
| Johansson, John A.   | Verney, M. O.       |
| -1659                | Verdonk, Peter      |
| Johnson, Gus.        | Warkkala, John      |
| Johnson, K. H.       | Workkala, John      |
| Kalnin, Ed.          | Johnson, K. H.      |

## Honolulu, H. T.

|                      |                   |
|----------------------|-------------------|
| Anderson, John E.    | Nelsen, C. F.     |
| Burk, Harry -1284    | Petersen, Carl    |
| Crantly, C. W.       | Peters, Walter    |
| Eugenio, John        | Relther, Fritz    |
| Ekelund, Rickhard    | Solberg, B. P.    |
| Ivertsen, Sigvald B. | Strand, Conrad    |
| Langwenus, W. L.     | Thompson, Emil N. |
| Moller, F.           |                   |

### INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio.—3-24-15.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 106 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Any one knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St.—8-11-1915.

Olaf Ingebrigtsen (Brock), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American bark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469—49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Steuart street, San Francisco, Cal.—8-4-15.



# Pacific Coast Marine.

Harry B. Gregg, Secretary of the Matson Navigation Company, has been elected a director of the Shipowners' Association of the Pacific Coast. The election was made in San Francisco at the annual meeting.

The five submarines under construction at Vancouver, B. C., are said to be for the Russian navy, delivery to be made at Vladivostok. The boats, after completion, will be taken apart and shipped in sections on freight steamers.

The Los Angeles Inner Harbor Fog-Signal Station has been equipped with a 3800-pound bell, struck by machinery which is electrically wound. The apparatus is started and stopped by throwing a switch in a warehouse about 800 feet distant.

According to a report just issued by the United States Public Health Service, it will be necessary for quarantine officials to exercise unusual precautions against the major pestilences during the coming year. The South American distribution of the diseases is considered particularly important.

The Panama Canal authorities call attention to the fact that a vessel must be on even keel when passing through the waterway. When listed, a vessel presents steering difficulties that may cause accidents, and for this reason the canal authorities have power to prevent the transit of ships with a heavy list.

Parties along the beach at Coos Bay, Ore., saw a novel sight recently when the old schooner "Northwest" was towed to sea, set on fire and allowed to drift ashore on the beach several miles north of Coos Bay. The craft had been moored on Isthmus Inlet for six years and was worthless and a menace to navigation.

The Oakland Launch & Tugboat Company's new excursion launch was launched during the past week at the Anderson ship yards in San Francisco. The new boat's dimensions are 60 by 14-6, making her one of the largest excursion launches operating about the bay. She will be elaborately furnished and fitted with a high-power engine.

The small power schooner "Diamond L," trading along the Siberian coast, was crushed in the ice, according to advices received at Nome, Alaska. Mike Gottschalk of the schooner, a well-known fur trader of Nome, was taken a prisoner to Siberia by the Russian authorities, charged with shooting a soldier. The cargo of the ship was confiscated.

The German steamer "Walkuere," which was sunk by the German cruisers in Papeete (Tahiti) harbor a year ago while lying alongside the French gunboat "Zelle" which captured her, has been purchased by a group of San Francisco shipowners headed by John A. Hooper. The "Walkuere" will be raised and brought to San Francisco for repairs.

The Pacific Alaska Navigation Company, the Admiral line, has been installed in its new San Francisco quarters at pier 24 and Captain R. C. Brennan of the "Admiral Dewey" had the distinction of taking the first vessel to the new dock. On the new pier, which is 800 feet long, the company has much better quarters than on pier 20, where it has been for some time.

A new motor-ship built by Burmeister & Wain for the East Asiatic Steamship Company, now operating from Copenhagen, was successfully launched during the past week. She is a sister ship of the "Australien," which was launched about two months ago by the same builders. The new vessel, which was named "Columbia," will be placed in the Pacific Coast trade.

The wooden steam whaler "Belvedere," which left Seattle March 17 last on an expedition to Siberian waters to hunt walrus, polar bears and whales, and which, as already reported, lost four of her crew from a capsized boat early last June, has arrived at Nome, Alaska. She narrowly escaped being crushed in the Arctic ice, which all reports agree is unusually heavy for this season of the year.

According to the September "Timberman" the California lumber situation shows no improvement over a month ago. If anything it is a little worse. The outlook for the fall is not very promising, and most concerns are resigned to a period of slack business. It is generally felt that until world conditions improve and conditions peculiar to the lumber industry become adjusted there can be no hope for better things. Overproduction, a greatly curtailed consuming demand, and unwise merchandising are given as the chief reasons for the present dullness.

Two coast guard vessels, laid up at San Francisco for repairs, have again been placed in commission. The tug "Golden Gate" has had extra fuel tanks put in so that she will have a steaming radius of 300 miles instead of about 100 as at present and so can make longer trips along the Coast to chase opium or coolie smugglers. The cutter "Unalga," Captain Harry Hamlet, which has been on duty at San Francisco for two months, was at the United Engineering Works for minor repairs to boilers and deck. She subsequently left for her station on Puget Sound.

A suit in admiralty was filed in the United States District Court at Seattle by the Nippon Yusen Kaisha, owners of the Japanese steam-

schooner "Shidzuoka Maru," against the steam-schooner "William Chatham" for damages arising from a collision in Tacoma harbor September 25 last, when, the libellant alleges, the "William Chatham" was so unskillfully navigated that she ran into the "Shidzuoka Maru," bending that vessel's beams and a number of steel plates. The libellant's damages are placed at \$2500. The "Chatham" was reported as having left Port Angeles for the West Coast of South America after loading a full cargo on the Sound.

After a journey of 156 days from the Columbia River, the British bark "Inveresk," the last of the 1914-1915 grain fleet, reached Queens-town during the week. She was dispatched by Balfour, Guthrie & Co. and sailed from Astoria, April 15. With the last year's fleet cleaned up, a glance over the record shows that all but seven of the grain-laden vessels reached their destination safely. The fleet numbered 102 vessels. Four were sunk by the German submarines about the British Isles, two were sunk by the German warships in the South Seas and one was wrecked in a gale shortly after she had left the Panama Canal.

It was announced that the Grand Trunk Pacific steamers "Prince Rupert" and "Prince George" will enter the Alaska service next spring. The company does not intend to abandon its Seattle call, but the question of handling the Seattle-Skagway trade will require some adjustment to come within the American coasting laws. Up to this summer the boats operated at a heavy loss. Next year the management expects a large tourist traffic west over the Grand Trunk road to Prince Rupert. From there the tourists will be picked up, taken to Skagway and brought south to Seattle. Officials figure on a ten days' schedule from Chicago to Dawson, Yukon territory.

The American schooner "Golden Gate," belonging to the Hind-Rolph fleet, is making her way to San Francisco under sail from the canal, according to report made by the steamer "O. M. Clark," which arrived at San Francisco from Balboa during the week. The "Clark" started to tow the "Gate" here from the canal, but September 3 the skipper of the windjammer decided to do without a tow, and so the line was cast off. Coming to San Francisco to load barley, the "Golden Gate" is in ballast from Montevideo. She was in a big blow off the South American Coast several months ago, and had to undergo extensive repairs before being able to put to sea again.

The cargo of the power schooner "Archer," namely 584,822 feet of lumber, and her owners, the Tacoma and Roche Harbor Lime Company, have been made defendants in a libel suit brought at Los Angeles by the Bloedel Donovan Lumber mills. The Pacific Wharf & Storage Company have also been made a party to the suit. The "Archer" nearly foundered while on her way from Puget Sound ports to Atlantic Coast points, was towed to safety and her cargo removed. It is alleged by the libellants that the vessel was overloaded. It is also stated that the cargo shifted, which was partly responsible for the action of the boat in weathering the storm. The libellants sue for the possession of the lumber and damages.

On the eve of her departure from Pensacola, the British steamer "Strathendrick" was held up on a libel for \$220,000 filed by Davies and Felton, according to information received by the Marine Department of the San Francisco Chamber of Commerce. The "Strathendrick" was chartered by this company to load in Oregon for Australia, but at the last moment was commandeered by the British Admiralty and could not fulfil the agreement. The case is similar to that of the "Strathesk" of the same line, which was chartered at San Francisco to load lumber at Eureka, and then at the last moment was commandeered by the Admiralty and started for South America, where a cargo of nitrate was taken on for the United Kingdom.

The Alaska Steamship Company has announced the purchase of two steel freight steamships for the Alaska trade—the "Bennington" and the "Burlington"—from the Rutland Transit Company, subsidiary of the New York Central lines. The vessels cost approximately \$400,000. The vessels, built for Great Lakes trade, are just adapted to Alaska trade. They have cargo capacity each of 4000 to 5000 tons. Captain Fred Warner, Captain C. B. McMullen, First Officer Gus Blamberg, First Officer Ed. Schraker, Chief Engineer Sam Coddling and Chief Engineer R. B. Bruce have already left for Ogdensburg, N. Y., to man the steamships, bring them through St. Lawrence River, down the Atlantic and through Panama Canal to Seattle. They will have western loading from New York to Seattle and then will enter the Alaska trade at once.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

## International Seamen's Union of America

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and

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DETROIT, Mich., 15 Twelfth St.  
SUPERIOR, Wis., 1721 N. Third St.  
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P. O. Box 314.

(Continued on Page 11.)



# Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBERG.....Editor  
I. M. HOLT.....Manager

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Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, OCTOBER 6, 1915.

## ABOUT SHIP-SUBSIDIES.

The average American seems to have a rather well-settled, though somewhat hazy, notion that American ships cannot compete in the foreign-going trade because other maritime nations pay a liberal ship-subsidy.

Nothing is further from truth. Yet, considering the vast amount of misinformation published upon this subject in American newspapers, it is not at all surprising to observe the average man's delusion.

American attempts to mulct the national treasury in the guise of ship-subsidy have failed so far. By all indications, however, the near future will see another desperate attempt to open the vaults at Washington, D. C., for the purpose stated. In view of this situation reliable and authoritative data ought to be especially welcome at this time.

Accepting a report issued by the British Board of Trade, under the date of June, 1913, as his authority, a writer in the Century Magazine shows conclusively that the practice of subsidizing ships has never created a successful merchant marine.

It is true England, Germany, France and Japan pay subsidies in considerable amounts. Of these nations, however, only Japan has ever seemingly in this way created a merchant marine. Japanese steam shipping amounted in 1905 to 900,000 tons; in 1913 it was 1,500,000, the greater part of which is represented in the four great lines which the Government supports. Japanese taxpayers give to the shipping interests \$7,000,000 a year, but as a rule there are insignificant returns in freight concessions. Yet, the four subsidized Japanese lines have at times found it difficult to compete with unsubsidized English and German lines. Notwithstanding lower wages, the Japanese profits are, even under the most favorable circumstances, only slightly more than those of the European competitors, and about half of the profit comes from the subsidy account. Japan has no tramp freight service worth mentioning. Her subsidized ships travel only in the accustomed channels.

France is exceedingly liberal, making payments to steam and sailing craft and to yards. Since 1881 \$36,000,000 has been paid

out in subsidies. Such growth as the French marine fleet has made has come in the last ten years, when the increase was 58 per cent. Yet remove the two great and highly subsidized French lines and the French flag would practically disappear from the sea. In contrast with the French method is placed the Dutch. Holland pays \$550,000 a year for mail service. The Holland-America line is not subsidized. The Dutch merchant marine is almost as large as the French. Germany subsidizes only the German East Africa line and the North German Lloyd, paying \$1,750,000. The Century writer states that none of the great German passenger and cargo ships with which the American public is so familiar receives imperial aid; and yet the curious fact remains that the German merchant marine, in contrast with the French, has increased 100 per cent. in ten years.

Italy pays out \$4,000,000 a year for only a negligible growth. Norway's payments amount to only \$450,000 a year, and the Norwegian fleet is larger than either the French or the Japanese.

England, contrary to belief, does not have a general subsidy law. The account for the year 1912-13 stood at \$3,706,654, of which \$720,000 went to the Cunard steamships "Mauretania" and "Lusitania" reserve service. The rest of the money was for postal transportation between the colonies and the home country. The tramp and line cargo steamers did not receive British aid, and yet it is the cargo steamers which make up a country's merchant marine. And despite the fact that not a single British tramp ship receives a shilling in subsidy, that type of vessel is able to hold its own with all comers.

All of which ought to have a tendency to create a healthy and uncompromising sentiment against the prospective raid upon the United States treasury by would-be American (?) subsidy grabbers.

## STRIKES AND "NEUTRALITY."

One of the most encouraging prospects of American life is the obedience of our people to President Wilson's request for maintenance of strict neutrality regarding the war in Europe. And considering the varied racial and national components of our citizenship, we were beginning to believe that there was just cause for satisfaction with prevailing conditions.

Recently, however, we have been subjected to a rude awakening, and find that we are the victims of a snare and a delusion. According to quoted statements of some certain prominent citizens, the only persons who can be neutral in the United States are those who will not go on strike. Any individual or organization who demands just conditions, or expects to share in the greatly increased profits of those industries which have been given impetus by the war, are considered by these aforesaid prominent citizens as emissaries of the Kaiser. All persons who agitate for shorter hours and better conditions are openly declared to be the concentrated essence of pro-Germanism and conspirators against the peace and welfare of the United States.

When the stock of the Bethlehem Steel Corporation began to rise from \$68 per share to its present quotation of \$350, and huge fortunes were made over night in several other war stock industries, the magnates feared that it might be natural for the (17 cents per hour) workers to desire enjoyment of a certain amount of this prosperity. A

means of checking such desire was therefore immediately put into operation. The first incipient strike of munition workers in New Jersey was effectively suppressed by the usual forces of hired gunmen and resultant shedding of the workers' blood. This was followed by a press campaign throughout the country, declaring that German spies were active in the inspiration of industrial unrest. This line of action upon the part of our patriotic capitalists has been industriously and energetically pursued, giving the intimation to the public that to strike at this time is unpatriotic and rebellious. The fact that 200,000 coal miners in Wales went on strike for a reasonable share in huge profits, in open defiance of the so-called Munitions Act, but without any bloodshed, while the smallest protest of munition workers in the United States resulted in brutal usage and shooting of the strikers, does not seem to cause any particular surprise. It seems to be the accepted order of things in certain quarters that the workers in the United States have no right to strike under any circumstances as long as such strike will interfere with the plans of the Anglo-Jap Alliance. And while the corporation magnates of this Republic are cleaning up millions from the blood and miseries of the stricken peoples of Europe, it seems to be treasonable for the workers to demand a living wage or tolerable conditions.

When a few machinists went on strike recently at Chicago, Paul B. Goddard, president of the Illinois Tool Company, declared that "the strikes are a part of a well-laid plot to cripple American industries; not merely to check the manufacture of munitions, but to cripple industries that contribute directly or indirectly to the aid of the Allies. These industries can be reached only through the labor unions." Therefore the inference of Mr. Goddard, that labor unions are conspiracies and strikers are traitors to the country.

Surely, the long-suffering workers are the recipients of more than their share of calumny and vilification from the press and allied corporate interests. But the many mysterious and unsupported statements emanating from certain "leaders of labor" would seem to indicate that others besides the plutocrats are interested in the suppression of action and thought. If recent press statements are authentic, the modest sum of \$1,035,000 or thereabout, was offered to one "leader" to tie up the transportation of the United States. Of course, we hasten to assure our readers, this particular leader promptly refused to accept the Kaiser's filthy lucre. Other labor leaders have told similar stories, but one anecdote will suffice to illustrate the utter recklessness of the Kaiser's fiscal agents.

At intervals we have borne in agony of silence the effusions of certain leaders relative to the machinations of Austrian and German emissaries and their sympathizers. Since Ambassador Dumba's letter fell into the wrong hands, the emanations from the fertile brains of these aforesaid martyrs and patriots have become almost more than we can bear. For indiscriminate waste of money the Kaiser has the prodigal son backed clean off the boards. Just fancy offering over a million dollars to one labor leader, in order to induce him to attempt to do what everybody knows is the impossible. The whole consideration of statements such as the one quoted would be highly amusing, were it not for the fact that someone can always be depended upon to give credence to any rambling and impossible statement.

While the freight rates have risen beyond



the wildest hopes of shipowners, and vessels are making unheard-of profits, there is little danger of the workers ashore or afloat receiving any benefit from these unusual conditions if they are to be guided entirely by the suggestions of self-constituted guardians of American neutrality. It is indeed well for humanity that all great minds do not run in the same groove. The JOURNAL is compelled to disagree with the actions and suggestions of those leaders of labor who see the Kaiser's shadow behind the workers' every legitimate demand for shorter hours and longer wages. If we did not believe that most of these expressions were actuated by a desire for free advertising, and the due impression upon unsophisticated constituents as to their sublime honesty, we might think evil of our "strictly neutral" colleagues in the labor movement. Under the circumstances, however, we forgive them—for we do not believe that the rank and file of American workers will ever accept the new definition of neutrality, which is in brief: Don't strike, don't kick, don't growl; in fact, don't do anything that will in any manner interfere with the Morgan-Schwab arrangements of greasing the skids for the Kaiser.

#### A SAN JOSE DREAM.

An esteemed San Jose, Cal., contemporary calls the "Seamen's bill" a "theoretical fulmination" and after relieving itself of considerable compressed wrath informs the public that "it was because of this law that the Dollar Steamship Company with its fleet of twenty steamers recently withdrew from San Francisco to British Columbia and changed registry to the British flag."

My, oh my, how that Dollar fleet has grown! According to maritime records the Dollar Steamship Company never owned more than eight steamers at any one time, and never had more than five steamers under the Stars and Stripes. The records also show that only one of these five Dollar vessels has been transferred to the British flag. The records further show that not a single American lost his "job" because of that transfer. For this so-called "American" steamship gave employment to aliens only, i. e., she had British officers and a Chinese crew.

Talk about "theoretical fulminations"; why that San Jose editor is some fulminator himself! He ought to apply for a position as a lightning calculator with the warring nations of Europe. No man of his ability ought to remain in sleepy San Jose.

We are truly jealous of our fellow scribe on the San Jose Mercury. He has shown us a few valuable points about the fine art of "seeing" things double, treble, quadruple, etc., as required. It is easy to write a magnificent roast if "truth" is only a side issue and the editor feels himself at liberty to disregard plain facts to suit his whims and fancies.

#### A PROFITABLE VENTURE.

During the first year of its existence the War Risk Insurance Bureau of the Treasury Department earned approximately \$1,300,000. Ships and their cargoes valued at about \$80,000,000 were insured and the premiums aggregated nearly \$2,000,000. The loss during the year was nearly \$700,000, mainly on vessels carrying cargoes of cotton destined

for neutral ports and German destinations. Much of the loss, it is thought, will be recoverable, and, altogether, this seems to have been a most profitable venture.

But is not this government enterprise bordering on Socialism?

Is it not giving a horrid object lesson to the millions of American citizens who pay vast sums in the shape of premiums to all sorts of private insurance companies?

#### "THE SEA AND ITS RICHES."

A Boston contemporary tells us how on one day recently the fishing craft that make Boston a home port landed, at the specially designed and equipped pier where their trade is carried on, 2,500,000 pounds of fish. Local demand, a market that includes the six New England States at a season when food consumption is high owing to hundreds of thousands of visitors, and consumers even as far south as New York and Philadelphia, all helped to use this harvest from the sea, gathered on fishing banks that already have been productive for several centuries, and that seemingly know no such thing as failure of supply.

The incident—for it is just that in the ongoings of one of the largest fish markets of the world—is cited to show how unexhausted the marine food supply of the race is, and what immense reserves exist even in waters conspicuous for the thoroughness with which boatmen of a certain type and of several nationalities have explored the resources. British, French and Yankee mariners have taken out of the American North Atlantic billions of dollars of wealth in the form of fish. For the fishing rights within this most productive area human sacrifice has been made, treaties have been manipulated, and nations have been in controversy—an era, however, happily now past. Kings, premiers, presidents, secretaries of State and arbitrators have come and gone. Tariffs have been raised and lowered. Cities and towns and provinces have had their days of prosperity and adversity, according as diplomacy and national conditions and relations affected the fishing rights of various groups. But all the time, and never more so than now, notwithstanding all men's mechanism for enlarging the hauls and seemingly plundering the deeps, the teeming ocean has brought forth its wealth of food supply.

If this be the record of the water long fished in, what of those North Pacific waters thus far hardly touched, and of the great Hudson Bay area which Canada has in reserve? The practical problem is not one of shrinking supply of the wealth on which the race may maintain existence, as urban growth, congestion of population and growth of industrialism lessen steadily the land area set apart for food supply. Rather it appears to be a question of continued development of the kind of men needed for the experiences involved in the fisheries, and of saving the business of marketing the sea food from falling into the hands of men that would gamble and speculate and monopolize after the manner of so many that deal in the products of the land.

#### DIED.

Alfred Alex Reichel, No. 1200, a native of Germany, age 23, died at Portland, Ore., Sept. 21, 1915.

## OFFICIAL.

#### SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Oct. 4, 1915. Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping dull. The Quarterly Finance Committee elected to examine the Union's accounts for the past three months, reported having found same correct. Twenty-five dollars was donated to Schmidt & Caplan defense fund. Andrew Furuseth addressed the meeting, and stated he would leave for Chicago on Wednesday, October 6, 1915.

JOHN H. TENNISON, Secretary pro tem. Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., Sept. 27, 1915.

No meeting. Shipping and prospects poor; few men ashore.

REGINALD TOWNSEND, Agent. Room 11, De Cosmos Block, 1424 Government St.

Vancouver, B. C., Sept. 27, 1915.

Shipping dull; prospects poor.

W. S. BURNS, Agent. 213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Sept. 27, 1915.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent. 2218 North 30th St. Tel. Main 808.

Seattle Agency, Sept. 27, 1915.

Shipping and prospects poor.

P. B. GILL, Agent. 84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Sept. 27, 1915.

Shipping medium; prospects poor.

J. PEARSON, Agent. P. O. Box 6. Tel. Main 557.

Portland Agency, Sept. 27, 1915.

Shipping dull; prospects uncertain.

JACK ROSEN, Agent. 44 Union Ave. North. Tel. East 4912.

Eureka Agency, Sept. 27, 1915.

No meeting; no quorum. Shipping and prospects poor.

JOHN ANDERSON, Agent. 227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Sept. 27, 1915.

Shipping and prospects poor.

HARRY OHLSEN, Agent. 128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Sept. 20, 1915.

No meeting; no quorum. Shipping and prospects poor.

JACK EDWARDSON, Agent. P. O. Box 314. Tel. 2526.

#### MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Sept. 30, 1915. Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping slow. Thomas Ellis was elected delegate to attend the convention of the California State Federation of Labor.

EUGENE STEIDLE, Secretary. 42 Market St. Phone Kearny 5955.

Seattle Agency, Sept. 23, 1915.

Shipping slow.

LEONARD NORKGAUER, Agent. Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

Portland Agency, Sept. 27, 1915.

No meeting. Shipping poor; plenty of men ashore.

THOMAS BAKER, Agent. 89 Second St. N. Phone Broadway 2306.

#### ALASKA FISHERMEN'S UNION.

Headquarters, San Francisco, Cal., Oct. 1, 1915. Regular weekly meeting came to order at 7:30 p. m., Chas. F. Hammarin presiding. Secretary reported that all vessels with the exception of the Karluk, Alitak and Loring ships had arrived home, an exceptional poor catch for the Kwichak and Naknek Rivers, and fair catches for the Nushagak, Egegak and Ugashik Rivers, also fair catches in Central and Southeastern Alaska. Also reported 14 deaths in Alaska during season for 1915, of which eight lost their lives by drowning.

Resolution to vote upon a question of appropriating \$1500 to be used by the International Seamen's Union of America for organizing purposes was unanimously adopted. Ballots on this question were cast, and will be continued in the next two meetings.

Regular Finance Committee was elected. Twenty-five dollars was donated to the Wireless Operators now out on strike.

Herman Twedt, Chas. F. Hammarin and I. N. Hylan will represent the Alaska Fishermen's Union at the Convention of the California State Federation of Labor, which convenes at Santa Rosa.

I. N. HYLEN, Secretary.



### THE DANGEROUS CLASSES.

We are indebted to The New Republic for several quotations that are herein used. They are particularly appropriate at this time when there are thousands of men without employment and with little chance that they will have employment.

Business in war munitions and its extensions have added considerably to our volume of business, but the demand is for skilled workmen rather than common laborers; while it is true there is increased activity in industry it is equally true that there are too many men out of work to insure the peace of mind of the comfortable classes.

The helpless despair that accompanies inability to provide for one's self and family is not understood by one who has never experienced it. There are some things that cannot be realized without experience and even then, when they do not affect us personally, we do not quite understand the depths of misery that follow certain happenings.

We always express our sympathies when we feel something should be said that will show our interest and feelings in the misfortunes of our friends and while we are as sympathetic as we know how and honestly try to be, we know we do not feel as badly as we would if the same thing happened to ourselves and, even then, we do not understand unless it happens to us.

What does it mean to be out of work, homeless and hopeless, condemned to wander from place to place, with little hope of work and wages, and what more does it mean to the man who leaves a family destitute while he does his best to earn a living for it and finds nothing to do? Is it any wonder that such men are desperate, that they accept any chance that offers for their temporary advantage? Is it any wonder that now and then one of them purposely will violate the law for the simple sake of being relieved of his own care during the time he is in jail or the workhouse serving his sentence? And, when these unemployed men, made desperate by conditions that are no fault of theirs, get together it is no wonder they feel the protection and sympathy of companionship of their kind and become radical in thought and act. Then, we refer to them as the dangerous classes. They are dangerous from the viewpoint of those who are better off; they may decide that they were put into the world to live, not to die without a chance, and they sometimes show a disposition to take by force the chance that was denied them, but organized society is composed of a larger number backed by greater resources and it squelches the danger in its own way, which never assists the man out of his troubles.

There has been a disposition to belittle the number of the unemployed and to assert that the situation was exaggerated, but investigations have proved that the number was underestimated. Of this situation we quote from the New Republic:

"Those reckless demagogues who recently proclaimed that three hundred thousand workers were idle in New York City must realize to-day how timid is mendacity, for their 'wild exaggerations' have proved to be gross underestimates, and the truth is far worse than they ever dared imagine. We have now before us the results of three independent investigations—by the Mayor's

Committee on Unemployment, the Metropolitan Life Insurance Company and the United States Department of Labor; and these investigations show that in the early months of 1915 from four hundred to four hundred and forty thousand wage-earners in the city were simultaneously unemployed, to say nothing of those workers who were kept on part time or were employed irregularly. The detailed figures, as presented in Bulletin 172 of the Bureau of Labor Statistics, are infinitely depressing. But they are worth careful study. The only reassuring feature of this hideous revelation is that at last we seem willing to face facts and to study the problem of unemployment as it recurs year after year, in bad times and good.

"And yet as we console ourselves with this reflection we wonder how much of this new solicitude about the unemployed is due to our sympathy and how much to our fear. We have had unpleasant meetings of the unemployed, and have been disquieted because these jobless men broke into our churches and our newspapers, and crashed through the glass of those hot-houses which we call our private consciences. We know, of course, that they are weak, and that a platoon of policemen with nightsticks could handle hundreds of them. But we also know that it is the weak who are formidable. It is from this fringe of our economic population, so we are told, that 'the dangerous classes' are recruited.

"We have always marveled at this confident phrase, 'the dangerous classes.' It seems so completely to explain itself, to preclude all discussion of values and interpretations. And yet who are the dangerous classes? Why are they dangerous, and to whom? . . .

"If such men are dangerous it is because they are at once without habits and without hope. Society never totally fears the man with a steady job, however infertile, for such a man is a slave to habit. When the employed man awakes in the morning he does not think of brawls and revolutions, but of breakfast and his daily task. He moves to his work in obedience to a habit as unconscious and ingrained as that which forces you each morning to put your left shoe on first or to button the buttons of your vest in some particular unreasoned succession. Even the slave is held as much by habit as by force. But the unemployed man, if he is unemployed long enough, tends to become habitless, as he also tends to become hopeless. He has no reverence for a government under which he starves, or for a social system into which he does not fit. Despite his weakness, he is dangerous, and it is well that he is dangerous. For if he were not dangerous we should, despite our philanthropy, let many more men and women rot in the streets or in the foul little holes that our official reports call 'dwellings.' If the unemployed were still more formidable, we should have long since learned how to help them—and ourselves.

"In ancient Rome, as in Athens centuries before, the wealthy met this danger by corrupting the unemployed, by buying them off with presents of grain and oil and even of clothes and money. Rome thus compounded its unemployment. And if Rome bribed, Europe, in the late middle ages and in more recent centuries, assassinated its unemployed. The able-bodied rogues who

festered in filthy alleys or marched in troops along the highroads were recognized as intrinsically perilous to all 'good people,' and were accordingly set in the stocks and condemned to have their ears hewn off or their noses sliced and on the third offense to be hanged by the neck. Life in the middle ages was secure for the masters and artisans of the guilds, but outside was an increasing number of miserable souls who existed at their own peril. If you were unfortunate or improvident enough to be without place in the economic structure of the middle ages, you were not unlikely to spend a short and a miserable life. In those days the stolid burghers had a tough conscience, a clear sense of their own worth and of the worthlessness of the wretched, and a quick and a merry way of dealing with the unemployed.

"We to-day have no such clear conscience, no such absolute judgment, and we can no longer believe that these 'dangerous' unemployed men are wretched because they are evil. We have been taught the dismaying doctrine of social responsibility, and it becomes increasingly difficult to absolve ourselves from moral liabilities which once seemed remote. We have learned still other things, to our mental discomfort though not to our hurt. One is that men cannot decay in society without healthy men dying of the decay. The other is that we cannot destroy a class either by bribery or assassination, and cannot attempt either policy without undermining the morality of the entire nation."

And, while there is discussion, little has come out of it. It resembles a peace conference of the uninterested during a time of war, a splendid opportunity to make speeches and give advice that every one knows cannot be followed, for the simple reason that the ones needing it the most have the least use for it.

One great trouble with us, we have too many theories and too much insistence that each theory is the only one; intolerance and indifference have done more to hamper progress toward settling our social problems than anything else. Everybody is wrong but the man with his own plan for doing the right thing. The main criticism to be found with all of the plans for progress is that each one seems more calculated to work to the advantage of the one who has it than it is intended to benefit society as a whole. We are a nation of many people and many minds and herein show one instance at least that there is not much wisdom in a multitude of counsel.

The New Republic sums up the situation as follows:

"We are far away indeed from even an approach to a solution of the unemployed problem. While we suggest broad schemes for industrial change, we find even the most obvious and immediate reforms—those which cost little and will effect correspondingly little—opposed by conservatives on the grounds of economy, personal liberty, the Bill of Rights and Magna Charta. We speak of great transformations of society, but find it almost impossible to get a system of labor exchanges or government insurance of the unemployed, to say nothing of such a thoroughgoing regulation of industry as would decasualize labor and give stability to the wage-earning group in all industries.

"In view of the difficulty of securing even the mildest measures of reform, because of



the indifference of the people who do not know what they want and of the obstruction of the people who do, the phrase 'the dangerous classes' is not free from ambiguity. We wonder who were the dangerous people in the England of the Tudors; the sturdy rogues, who tramped along the highroads and did some stealing and worse and were hanged by the neck until they were dead, or the loyal and conservative gentlemen of England who 'legally' enclosed the common lands and thus filled the roads with more vagrants than all England could hang."—The Railroad Trainman.

### THE CAVE MAN'S CREED.

We are constantly being told that war is the supreme test which proves whether or not a nation is fit to survive. That out of it come those types which alone are fitted to continue the work of procreating and perpetuating the human race. It is the doctrine of Might is Right. It is the application to human kind of the principle which governs the animal life of the jungle. Now whichever view a person may hold, it will at least be conceded by all that the first requisite for strong and healthy children is strong and healthy parents. So if war produces strong and healthy men, it will justify itself so far as that part is concerned.

But does war make strong and healthy men? Just at present we are able to look at this matter from a very practical standpoint. If a man wishes to go to the war and offers himself as a recruit, his enthusiasm for the fight is only a secondary consideration in deciding the question of whether or not he will be accepted. The first thing required is perfect physical fitness. His wind and limb must be sound, his eyesight keen, and in every bodily respect he must be the kind of man who, from an eugenic point of view, is physically fit to perpetuate his kind. The weedy, the wilted, and the weakly are not accepted. The result is that if the war is of the magnitude of the present one, thousands of physically fit men are killed, and thousands more are broken and maimed so as to be unsuitable types afterwards for the work of reproduction.

The plain object and result of war is to kill healthy men. It does not seek the survival of the fittest, but their annihilation. That is perhaps even more true in these days than in Roman times. The bodily strength of the individual had more to do with victory than it does today. Men were killed by the strength of men. Today they are killed by the perfection of applied mechanics. It took a strong man to carry a heavy shield and armor and wield a battle-axe. But it does not require a Goliath to work a Maxim gun, which will kill more men in ten minutes than a man could kill with an axe in ten weeks.

So that instead of modern warfare preserving the fittest from death by reason of their superior strength, it slaughters them under conditions where their strength cannot be used for their protection. As war is carried on now it does not, therefore, eliminate the unfit types. On the contrary, it ensures their survival by keeping them out of the conflict. And to them, along with the fit types who do not go to war, the work of reproducing human kind is

left. That means that the proportion of unfits in the community is greater than before. Looking at it from a purely utilitarian standpoint, that is the real result of war, despite all the specious arguments and sophistry put forth by the "blood and iron" school. They are the pests of the earth, hovering like vultures wherever peaceful men and women are striving to purge the race of the cave man. In peace they produce nothing. In war they destroy everything. They are the arch-parasites of the age.—J. W. W., in British Columbia Federationist.

### "SOLE SALVOR" REWARDED.

Writing in "Case and Comment" of steamship salvage cases George L. Canfield of Detroit says that occasionally a passenger may be the sole salvor, as in the "Great Eastern," 2 Asp. Mar. L. Cas., 148. This ship was in her day the largest of the Atlantic passenger steamships. During a voyage in September, 1861, her rudder was disabled and she lay quite helpless in the trough of the sea for several days. All the devices of the master and engineers failed to steer her and her situation became very dangerous. Among the passengers was a civil engineer who then proposed a plan of his own and it was adopted by the master with the result that the ship successfully reached port. The court awarded the passenger \$15,000. But this case would not warrant any general rule that every passenger who assists in accomplishing the safety of his ship will be treated as a salvor. One essential element of salvage service is that it is voluntary; that is, outside of what one is bound to do. Now, up to a certain point, the maritime law requires passengers to work for the safety of the ship if a common danger arises. In such a situation, where all are in peril, it becomes the duty of each to render all the assistance he can.

### FISHERIES SERVICE BULLETIN.

The Bureau of Fisheries of the Department of Commerce is now issuing a Fisheries Service Bulletin, a monthly publication designed to acquaint the employees of the bureau at Washington and in the field with the workings of all branches of the service. In an organization as extensive as that of the Bureau of Fisheries it is a difficult matter for the individual employees to keep in touch with the work of the organization as a whole, especially when a large proportion of them are in the field, and it is thought that this condition of affairs can be remedied to some extent by publishing a monthly bulletin devoted to changes in personnel, disciplinary procedures, departmental and bureau orders, movements of vessels, new constructions, publications, outlines of fish-cultural operations and of field and laboratory investigations, movements of officials, personal services of a particularly worthy character, civil-service examinations, fishery matters before Congress, and current fishing and fish-cultural news of special interest.

Sweden's imports of raw cotton during the first quarter of 1915 amounted to 123,443,400 pounds, against a total of 16,860,000 pounds in January-March, 1914, and 17,449,600 pounds in the corresponding months of 1913.

### NOTICE TO SEAMEN.

#### IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,  
V. A. OLANDER, Secretary.

### LAKE DISTRICT, I. S. U. of A.

#### HEADQUARTERS:

LAKE SEAMEN'S UNION,  
570 West Lake Street, Chicago, Ill.

#### BRANCHES AND AGENCIES:

BUFFALO, N. Y. .... 55 Main Street  
Telephone Seneca 936 R.  
CLEVELAND, O. .... 1401 W. Ninth Street  
Telephone Bell Main 1842.  
MILWAUKEE, WIS. .... 133 Clinton Street  
Telephone South 240.  
ASHTABULA, O. .... 21 High Street  
Telephone 552.  
NORTH TONAWANDA, N. Y. .... 152 Main Street  
Telephone Bell 2762.  
DETROIT, MICH. .... 15 Twelfth Street  
Telephone 3724.  
SUPERIOR, WIS. .... 1721 N. Third Street  
Telephone, New, Broad 385.  
BAY CITY, MICH. .... 108 Fifth Avenue  
OGDENSBURG, N. Y. .... 70 Isabella Street  
CONNEAUT, O. .... 922 Day Street  
SOUTH CHICAGO, ILL. .... 9142 Mackinaw Avenue  
PORT HURON, MICH. .... 517 Water Street  
ERIE, PA. .... 107 E. Third Street

#### MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

##### HEADQUARTERS:

71 Main Street, Buffalo, N. Y.  
Telephone Seneca 48.

##### BRANCHES:

CLEVELAND, O. .... 1185 W. Eleventh Street  
CHICAGO, ILL. .... 445 LaSalle Avenue  
MILWAUKEE, WIS. .... 151 Reed Street  
DETROIT, MICH. .... 27 Jefferson Ave., East  
SUPERIOR, WIS. .... 1814 Fourth Street  
OGDENSBURG, N. Y. .... 70 Isabella Street  
BAY CITY, MICH. .... 108 Fifth Avenue

#### MARINE COOKS AND STEWARDS' UNION.

##### HEADQUARTERS:

406 N. Clark St., Chicago, Ill.  
Telephone Main 365.

##### BRANCHES:

Buffalo, N. Y. .... Toledo, O.  
Cleveland, O. .... North Tonawanda, N. Y.  
Milwaukee, Wis. .... Superior, Wis.  
Ashtabula, O. .... Erie, Pa.

#### UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

##### MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

##### RELIEF STATIONS:

Ashland, Wis. .... Ogdenburg, N. Y.  
Ashtabula Harbor, O. .... Oswego, N. Y.  
Buffalo, N. Y. .... Port Huron, Mich.  
Duluth, Minn. .... Manitowoc, Wis.  
Escanaba, Mich. .... Marquette, Mich.  
Grand Haven, Mich. .... Milwaukee, Wis.  
Green Bay, Mich. .... Saginaw, Mich.  
Houghton, Mich. .... Sandusky, O.  
Ludington, Mich. .... Sault Ste. Marie, Mich.  
Manistee, Mich. .... Sheboygan, Wis.  
Erie, Pa. .... Superior, Wis.  
Menominee, Mich. .... Toledo, O.



## WEEKLY NEWS LETTER.

(Continued from Page 3.)

or loaded) shall be paid for on at least an equal basis as is paid for the coal.

9. We demand a readjustment of the machine mining scale to the extent that equitable rates and conditions shall obtain as a basis for this system.

10. We demand that the arrangement of detailed wage scales and the settlement of internal questions, both as regards prices and conditions, be referred to representatives of the operators and miners of each district to be adjusted on an equitable basis.

Probably the most important of these provisions in the effect they will have on future conditions in the anthracite field are demands for full recognition, a speedy system of settling grievances and the last demand that detailed matters shall be worked out in each district by conferences of local operators and miners.

By this last clause, President White has eliminated from the negotiations with the operators questions of comparatively minor importance, which in themselves might interfere with a settlement, and has instituted a system to bring operators and miners into a closer relationship for mutual understanding and voluntary arbitration of matters peculiar to the districts.

## Illinois Assembly—N. G.

The Joint Labor Legislative Board of Illinois has issued its report concerning efforts on their part to secure beneficial legislation for the workers from the 49th Illinois General Assembly. It is in part as follows: After most strenuous efforts we secured 20 favorable pieces of legislation on minor matters. The Legislature, however, was more easily influenced by corporation interests and as a consequence 20 of the most important measures to labor were defeated. Those measures were: (1) anti-trust and injunction limitation bill; (2) the 75 car limit bill; (3) the initiative and referendum; (4) constitution convention; (5) the gateway amendment; (6) nine hours for women; (7) the full crew bill; (8) the child labor bill; (9) one day's rest in seven bill; (10) uniform text book bill; (11) women's minimum wage; (12) old age pensions; (13) engineers' license; (14) wages as a preferred lien; (15) free text books; (16) weekly pay day; (17) protection for compressed air workers; (18) workers protected from extortion; (19) working day of 10 hours within 12 for street-car workers; (20) compulsory compensation for injuries. The Joint Committee feels justly indignant with the inefficient, ill-balanced, corporation representatives who posed as State legislators at Springfield the last session.

## Typhoid Will Claim 200,000.

The typhoid fever season is again at hand, according to an announcement by the United States Public Health Service, and during the coming year probably no less than 200,000 people will contract this disease. About 18,000 of these will die, in the opinion of officials, who have made public a statement designed to draw attention to the fact that the fever is a disease of filth and can be avoided by proper precautions, as scientific knowledge of the disease is most complete. The report says the death rate since 1900 has been reduced

by half, but it still remains much higher than that of countries "which we are apt to consider less civilized than our own."

In deferring to the 18,000 who will possibly succumb, it is stated that 50 per cent. of these will be between the ages of 15 and 35 years, and that no sooner is the computation of the 18,000 completed than another series is begun and so on interminably. The report says the fever can only be contracted by taking into the system the waste products of one previously ill of the disease. These waste products are conveyed from one individual to another usually by means of a third object, such as water, flies or milk.

## Railroad's Vast Earnings.

Last winter the Pennsylvania Railroad led the fight to repeal the Pennsylvania full crew law, which is intended to protect the lives of trainmen. Legislators were assured that railroads in that State are nearly at the "breaking point" because of such "unnecessary legislation."

The bill was repealed, but the repealer was vetoed by the Governor.

With these facts in mind, trade-unionists are pointing to this announcement, made last week:

"For July the operating profits of the Pennsylvania Railroad system show an increase of \$1,905,036. That increase nearly equals the gain for the whole first half of the year, which was \$2,102,089.

"For July the railway operating income, or, stated otherwise, the profit on operations, was \$9,797,177. For seven months of the year it was \$38,546,492.

"The Pennsylvania Railroad system is now doing a gross business at the rate of \$400,000,000 per annum. The greatest system gross earnings were for 1913, being for that year \$392,436,000. For July the total revenue was \$33,197,016, or \$1,132,382 more than for that month last year."

## Organizing Central Bodies.

In conjunction with the general organizing campaign that is being so persistently conducted, American Federation of Labor officials are appealing to unionists in hundreds of localities throughout the United States and Canada to form central bodies.

In a letter to these workers, Secretary Morrison writes:

"Not only must our individual members unite in their respective trades, but likewise our unions should combine in a Central Labor Union. In urging the formation of a Central Labor Union, I do so in the interest of the development of your local movement so that each union may derive the fullest possible strength and support therefrom. In cities where we have a Central Labor Union it has been fully demonstrated that it affords a place where the affairs of labor can be discussed, advice given one another, each trade being thereby in a position to act in a co-operative manner with its fellow trade-unions. Your union should realize that it cannot gain the greatest protection and highest benefits for its membership by maintaining an independent or isolated position, which is the state of affairs in your locality. History has demonstrated that the most progressive cities in the United States and Canada are those that have a live, up-to-date, energetic Central Labor Union. There must be systematic, persistent, united effort,

and there is no better method of developing this feeling of brotherhood than through the instrumentality of a good Central Labor Union."

## Poor Children Sacrificed.

Dr. Louis I. Dublin, a member of the advisory council of the New York Board of Health, in the last issue of the Board's bulletin, gives some startling facts regarding the mortality of the children of the poor. He says: The lives of the poor children are blasted before they are born, due to the fact that the mothers must help earn a miserable living. It is evident that the infants of these mothers show a much higher death rate than do those of mothers engaged in housework only. That these conditions play a part in mortality, both during infancy and later, is plainly evident. The highest death rates are found in the wards of cities where poverty is most common; the converse also holds good. This has been demonstrated in Johnstown, Pa., where the low family income and high infant mortality are clearly demonstrated. It was also further confirmed in an investigation at Fall River, where a group of 72 fathers was interviewed, employed in the textile industry, earning an average of \$10.22 per week. The wives of 27 per cent. of these fathers were engaged in work outside their homes. Dr. Dublin continued his survey in that city and discovered that the mortality among 833 infants, born there, showed a death rate of 202, a rate more than twice as high as that recorded of a number of the large cities. The cause of the slaughter of the infants is plainly evident.

## State Federation Convention.

The Maryland State and District of Columbia Federation of Labor held a five-day session in Washington recently. There were 150 delegates present. The convention was opened by Secretary John B. Colpoys, of the Washington Central Labor Union. After a few remarks he introduced President Gompers, who spoke briefly, as did also Secretary Morrison. Jackson H. Ralston, of counsel for the A. F. of L., and Secretary Spencer, of the Building Trades Department, also addressed the convention.

President John H. Ferguson then assumed the chair and the business of the convention commenced. One of the important resolutions acted on was that giving free text books to the children of the high schools of the District, and authorizing a committee to prepare a bill to present to Congress for the purpose of securing the necessary appropriation to make such a law operative. A large number of additional resolutions were acted on favorably.

The delegates were banqueted by the plate printers Wednesday evening, a number of invited guests being present beside the delegates.

The officers chosen were: President, John H. Ferguson; recording secretary, Henry J. Hardy; secretary-treasurer, John A. Banz, and delegate to the A. F. of L., P. J. Ryan.

Only 64,977 carats of diamonds were exported from British South Africa during the first four months of 1915, whereas in January-April, 1914, there were 1,524,649 carats exported, and 1,802,126 carats in the like period of 1913.



## "ONLY ONE BRAVE AND HONORABLE MAN IN LAST CONGRESS."

To prove the above proposition may be to assay something of a task, but the burden will be well borne and the reward will be ample if it can be established that we of the First Congressional District have in our midst that one brave and honorable man. Just think what a distinction that is to the First Congressional District of Washington.

Now let's see if it can be proven.

In the Post-Intelligencer and the Seattle Times last Sunday there appeared three columns of a statement by Congressman Humphrey concerning the Seamen's bill. Among other things he said:

The enactment of this law was almost a crime. It was the Crime of Cowardice and not of ignorance.

The bill in practically the shape that it passed has been before Congress for many years. All who wanted to know its provisions had been given the fullest opportunity.

Those who voted for it did not follow their judgment, but their fears. They dared not stand against the power that was behind.

When it was up for passage in the House of Representatives I stood practically alone in my fight against the Seamen's bill.

Whereas, Our Congressman cannot lie;

Therefore, He was the sole and only member of Congress who combined within his own self the two attributes of honor and bravery. Let no one challenge our "Therefore," for in so doing what becomes of our "Whereas"?—James W. Bryan in Navy Yard American.

## SPIGOT ECONOMY.

The attempts of the British Government to economize in public expenditures, that resulted in the laying off of 1,700 persons engaged on the land valuation, still troubles the admirers of real democratic England. The great fundamental principle involved in the famous budget of 1909 depends for practical execution upon this land valuation. And it has been the expectation of many that the Government, in its present strait, would have recourse to this great fund to defray the expenses of the war. But that there has been a turning aside from this purpose would seem to be indicated by the present move. For the Government to stop the salaries of the clerks and others engaged in this great work, while allowing to run undiminished the enormous pensions of former Government officials, is most disquieting. George Lansbury, speaking of these pensions in the London Herald, says:

"Ex-Lord Chancellors all take their £5,000 a year. Dear old Lord Halsbury, who in nine years has drawn a total of £45,000 as pension, still continues to economize by taking £5,000 a year as a reward for about ten years' service at £10,000 a year, which means he has taken a total of £145,000 for ten years' work and nine years' rest. This kind of statement can be multiplied many hundred times over—retired judges, retired viceroys, retired generals, and so on—which would give us a total running into millions a year for pensions and allowances, every penny of which must in one form or another be paid by labor and by labor alone."

It is to be hoped that protesting labor will soon be able to make its voice heard. Patriotism is an admirable thing, when accompanied by wisdom and a sense of justice; but the man who is called upon to lay down his life for his country should see to it that the Government that calls him

is worthy of the sacrifice. If such pensions as Mr. Lansbury names were ever justifiable, they certainly are not at a time when the country is fighting for its life. And to continue such unreasonable expenditures, while at the same time curtailing the work that is being done in the interests of the common people, is altogether inexcusable. It savors too much of the time-honored method of the tory bureaucrat who gives his attention to stopping the drip at the spigot, while permitting the flow at the bung.—The Public.

## HOW IT WORKS.

To be without visible means of support, subjects one nearly everywhere to danger of prosecution. At the same time the law is very careful to shut men off from the means of supporting themselves. How this works out is shown in the following sketch from the May-June issue of The Single Tax Review of New York, by Harry Weinberger, an attorney of that city:

Place—City of New York, where vast tracts of land are allowed to be kept idle.

Scene—Magistrate's Court.

Time—Present.

Characters—Judge, first Policeman, second Policeman, two prisoners, driver of a wagon, peddler.

Judge—What is the charge?

First Policeman—Cruelty to animals, driving a sick horse.

Judge—Guilty or not guilty?

Driver—Guilty.

Judge—\$5 fine for cruelty to animals. Don't do it again. Next case. What is the charge?

Second Policeman—Peddling without a license.

Judge (to prisoner)—Don't you know that if you want to peddle in the City of New York you must have a license?

Peddler (sick and emaciated)—Yes. But, your Honor, they do not issue any more licenses to peddlers. To buy a license from someone else costs too much. I can't afford it.

Judge—I cannot help that. The law says you must have a license to peddle on the streets of New York City.

Peddler—Yes, but I can't get a license, and I can't get a job. What am I to do?

Judge—I don't know. I am here to enforce the law.

Peddler—You tell me that I can't use the public streets of New York City like everyone else because I am peddling something. I can't get a job and I can't pay my rent. What am I to do?

Judge—You will have to pay \$5 fine.

Peddler—I haven't got it.

Judge—Five days in jail.

What is the moral? Oh, nothing, only that all laws must be enforced, with exact justice—it is not illegal to keep land idle, though idle land means idle men—and sick animals must be protected.

The name of almost any other city might be substituted for that of New York without lessening the force of the moral.

## SULPHUR IN NEW ZEALAND.

Sulphur deposits are found on White Island, in the Bay of Plenty on the coast of the North Island of New Zealand, about 30 miles from the mainland. This island, which covers about 600 acres, attains a height of 900 feet on one side and opens to the sea on the other. Its topography indicates an old crater, and the boiling lake on the island, which is one of the awe-inspiring sights of New Zealand, is a further evidence of volcanism. After the New Zealand Sulphur Co. had spent \$100,000 in preparation for mining sulphur in this locality, a volcanic disturbance wrecked the camp and killed ten men.

Organization is a lever which can move the world.

Demand the union label upon all purchases!

## Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

## International Seamen's Union of America

(Continued from Page 5.)

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Federated Seamen's Union of Australasia  
29 ERSKINE STREET, SYDNEY, N. S. W.



## Labor News.

The knitters employed by Birge Sons Co., of Bristol, Conn., demanded an increase of 15 cents per hundred pounds of yarn. The demand was refused and a strike resulted, causing a cessation of work. The previous price was \$1.70. By the settlement the men will be paid \$1.80 per hundred pounds of yarn.

A broad construction has been placed by Attorney-General Turner of Ohio on the constitutional provision providing an eight-hour work day for all employees engaged in public work, and the penal provisions for violations contained in the law passed in 1913, and which did not become operative until July of this year. The law automatically puts thousands of employees in State, city, county and township work under the provisions of the eight-hour day.

Compulsory education will become an actuality in Alabama as soon as Governor Henderson attaches his signature to a bill which passed the Senate by a vote of 23 to 5. The same bill previously passed the house. The bill makes it compulsory for children between the years of 8 and 15 to attend school at least seven weeks in the year; it also makes it illegal to employ a child between the years named. The only States not having compulsory education are Mississippi and Georgia.

American Federation of Labor organizers, James E. Roach and Mrs. Mary Scully, have succeeded in organizing 10,000 men and women into the various unions formed at Bridgeport, Conn. For days they were constantly on the go, attending meetings and conferences with committees of strikers. In response to an urgent appeal from New Haven, they extended their work to that city, and during a brief stay organized additional unions, bringing the total up to the number named. Their activities are being continued and a further increase is expected.

The Machinists' Union of Baltimore has complained to the municipal water board that working conditions are unsatisfactory, and present a series of demands, among which are the following: Witnesses for men when up on charges; cessation of charges and arraignments without trial; helpers taken off of machinists' work; recognition of shop steward and shop committee selected by the men of the shop. The machinists state that some of the tools and machinery is out of date, and that the superintendent "made slaves of his men" and then charged them with not getting out as much work as they should.

The Labor Review of Minneapolis, Minn., vouches for the truthfulness of this story: The Milk Wagon Drivers' Union was organized three years ago with dues of \$12 per year. In the three years which have elapsed since the union was organized, the wages of the members have been increased on the average to the amount of \$240. Total dues paid per member for the three years is \$36; \$240 is 666 1-3 per cent. dividend on the investment of \$36. In addition to the benefits in wages, the drivers have secured the advantage of fourteen days off during the year with pay. The union recently signed an agreement with the employers which calls for an advance in wages of \$5 per month. This is one of many instances indicating the large financial returns which result from a progressive, militant union.

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## Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

|                     |                     |
|---------------------|---------------------|
| Abrahamson, Halptan | Mann, Emil          |
| Andersen, Hjalmar   | Meyer, Wm.          |
| Andersen, P. T.     | Martensen, Ingoald  |
| Berntsen, Berni     | Martensen, Knist    |
| Brower, Geo.        | Martinson, P. A.    |
| Bucknam, J. W.      | Mathisen, Martin    |
| Carlson, Herbert    | Mathisen, Sigurd    |
| Christensen, Trygve | McNeill, Ross       |
| Christensen, Anton  | Moen, Tryger        |
| Chudelow, Geo.      | Mortensen, J. H.    |
| Edvards, John       | Mikkelsen, K. -1620 |
| Eggers, John        | Moore, C. R.        |
| Engelbrecht, Ed.    | Nass, T. M.         |
| Edvardsen, Anton    | Nelsen, Oscar J.    |
| Edson, Frank        | Noherelt, Gust      |
| Erlich, Peter D.    | Nygaard, Oluf       |
| Gilbert, Arthur     | Olsen, C. E.        |
| Glademo, Lars       | Olsen, Edwin        |
| Gundersen, Peter    | Olsen, O.           |
| Gustafson, Karl     | Olsen, J. E.        |
| Hansen, Alex M.     | Olsen, E. -966      |
| Hansen, John        | Olsen, Harald       |
| Hatton, Pete        | Olsen, C.           |
| Hughes, W. L.       | Pestoff, Sam        |
| Hansen, C.          | Petersen, A. -1223  |
| Howard, Geo.        | Petersen, Hugo      |
| Jakobson, Walde-    | Petterson, Harry    |
| mar                 | Petersen, Carl M.   |
| Jansewiche, John    | Quains, Nick        |
| Jensen, Oscar       | Quigley, R. E.      |
| Jensen, S.          | Quigley, Tom        |
| Johnson, Ed.        | Ramberg, Barney     |
| Johnson, Emil       | Renstrom, A. G.     |
| Jorgensen, Fred     | Roos, Axel E.       |
| Jacobsen, Tengils   | Sole, Erling        |
| Johanson, Wm.       | Schwelstous, W.     |
| Kahling, Jacob      | Shankat, Hans       |
| Larsen, Albin       | Simminghilm, G.     |
| Larsen, John        | Sneller, Henry      |
| Larsen, Pete        | Stone, C. L.        |
| Larsen, L. A. -1560 | Telchert, Karl      |
| Larsen, Olaf        | Thomsen, Einar      |
| Leonard, John       | Thompson, Pete      |
| Lundberg, C.        | Torjusen, G. T.     |
| Lutten, Theo.       | Ursin, Johannes     |
| Miones, John        | Veckenstedt, Billie |
|                     | Wangen, C. O.       |
|                     | Wall, W.            |
|                     | Wetland, John       |

## Tacoma Letter List.

|                      |                    |
|----------------------|--------------------|
| Cords, W. A.         | Olsen, Martin E.   |
| Evertsen, Olof       | Paterson, John     |
| Farrell, William     | Person, Fritz Leo- |
| Haugan, Arthur       | nard               |
| Johannsen, Christian | Schmidt, Louis     |
| Linea, W.            | Thomas, Paul       |
| Line, Wictor         | Ullman, Emil       |
| Murphy, Danial       |                    |

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## INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuanu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden. 5-13-14

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y. 6-24-14

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## Eureka, Cal., Letter List

|                  |                      |
|------------------|----------------------|
| Contreras, Julio | Lawrence, Harry      |
| Eriksen, Anton   | Lomas, Richard       |
| Kyrkslatt, Lars  | Nilsen, Nils         |
| McKeating, R.    | Thorsen, Fredrick N. |

## STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACT OF AUGUST 24, 1912,

of Coast Seamen's Journal, published weekly at San Francisco, California, for October 1, 1915.

Name of— Postoffice Address.  
Editor, Paul Scharrenberg, San Francisco, Cal.

Managing Editor, Paul Scharrenberg, San Francisco, Cal.

Business Manager, I. M. Holt, San Francisco, Cal.

Publisher, Sailors' Union of the Pacific, San Francisco, Cal.

Owners: (If a corporation, give its name and the names and addresses of stockholders holding 1 per cent. or more of total amount of stock. If not a corporation, give names and addresses of individual owners.)

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None.

I. M. HOLT, Business Manager.

Sworn to and subscribed before me this 23rd day of September, 1915.

(Seal) MARGUERITE S. BRUNER.

Notary Public in and for the City and County of San Francisco, State of California.

(My commission expires January 8th, 1918.)

Form 3526.

## INFORMATION WANTED.

Johan Hilmar Hansen, a seaman who was last heard from in Seattle, Wash., in 1911, is inquired for by his father, Anton Hansen, Nygaten 34, Moss, Norway. 5-13-14

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. 5-13-14



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## Portland, Or., Letter List.

Bese, F.  
Bernardsen, Chas.  
Bjornlund, Axel  
Bugge, Mr.  
Christensen, H. P.  
Decas, O.  
Dolany, Willie  
Edstrom, John  
Ekberg, Hugo  
Fernandez, Frank  
Geiger, Joe  
Hecker, Wm.  
Halbeck, J. O.  
Holmstrom, Chas. A.  
Henriks, Waldemar  
Ingelbrigsten, O.  
Jensen, Christ  
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Johnson, Nils  
Jonsson, Karl  
Knopp, Fritz  
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King, J. L.  
Kelly, Patric  
Kjer, Magnus  
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Letchford, A.  
Lindblad, Konrad  
Lindberg, A. C.  
Lindholm, John  
Loescher, Joseph  
Miller, E.  
McKeating, R.  
Munchmeier, H.  
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Morgan, Tim

Muller, P.  
Metts, John  
Moller, L. D.  
McConnell, David S.  
Mark, Thorwald  
Meckermann, Ernst  
Neuling, George  
Nielsen, H. -1253  
Olsen, Arthur  
Ohlsson, J. W.  
Osterberg, Henry  
Oglive, Wm. A.  
Palm, P. A.  
Pedersen, J. A.  
-1515  
Perkins, Paul  
Peterson, M.  
Rabel, John  
Reskran, George  
Rinkel, H.  
Rimmer, Chas.  
Schneider, J.  
Schneider, Fritz  
Swanson, Emil  
Soderlund, Uno  
Sorensen, Jorgen  
Shea, Oscar  
Schacht, H.  
Schultz, John N.  
Selin, Joe  
Salmelin, H.  
Saarinen, W.  
Tuhkanen, J. J.  
Urso, Geozzep  
Vinx, H.  
Windblad, M.  
Wheatcroft, L. E.  
White, Harry  
Westengren, C. W.

## Aberdeen, Wash., Letter List.

Albers, Geo. L.  
Andersen, -1118  
Arntzen, W., reg.  
Andersen, Andrew  
Arnell, John  
Burmeister, T.  
Byman, Alf.  
Bjorklund, G.  
Bowen, J. J.  
Davis, Frank  
Eriksson, -333  
Evensen, Krist  
Gustafsson, Chas.  
Gronros, Oswald  
Gueno, Pierre  
Hansen, -2275  
Hansen, Halfdan  
Holmroos, W.  
Hansen, Ove Max  
Hylander, Gustaf  
Jacobson, J.  
Kallas, August  
Kerr, Wm.  
Knappe, Adolph  
Kristiansen, Nils  
Kustel, V. J.  
Ladwig, Otto  
Ludtke, Emil  
Machado, Henry  
Munsen, Fred

Nielsen, N. C.  
Nilsen, -1054  
Nilsen, Harry  
Nordgren, Chas.  
Peitson, J.  
Peters, Walter  
Paaso, Andrew  
Pettersen, Karl  
Peterson, J.  
Peterson, Nels  
Risenblad, Nels  
Rundblad, Oscar  
Schmidt, Heinrich  
Simsen, Isak  
Scheffner, Bernhard  
Thorn, A. L. -70  
Toves, H. C.  
Thorne, John  
Thompson, S. K.  
Udby, Harold  
Wehrman, John  
Wilksten, Arvid  
Willson, John  
Walder, Olsen N.  
Packages.  
Glazer, Y.  
Gorgensen, Olaf  
Hansen, John  
MacGuire, O. F.  
Stanners, W. S.

When making purchases from our  
advertisers, always mention the Coast  
Seamen's Journal.



Named shoes are frequently made in  
Non-Union factories

## DO NOT BUY ANY SHOE

no matter what its name, unless it bears  
a plain and readable impression of this  
UNION STAMP.

All shoes without the UNION STAMP  
are always Non-Union.

Do not accept any excuse for absence  
of the UNION STAMP.

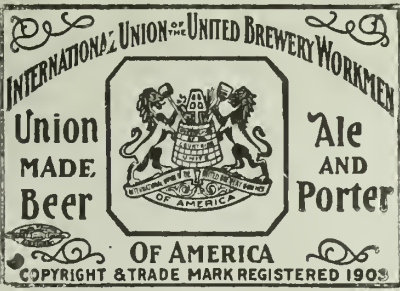
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246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

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DEMAND  
PERSONAL LIBERTY

IN CHOOSING WHAT YOU  
WILL DRINK

Ask for this Label when  
purchasing Beer, Ale  
or Porter,

As a guarantee that it is  
Union Made

## Aberdeen, Wash.

## HUOTARI &amp; CO.

Below Sailors' Union Hall, Aberdeen  
GENERAL MERCHANDISE  
and MEN'S FURNISHINGS

Everything Guaranteed  
Union Made Goods  
Orders taken for Made-to-Measure  
Clothing

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212 Eighth Street, Hoquiam, Wash.  
209 First Street, Raymond, Wash.

When in Aberdeen Trade at  
BEE HIVE

Very best union made Hickey Shirts,  
Oil Clothing, Eureka Boots, Hats,  
Shoes, Underwear, Beddings, Tobac-  
cos, and notions for seafaring men.

## NYMAN BROS.

304 South F St., Aberdeen, Wash.  
Near Sailors' Union Hall  
Open Evenings

## ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL  
STOCK OF

UNION MADE CLOTHING, HATS,  
SHOES, COLLARS, SUSPENDERS,  
GLOVES, OVERALLS, SHIRTS

## A. M. BENDETSON

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and Roomy

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## Maritime Hall Building

— on —

49-59 CLAY STREET

Between Embarcadero & Drumm Sts.,  
SAN FRANCISCO

Apply to I. N. HYLEN, 49 Clay St.

## INFORMATION WANTED.

Iwar Westerberg, age about 50,  
sailing second mate on some steam  
schooner on the Pacific Coast, is in-  
quired for by Gus Englund. Any in-  
formation regarding the above named  
will be gladly received at 214 Jack-  
son street, San Francisco, Cal.

1-27-15

Theodore Krakan, last heard of in  
September 1911, at New Orleans, La.,  
is inquired for by his mother. Any  
one knowing his whereabouts please  
notify Mrs. Ad. Krakan, Langenvelm  
38 I, Hamburg 22, Germany.—8-25-15.

## Home News.

American bankers are said to have  
agreed to loan Great Britain and  
France \$500,000,000 to re-establish a  
credit basis in the United States.

The New York State census shows  
a population of 9,773,817. New York  
City has 5,066,222, an increase of  
300,661 over the Federal census of  
1910. Manhattan borough shows a  
decrease of 187,481.

Immigrant aliens admitted to the  
United States during July numbered  
21,504; emigrant aliens departed in  
July, 9,861. The total immigration  
for the year ending June 30, 1915,  
was 326,700, as against 1,218,480 for  
1914. Emigrants departing in year  
ending June 30, 1915, were 204,074,  
as compared with 303,338 in 1914.

New Orleans and the Mississippi  
gulf coast were swept by a tropical  
hurricane on September 28 that  
demoralized communication and led  
to loss of life and property. The  
Mississippi River levees below New  
Orleans were broken, houses were  
washed away and a number of lives  
lost in that section.

A special election called by the  
Legislature resulted in 42 of the 44  
counties of South Carolina voting  
for prohibition. Many of these  
counties had experimented with the  
dispensary plan and found it want-  
ing. The prohibition act goes into  
effect throughout the State on Janu-  
ary 1, next. Twenty-nine South  
Carolina counties are already "dry."

At the San Francisco municipal  
primary election Mayor Rolph was  
returned to office for another four  
years with the largest vote ever cast  
for a candidate for mayor in the  
Golden Gate City. The vote cast  
for the three leading candidates was  
as follows: Rolph, 63,814; Eugene E.  
Schmitz, 36,006; Andrew J. Gallagher,  
15,924. Rolph's majority over the  
combined vote of all his opponents  
was 4,571.

It was made known through nu-  
merous channels early in the week  
that the Washington administration  
was favorable to the consummation  
of the loan sought by the Anglo-  
French Commission now in this  
country. The President and the Sec-  
retary of the Treasury are repre-  
sented as being entirely in sympathy  
with the project as one that will be  
of great benefit to American in-  
dustry and commerce while serving  
to stabilize foreign exchange.

At an immense mass meeting in  
Chicago last week a nation-wide cam-  
paign against the Board of Education  
and in favor of the Chicago Teach-  
ers' Federation was started. The  
meeting was held under the auspices  
of the local Federation of Labor, and  
was addressed by President Gompers,  
President Walker, of the State  
Federation of Labor; President Fitz-  
patrick, of the Chicago Federation  
of Labor, and Louis F. Post, Assist-  
ant Secretary of the Federal Depart-  
ment of Labor.

Judge Hennings of the Circuit  
Court at St. Louis, Mo., refused to  
grant an injunction to the restaurant  
employers of St. Louis in their effort  
to stop picketing of waiters and  
waitresses, where Local Unions Nos.  
20 and 249 were conducting a strike  
for the union shop. This decision of  
Judge Hennings has been helpful to  
the interests of the waitresses. Many  
restaurants have since been union-  
ized, shorter hours have been ob-  
tained, and wages have been in-  
creased for restaurant employees.

## Port Townsend, Wash.

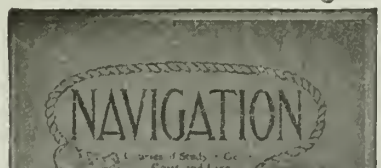
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CIGARS, TOBACCO, ETC.  
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Next door to Waterman & Katz

## INFORMATION WANTED.

Ingvald Andreas Hansen, alias  
Andrew Hansen, a native of Nor-  
way, age about 36; tall, dark; last  
heard of July, 1905. His address  
then was, Andrew Hansen, Karluk,  
Kodiak Island, Alaska. He is in-  
quired for by his mother. Anyone  
knowing his whereabouts please  
notify Staff Captain Robert Smith,  
district officer, native work, Alaska,  
Box 925, Wrangell. 4-3-15

Wilhelm Ekelund, a native of  
Sweden, is inquired for by his  
brother, Axel Ekelund, New Harbor  
Hotel, Drumm street, San Francisco,  
Cal. Anyone knowing his where-  
abouts please notify the above ad-  
dress. 3-10-15



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If you want to know more  
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It tells how young men have  
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master and officers of sea-  
going craft. It is an inspir-  
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City State



## Domestic and Naval.

The barkentine "J. B. Rabel" has been sold by Swan & Son, of New York, to R. J. Diaz, of Pensacola. She is of 389 tons, and was built at Columbus Falls, Me., in 1882.

The schooners "Hattie H. Barbour," "Minnie Slauson," "J. Arthur Lord," "Jennie A. Stubbs" and "Peter C. Schultz" have been sold by Stetson, Cutler & Co. to New York parties.

The steamship "Ultonia" left Galveston recently for La Pallice with 1,500 army horses. In addition to the horses, the steamer has a quantity of frozen meat in transit from New York to Liverpool.

The Maine Central steamer "Sapho," formerly employed on the Rockland-Bar Harbor route, but which has been out of commission for the past year, has been sold to the well-known Boston junk dealers, Perry, Buxton & Doane. Although 29 years old, the steamer is in very fair condition.

Since the loss of the "Skidby" on Sable Island, a period of ten years elapsed before another vessel came to grief. Following the recent wreck of the "Silver Wings," another vessel has stranded there, the latest victim of the treacherous sandbars being the Norwegian motor bark "Lota," from Philadelphia for Marseilles. The cargo may be saved.

The three-masted schooner "Daniel Bailey," built in 1904, and owned by the Tremley Transportation Co., Boston, has been sold to Capt. Scott, of Key West, Fla., and will be placed in the lumber trade in the Gulf of Mexico. The "Bailey" has been engaged for some time in transporting chemicals between Gresselli, N. J., and Boston.

As an outgrowth of the seizure of the "Dacia," carrying a cotton cargo, suit has been filed at Fort Worth, Texas, by Tom B. Owens, shipper of 11,000 bales of the cargo, to recover \$172,000 damages. The Providence-Washington Marine Insurance Co. was named as defendant. Owens' share of the cargo was valued at more than \$500,000.

Two men were killed by gaseous fumes from lily bulbs aboard the Holland-America liner "Ryndam" at Hoboken. George Trossit, a steward, 26 years old, and William Lechoven, a coal passer, 32 years old, were the men killed. When they were missed no members of the crew could be got to volunteer to go down into the hold. The police were notified and a sergeant and three policemen hurried to the boat. The policemen got the two men out of the hold, but a Hoboken fireman who went down after the missing men was overcome.

The new U. S. submarine boat "M-1" was launched at Quincy, Mass., September 14 for account of the Electric Boat Co. The new craft is the largest submarine yet launched for the U. S. Navy and measures 185 feet in length and will have a radius of action of 5,000 miles at 16 knots. The displacement under water is said to be 740 tons and the armament will consist of four torpedo tubes besides small guns. The "M-1" is said to be a real sea-going submarine capable of operating in conjunction with a fleet of ordinary warships, but this, of course, is more dependent upon the reliability of the engines than upon anything else and experience has proved that so far the U. S. Navy does not possess an absolutely reliable type of motor for surface cruising.

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**Union Made Shoes for Men**  
**Exclusively**  
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### San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abbers, Arne  
Abmeyer, Henry  
Aeorn, Albert  
Adams, Hugo  
Adolfsson, Fritz  
Aha, Jack  
Ahlfors, Arthur  
Ahokos, Ilmorl  
Akman, Joseph  
Albert, J.  
Almer, John G.  
Andersen, Alfred  
Olaf  
Andersen, A. M.  
Andersen, Emanuel  
Andersen, H. J.  
-1620  
Andersen, John  
Andersen, N. -1549  
Andersen, Otto  
Andersen, S. A. -1642  
Andersen, V. -992  
Anderson, A. -1060

Baardsen, Telfer  
Backman, Axel  
Backman, Aug  
Backman, Paul  
Bakkenson, P. J.  
Bakker, Haakon  
Ban, Martin  
Barrell, George  
Bartsch, W.  
Baxter, Ed  
Behrendt, Carl  
Belling, Oscar  
Belloma, Werner  
Bensen, I. -2164  
Benter, H.  
Berklind, Gus  
Berry, David J.  
Bertelsen, Kristian  
Bessesen, Olof  
Beyerle, Rupert  
Bledeman, Aug.  
Bilke, E. -2049  
Caen, P.  
Cainan, George I.  
Calson, Fred  
Campbell, D. C.  
Campbell, S.  
Campbell, Martin  
Carlera, Peter  
Carlson, A. E.  
Carlson, C. O.  
Carlson, C. R.  
Carlson, Joe  
Carlson, Julius  
Carlson, Martin  
Carlsson, John  
Catt, Frederiek  
Dahlkvist, Fred  
Daly, John  
Daniel, J. C.  
Danielson, David  
Danielson, Eric  
Day, William  
De Freitas, J. Inacio  
Dehler, Alfred  
Denls, I.  
Earling, Gus  
Ehlersole, R. E.  
Ehrlin, Lester W.  
Eckart, T. G.  
Eckstrand, Frank  
Eckstrom, George  
Edolf, C.  
Egenas, Nils  
Eisenhart, N.  
Eklund, John A.  
Elenius, Axel  
Eliassen, Sigurd  
Fade, S. C.  
Fascill, Ott  
Falcon, M.  
Fame, James  
Ferguson, P.  
Fischer, P.  
Fitzgerald, Wm.  
Fitzpatrick, Patrick  
Follan, Thomas  
Forde, S. C.

Bjorkstrom, Artur  
Blair, Francis  
Blume, Ernest  
Blum, Ernest  
Boro, Severin S.  
Rowman Jack  
Boyes, Allan  
Bracker, Henry  
Brandt, B.  
Bredemeyer, Elmer  
H  
Broberg, Charles  
Brown, Jno.  
Brown, William  
Brunst, Frank  
Bruuni, Aksel  
Buckly, J. J.  
Buhle, Charles  
Burke, Andrew  
Bush, H. S.  
Byglin, Ovla O.  
Byloff, Charles  
Cellan, John  
Christensen, Hans  
Christensen, Louis  
Christiansen, L. C.  
Claus, John R. P.  
Clausen, Cha  
Clausen, Chr.  
Clausen, I.  
Collier, H. S.  
Comstedt, Ernst  
Corion, R. A.  
Costantino, Lay  
Countedt, Ernest  
Crawford, F.

Derengowski, Julius  
Dewetrak, C.  
Diken, Ben  
Dixon, John  
Douglas, G. Sam.  
Doyle, Wm.  
Dracar, Ed.  
Dully, John  
Ellefsen, Otto  
Ellingsen, Fraa  
Emanuelson, Karl  
Engelhardt, Ferd.  
Enstrom, Carl  
Erickson, Eert J.  
Erickson, E. R.  
Erickson, George  
Erickson, John  
Evansen, Louis  
Evertsen, Olaf  
Foster, Chas.  
Fredholm, Chas. J.  
Fredriksen, Berger  
Fredrickson, E.  
Freiberg, Peter  
Friedrich, H.  
Frig, W.  
Fnnk, Burno  
Furlong, Peter

Gabrielson, Peder  
Gallagher, Jas.  
Gart, George  
Gerber, Fritz  
Gerner, Hans  
Gibbs, James  
Gilbert, A.  
Gillet, Henry  
Gorden, George  
Gortensen, Robert  
Grant, Dave  
Grantley, C. W.  
Grantstrom, Nestor  
Gronthal, Arthur  
Gross, Ernest

Haak, Reinhold  
Halbeck, O.  
Hall, H.  
Halverson, Henry  
Hammergren, Oscar  
Hannus, Alex  
Hansen, Charlie  
Hansen, C. M.  
Hansen, F. -1735  
Hansen, Hans M.  
Hansen, Hans O.  
Hansen, H. C.  
Hansen, H. P.  
Hansen, Jeronias  
Hansen, L. P.  
Hansen, M. -968  
Hansen, Norkard M.  
Hansen, P.  
Hansen, Thomas  
Hanson, Harold  
Hanson, Henrik  
Hass, Wilhelm  
Hansson, Karl  
Hawkins, F.  
Hedenskog, John  
Hkonem, Joe  
Ingebretsen, Olaf

Helberger, M.  
Heim, M.  
Heinen, Charles  
Hejen, H.  
Helandner, John  
Heldt, Charles F.  
Hein, John  
Helsten, Gustaf  
Henriksen, T.  
Henriksson, John  
Hetman, Walter  
Higgins, F.  
Hilkerbranch, A.  
Holberg, Oluf  
Holmquist, F.  
Holm, Arthur  
Holmes, Chas. P.  
Holst, P.  
Hoose, Frank  
Hori, Charlie  
Hoverson, Carl  
Hreija, J. -2298  
Hubertz, Emil  
Huhner, C. F. W.

Insunso, Fransisco  
Johansen, Johan  
Johansen, S. A.  
Johanson, Edward  
Johanson, H. R. O.  
Johanson, Nathaniel  
Johannson, Nils  
Johansson, J. R.  
Johansen, C. B.  
Johnson, Bernhard  
Johnson, E. G. -227  
Johnson, Eric  
Johnson, Gus  
Johnson, Henry  
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Jones, Berthon  
Jorgensen, Fred  
Junkberg, L.  
Junge, Heinrich

Kaleva, Gustaf  
Kallas, Alex  
Kallio, John -346  
Karlsen, Wiktor  
Kasoe, Theodore  
Kayser, Chas.  
Kearns, N.  
Kingstrim, G. G.  
Klinck, Wm.  
Kipste, Chas.  
Klrowsky, Adam  
Kleibing, F.  
Kleishman, Frank  
Klepzig, Otto  
Laakso, Frank  
Lake, Andy F.  
Lala, August  
Larsen, A. C.  
Larsen, Finwald  
Larsen, J. -1386  
Larsen, John  
Larsen, Julius  
Larsen, L. K.  
Larsen, Pete  
Larsen, Alfred  
Larsen, S. G.  
Larsson, Karl  
Larsson, K. E.  
Larsson, Ragnar  
Langworth, H. E.  
Laula, Victor  
Lauritzen, Geary  
Laursen, Chris.  
Lawson, J. F.  
Leckham, Mace  
Leckham, Martin  
Leep, Gus  
Lelevaag, H. J.  
Leonhard, G.  
Leroen, Lars

Leverridge, H.  
Lewald, Harry A.  
Lewis, Robt. W.  
Lindekrantz, F.  
Lindgren, Chas.  
Lindh, Nils V.  
Liljendahl, Ludvig  
Lindroth, Erik  
Link, Geo.  
Livingston, Edward  
J.  
Ljung, Gustaf  
Lohne, Axel V.  
Loland, Dudwlg  
Lonau, John  
Lorentsen, Karl  
Lorin, C. -1444  
Lundberg, Charles  
Lundberg, Torsten  
Lundgren, Colmar  
Lundstrom, John  
Lunsmann, Henry  
Lutjen, Valdemar  
Lybeck, Thomas  
Lynch, James

McLaughlin, M.  
McMahon, Jack  
Meislaah, H.  
Melba, Chas.  
Menk, Billy  
Mertensen, Henry  
Meyer, Ernest  
Meyer, F.  
Meyers, Max  
Michaelsen, Johan  
Miller, Winford  
Moore, Albert  
Morgen, L.  
Mortensen, George  
Mortensen, M. P.  
Muller, Thom  
Muntzu, Max  
Murphy, J.  
Nielsen, Valdemar  
Niemeyer, Oscar  
Nilsen, Hans L.  
Nilsen, Harry  
Nilsson, Hjalmar  
Nonberg, Gustaf  
Nor, Nils  
Nordlof, Sigurd  
Norman, Olaf  
Norris, N. A.  
Norton, Edgar  
Nunner, Albert A.  
Nurme, Victor  
Nyman, Oskar  
Nyroos, Julius  
Nielsen, Nils

Oberg, Oscar  
O'Brien, R. F.  
Ohland, Chas.  
Oleman, Henry  
Olsson, Carl  
O'Brien, J. S.  
Olson, J. O. L.  
Olson, C. 1315  
Olson, Charles A.  
Olson, F. -1249  
Olson, G. N.  
Olson, G. W.  
Olson, Ingvald  
Olson, Iskar  
Olson, J. A.  
Olson, John Arthur  
Olson, John  
Olson, N. -502  
Olson, O. -1283  
Olson, O.

Para, E. H.  
Paul, George  
Paulman, Geo.  
Paulsen, A.  
Paulsen, Aksel  
Paulsen, N.  
Paultin, Martin  
Pearson, Fred  
Pedersen, Carl  
Pedersen, H. -1560  
Pedersen, L. -1167  
Pedersen, P. -896  
Pergher, Charles  
Persson, John  
Peters, Wm.  
Petersen, Hugo  
Petersen, Nels  
Petersen, O. -1595  
Quigley, Robert E.

Raalsen, J.  
Raam, Henrik  
Randolph, J. S.  
Rank, W.  
Rasmussen, J. A.  
Reinhardt, Werner  
Reinhold, Ernst  
Reinink, Herman  
Riesbeck, H.  
Retall, Otto  
Rickes, G. S.  
Rimmer, C. M.  
Rinta, Karl

Saariinen, Henning  
Samuelsen, Ingo  
Sanders, Robert  
Sanders, S.  
Sanderson, Alfred  
Sandstrom, Ivar  
Sass, John  
Saunders, James  
Savage, Roland  
Saxby, C. H.  
Schachte, A. O.  
Schlenz, Charles  
Schneid, Jas. F.  
Schmidt, Emf.  
Schmidt, Louis  
Schmidt, F.  
Schneider, H.  
Schroder, Willy  
Schuldt, Theodore  
Schultz, F. J.  
Scott, A.

Sellers, Wm. G.  
Sikman, A.  
Sivers, Frank  
Simonsen, S. -2046  
Sinnott, Nickolas  
Skoglund, Harry  
Slinning, John  
Smith, Donald  
Smith, L. K.  
Smith, Lyman M.  
Sneider, G.  
Soderberg, R.  
Tamlar, P.  
Tamman, K.  
Tanum, Helge  
Tapel  
Thewas, E. J.  
Thomson, G. E.  
Thompson, Johan  
Thompson, John  
Thoren, Gus  
Thoren, Victor  
Uman, John

Van Dohlan, George  
Van Frank, W. O.  
Verney, Paul  
Wacner, Wil  
Waldman, Edward  
Walker, Erick  
Wallen, John  
Waller, John  
Wanag, J.  
Wang, E.  
Webber, Charlie  
Weiss, Kar  
Werner, Chas. I.  
Wheatcroft, L. E.  
White, J. D.  
White, Peter  
Whiteside, Fred

Zahel, Carl  
Zanliert, Karl  
Zechel, Walter  
Zerkel, B. W.  
Ziehr, Ernst  
Vesgaard, Jens  
Villemayer, Walter  
Vogel, Gus  
Whitot, J.  
Williams, J. C.  
Williams, John  
William, C.  
William, Frank  
Wilson, J. W.  
Wilson, W.  
Wilton, J. A.  
Witt, Otto  
Wold, Olaf -1285  
Wollensen, A. Chr.  
Wremmer, George  
Wrigg, Frank

Zimmerman, Fritz  
Zunk, Bruno  
Zurker, Fritz  
Zwart, M. C.  
Zweyberg, John

### PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.  
Berling, J. B.  
Billington, Martin  
Ceelan, John  
Ellefsen, Otto  
Furth, Richard  
Hansen, Karl  
Hansen, Marius  
Hansen, O.  
Hendriksen, Hag-  
bart  
Hillig, Albert  
Jansson, A. L.  
Johansen, Emil  
Jorgensen, Aluf  
Legander, Benj.  
Nor, Nils  
Olsen, Arne  
Olsen, Carl -1101  
Pennlingrud, Ludwik  
Persson, Oscar  
Petersen, Aage  
Raasch, O.  
Raam, Henry  
Rarly, Frans  
Rathke, Reinhold  
Reurisen, A. L.  
Roberts, John  
Sorensen, Pete  
Strasdin, A. W.  
Wakely, R. E.  
Winle, Hilmar  
Wurthman, W. L.

Phones: Office, Franklin 7756

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|  |                 |
|--|-----------------|
| Assets .....                           | \$60,321,343.04 |
| Deposits .....                         | 57,362,899.35   |
| Capital actually paid up in cash ..... | 1,000,000.00    |
| Reserve & Contingent Funds .....       | 1,958,443.69    |
| Employees' Pension Fund.....           | 199,164.12      |
| Number of Depositors.....              | 66,965          |

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### INFORMATION WANTED.

Fred Marjama, a native of Russia, age 36, has not been heard from since 1908, at Buffalo, N. Y. Anyone knowing his whereabouts please notify his brother, J. Marjama, 51 South St., New York, N. Y. 9-1-15

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As Shown by a Comparative  
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|                                |                 |
|--------------------------------|-----------------|
| December 31, 1904 .....        | \$285,436.97    |
| December 31, 1905 .....        | \$1,021,290.80  |
| December 31, 1906 .....        | \$1,899,947.28  |
| December 31, 1907 .....        | \$2,221,347.35  |
| December 31, 1908 .....        | \$2,574,004.90  |
| December 31, 1909 .....        | \$3,817,217.79  |
| December 31, 1910 .....        | \$6,539,861.49  |
| December 31, 1911 .....        | \$8,379,347.02  |
| December 31, 1912 .....        | \$11,228,814.56 |
| December 31, 1913 .....        | \$15,882,911.61 |
| Dec. 31, 1914, \$18,030,401.59 |                 |
| June 30, 1915, \$19,080,264.20 |                 |

NUMBER OF DEPOSITORS, 53,946

## News from Abroad.

Large re-enforcements from Great Britain, France and Italy are reported to be landing at the Dardanelles. This, together with the attempts of the Germans to relieve Turkey, is thought to presage a vigorous offensive by the allies.

For the first time in history, Chinese shipbuilders are competitors of the European yards. A steamship company of Drammen, Norway, has ordered three steamers in China, to be delivered in 1916 and 1917. The placing of this order in China is due to the unusual pressure on the home yards.

Swedish Government experts in Stockholm have invented what is probably the most powerful explosive in the world. It has military possibilities and will be especially effective in shells. Large quantities have been ordered for the Swedish army. The chief ingredient is called kaulosit, an extract of ammonium.

Australia, which won world renown by inviting designs from all countries for its new capital city, and which invited the winner, Walter Burley Griffin, of Chicago, to personally superintend the carrying out of the plan, is about to take a backward step by confining the competition for designs for the parliament house to British architects.

The attitude of the British Government with regard to the possibility of Bulgaria entering the war has been plainly stated by Sir Edward Grey, the British Foreign Secretary. Sir Edward has told the British Parliament that in case Bulgaria assumes an aggressive attitude on the side of the central powers the allies will give their support to "our friends in the Balkans in a manner that would be most welcome to them."

By combined simultaneous onslaught with overwhelming forces on every sector of battle front stretching 300 miles from the North Sea to the Vosges mountains, French and British armies have captured several miles of German trenches and fortifications for a depth in some instances of two and a half miles. They have seized various villages and vantage points and claim to have taken more than 20,000 prisoners and many guns.

The opium trade in India, according to British reports, shows a marked falling off since the Chinese government in 1906 decreed that in ten years the growth and consumption of opium in China should cease. The export of opium from India to China ceased in 1913. The number of chests sold for export at Calcutta in 1910-11 was 37,560; in 1913-14 it was only 9,000. In the former year the revenue was over \$31,000,000; in the latter year it had fallen to a little over \$3,000,000.

The British Board of Trade states that it has decided not to institute proceedings under section 10 of the Merchant Shipping Act, 1906, against the masters or owners of vessels arriving in the United Kingdom between October 31 and November 15 next or between March 30 and April 16, 1916, with deck cargoes of light or heavy wood goods carried under other conditions than those allowed by that section. The Board adds, "It is, however, to be understood that the responsibility of masters and ship-owners for ensuring the safe and proper loading of the vessels in which such cargoes are carried remains unaffected by this concession."

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O. Bozio Geo. W. McNear  
Charles Carpy X. De Pichon

### INFORMATION WANTED.

Samuel Dickson, a seaman, age about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.



### With the Wits.

"Last night Jack tried to put his arm around me three times."  
"Some arm!"—Yale Record.

The Pessimist—The best luck any man can have is never to have been born; but that seldom happens to anyone.—Boston Transcript.

Lady (engaging nurse)—Have you had any experience with children?  
Applicant—Yis, mum. Shure, Oi used to be a child meself.—Tit-Bits.

Hostess—Dr. Spriggins, will you have some of the tongue?

The Doctor (absent minded)—Oh—er—let me look at it, please.—St. Louis Times.

"Oh, mama!" exclaimed little Elna as she gazed at a visitor's bald head, "you said I mustn't say anything about Mr. Baldwin's hair, and he hasn't got any to say anything about!"

Miss Vine—Do you favor women proposing?

Mrs. Oaks—Certainly not. When a woman picks out a man she should make him propose.—Houston Chronicle.

Wanted—A good yoke of oxen. Must have something that can be depended on when one wants to go. An automobile in exchange for good oxen. Apply for further information at this office.—Cleveland (Ark.) Herald.

"Did you give your son a liberal education, Mr. Tite?" "Well, I don't know as you'd call it liberal exactly, but there wasn't a month passed while he was in college that I didn't send him two or three dollars."—Buffalo Express.

"Mr. Blinks," said she, "do you think that anticipation is greater than realization?"

"Well," replied Mr. Blinks, "anticipation is broader and higher, but realization is longer and flatter."—Philadelphia Public Ledger.

### Secure and Profitable

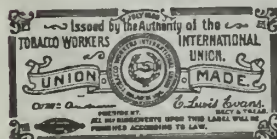
The wise man keeps part of his money in a reliable savings bank. If you are making money now, why not put aside something for a rainy day? Savings and Commercial Depts.,

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There is no standard of education required of a pupil entering the School,  
for no matter how ignorant the seaman may be, even in the rudiments of  
common education, Captain Henry Taylor will teach and raise him from the  
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comparatively short interval of time.



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the same as a postage stamp. If a retailer  
has loose labels in his possession and offers  
to put one in a hat for you, do not patronize  
him. Loose labels in retail stores are counterfeits.

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of pupils will be accepted at one  
time, delay and loss of time will  
be avoided while preparing for ex-  
amination.

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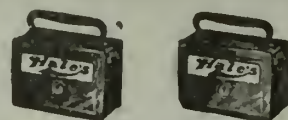
715 Market Street, San Francisco

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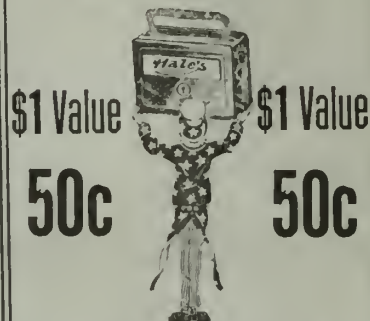
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Watches, Jewelry, Etc.

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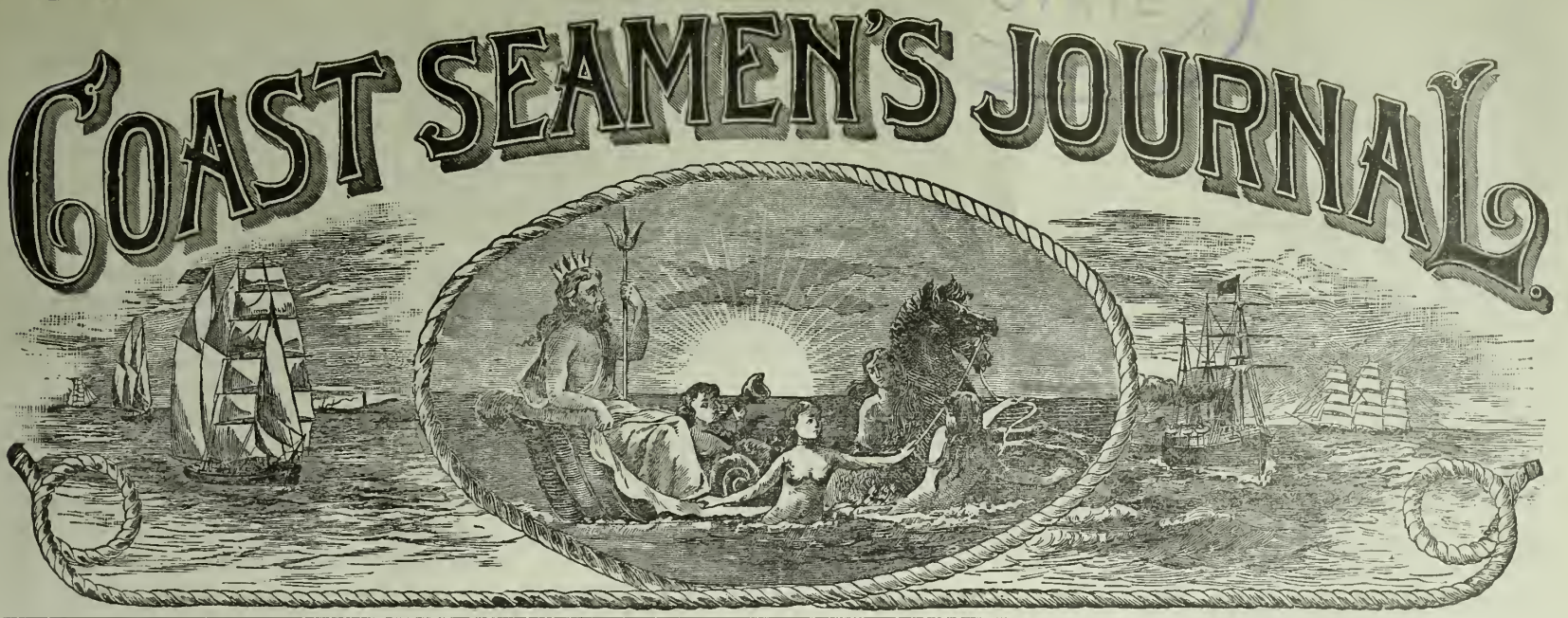
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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXIX, No. 5.

SAN FRANCISCO, WEDNESDAY, OCTOBER 13, 1915.

Whole No. 2351.

# THE PERILS OF PHILANTHROPY.

Frank P. Walsh Dissects the Rockefeller Foundation.

Mr. John D. Rockefeller recently favored the people of the United States with his views concerning great philanthropic foundations, notably his own, and on efficiency in philanthropy. The article was striking because it expressed the views of the world's richest man, who is also the world's greatest philanthropist, and because it can be considered an adequate statement of the philosophy that seeks to justify our existing economic and industrial régime, and the relation of the great foundations thereto.

The wisdom of permitting a man to accumulate huge fortunes has often been challenged. From the knowledge I have gained in my work as chairman of the Federal Commission on Industrial Relations, I go further and challenge the wisdom of giving public sanction and approval to the spending of a huge fortune through such philanthropies as that of the Rockefeller Foundation. My object here is to state, as clearly and briefly as possible, why the huge philanthropic trusts, known as foundations, appear to be a menace to the welfare of society.

## The Arbitrary Power of Wealth.

The possession of an enormous fortune means arbitrary power over the lives and destinies of other men. Nothing is clearer than that the world's striving for democracy is now expressing itself in the economic field, even more than in the political field, and we are fast coming to realize that the forms of political democracy avail nothing when the lives of the many are controlled by the few who wield arbitrary economic power.

So, at the outset, thinking democrats resent the very possibility of philanthropy on a huge scale, because this philanthropy is predicated on the possession of enormous fortunes, and, therefore, of arbitrary power over men, women and children.

Even if the great charitable and philanthropic trusts should confine their work to the field of science, where temperament, point of view, and economic theory can not enter, many of us should still feel that this was work for the State, and that, even in the power to do good, no one man, or group of men, should hold the monopoly.

But when a great foundation, with a rapidly growing fund of more than \$100,000,000, enters the economic and political field, no such fundamental objection need be admitted in order to convince thoughtful men of the possibilities of danger that lie in such an enterprise.

## Exploiting Workers to Subsidize Scientists.

Let us take the Rockefeller Foundation, the most active of all, to illustrate the potential danger of such institutions to democracy in America. Mr. Rockefeller is taking money obtained from the toil of thousands of poorly nourished, socially submerged men, women and children, and spending these sums, through a board of personal employees, in such fashion that his estate is in a fair way not only to exercise a dominating influence in industry, but, before many years, to exact a tribute of loyalty and subservience to him and his interests from the whole profession of scientists, social workers and economists.

There are literally thousands of men in these

professions receiving subsidies, either directly or indirectly, from the Rockefeller estate, who can not take any step toward effective economic, social and industrial reform without running directly counter to the interests of their benefactor. No sensible man can believe for a moment that research workers, publicists and teachers can be subsidized with money obtained from the exploitation of the workers without being profoundly influenced in their points of view and in the energy and enthusiasm with which they might otherwise attack economic abuses. And there can be no question that the income of the Rockefeller Foundation comes, in large part, from the exploitation of wage earners.

Before the complete exposure of the Colorado situation, but with thousands of his fellow citizens charging him with responsibility for the Colorado strike and its attendant horrors, Mr. Rockefeller employed an expert, Mr. W. L. Mackenzie-King, former Minister of Labor of Canada and a distinguished citizen of the Dominion, to advise him regarding the labor problems in industries where Rockefeller funds are invested, and also to make a comprehensive, world-wide study of industrial relations for the benefit of the public. This is one of the many apparently innocent and useful projects of the Rockefeller Foundation. But when the announced purpose is compared with the actual performance, there appears a glaring discrepancy.

## Mr. Rockefeller's Industrial Advisor.

Mr. King undertook to act as Mr. Rockefeller's advisor on industrial relations as long ago as last August. His first act, after joining the Rockefeller staff, was to write a letter to Mr. Rockefeller, suggesting, in effect, that the arbitrary, undemocratic policy of the Rockefeller Coal Company in Colorado need not be greatly modified under pressure from labor, because unemployment and distress resulting from the European war would weaken the power of labor and force labor to take about what the employer cared to give it. It is the author of this letter to whom the world is asked to look for a way out from the problems which have arrayed employer and employee in hostile front. It is Mr. King whom we are asked to take as our guide in working our way to a consummation of that full measure of human liberty and economic democracy on which the heart of the world is set.

Mr. King was in New York last winter during the hearing of the Industrial Relations Commission when employees of the American Agricultural Chemical Company at Roosevelt, New Jersey, a suburb of New York, were on strike because they could not support their families in comfort and decency on a wage of \$1.60 per day. Twenty-one of the company's former employees were shot down by deputized gunmen for peacefully protesting against conditions that meant privation, suffering, disease and even death for themselves and their families. Although the Rockefeller Foundation, then busily engaged in an effort to justify itself before this Commission, held one-half million of the bonds of this company, apparently it made no attempt to investigate the situation at Roosevelt. Its execu-

tive officer, Jerome D. Greene, when questioned on the stand, was not prepared to discuss the fairness of a wage of \$1.60, and agents of this Commission who followed the situation closely could find no evidence that Mr. King, or any other representative of the Foundation, had visited Roosevelt or made the slightest effort to wipe out this particularly outrageous social morass into which its roots reached.

## The Foundation's Peculiar Investments.

Not only was the Foundation itself a holder of securities in the company which expected Americans to bring up families on \$1.60 a day, but one of the directors of the Rockefeller philanthropies, Mr. A. Barton Hepburn, was both a director and a member of the executive committee of the company. And Mr. Hepburn testified that his sole information regarding conditions in the company's plants was obtained through telephone conversations with one of the company's officials, and through a chance meeting with this official at a college alumni dinner at Delmonico's restaurant.

Mr. Mackenzie-King, in his testimony at the Washington hearing recently, declared his investigation, insofar as it included the Rockefeller industries in Colorado, to be a secret one, and challenged the authority of the Federal Government to compel him to declare how much money was being expended or the character of the information which he was obtaining; closing this portion of his evidence with the declaration that it was not at all necessary that the American people be enlightened as to the facts in Colorado, but that the conscience of Mr. John D. Rockefeller, Jr., in his opinion, was more powerful than any other force that could be brought to bear in Colorado at the time he was giving his testimony.

In the light of the record in Colorado and at Roosevelt alone, such philanthropy as that of the Rockefeller Foundation can justly be characterized as an attempt to present to the world, as handsome and admirable, as economic and industrial régime that draws its substance from the sweat and blood and tears of exploited and dispossessed humanity.

## Poisonous Philanthropies.

Just the list of directors in the various Rockefeller philanthropies shows the enormous power that may be exercised by men financially interested in perpetrating unjust industrial conditions. In the list is the president emeritus of our greatest university, shown by the inquiry of this Commission to have been personally interested in the publicity bulletins issued by the operators of Colorado to influence the public mind against men who are risking their lives to lift Rockefeller employees up from economic subservience, and to vindicate the supremacy of the laws of that State. This gentleman apparently concurred in branding the denial of the right to bargain collectively in Colorado and the use of gunmen and venal militiamen which followed, as "The Struggle for Industrial Freedom in Colorado."

Included also in the list of men holding places on boards controlled by Rockefeller millions appears the name of the president of our greatest southern university, the university that, before all others, has molded opinion in the southern



States; the commissioner of health of our greatest northern State; the United States Commissioner of Education; the Surgeon-General of the United States Army; a Cabinet officer; a high officer of the international Y. M. C. A.; an American ambassador; the president of another great university, and an influential magazine editor. I do not mean to imply that many of these are not high-minded and disinterested men. I believe they are. I believe that many of them share the fear of the influence of such a huge philanthropic trust when it turns to the economic field, and that more than one of them may have accepted places on the board because they felt they might prevent dangerous tendencies. But we have seen how the scholar of the greatest repute of them all apparently drew no line, in lending his cooperation, between the Rockefeller philanthropies and the Rockefeller exploited industries. No argument is needed to convince a sensible American of the subtle and pervasive and irresistible power that is wielded autocratically by men who control the disbursement of huge sum of money. It is a power that goes straight to our instincts, to our points of view, to the raw materials of which our opinions and judgments are made.

But how much, as a matter of fact, can we rely on the presence on the Rockefeller board of these men? It was admitted before the Commission on Industrial Relations in New York that practically all of the important decisions and the routine work of the charities, and, above all, the disbursement of moneys, are administered by a finance committee composed of Mr. Rockefeller, Jr., and of the personal employees of himself and his father. These salaried men reflect the points of view of their employers and carry out the Rockefeller will. They not only administer the Rockefeller philanthropies, but they sit in council with the Rockefeller agents who denied industrial justice to the Colorado miners, and on the witness stand, as representatives of the Foundation, they speak bitterly of the Colorado unions in the same breath they declare that they are conducting a scientific, unbiased investigation of the labor problem. They admitted that, even had Mr. King so far forgotten his loyalty to the Rockefeller interests as to urge recognition of the union, they would have differed with him and resisted such a policy. According to the testimony of Mr. Jerome D. Greene on the stand in New York, Mr. King is an adviser whose advice may be freely rejected, and there would be no friendly reception for recommendations which conflicted with the policy of Mr. Rockefeller—not Mr. Rockefeller, the philanthropist, but Mr. Rockefeller, the industrial overlord.

#### Where the Money Comes From.

It should be remembered that the Rockefeller Foundation, in protecting its own hundred millions of securities, will give similar protection to the vastly greater fortune still held by the family in purely private ownership. The list of the securities held by the Foundation contains the names of most of the corporations in which the family fortune is invested. In a day when society sees it as a burning wrong that one man can levy tribute on the right of millions of other men to live and to work, Mr. Rockefeller could find no better insurance for his hundreds of millions than to invest one of them in subsidizing all the agencies that make for social change and progress.

The wealth of the great foundations is wealth created by the many. Even were those directly concerned in its making accorded a decent wage and a voice in determining their conditions of employment, the surplus should still be available for the work of scientists and scholars, in such form that these devoted men could pursue their studies for the benefit of mankind without wearing the uniform of Rockefeller and the others. Already there are thousands of eager young scholars and scientists who know that some day, for the sake of their work, they may be drawn into the retinue of the foundations. It will become increasingly bad form for a man engaged in social betterment work to speak ill of Mr. Rockefeller, Mr. Carnegie, and the other men who have amassed fortunes in industry, and the universal instinct of self-justification will inevitably lead them to seek excuses and justifications when the cry of exploitation or of tainted money is raised.

Most dangerous of all, to me, seems the attempt by the Rockefellers, especially, to become molders of public thought on the subject of industrial relations. Every precaution that can be taken to give the seeming of impartiality to this inquiry can only make it the more dangerous. Perhaps the most fortunate thing in connection with the Rockefeller industrial inquiry is that the quality of Mr. King's mind has already been shown, as well as the fact that the public control of this inquiry rests in the hands of the same men who sustain the Rockefeller policy in Colorado.

But, to my mind, a still greater menace to industrial democracy appears upon the horizon. Mr. John D. Rockefeller, Jr., declared, in a public statement, that in the industrial department of his foundation he was securing the cooperation of many labor leaders in his effort to bring about "permanent peace" in Colorado. Will not the same glamor of great power and limitless resources, which has attracted diplomats, statesmen and educators, make its appeal to these men? When Mr. Rockefeller testified at Washington, he was asked to name the labor leaders with whom he was cooperating in Colorado, but

admitted his inability to do so. Nevertheless, if labor leaders should thus be induced to cooperate, I can not see how the inquiry could help having a tremendous effect in taking the edge off the fearlessness and disinterestedness of labor's leadership. I can not imagine any greater catastrophe than for the subtle influence of the millions of these masters of industry to pervade even the labor movement itself. With labor co-operating in aggressive and whole-hearted fashion with the great movement toward industrial democracy, we could view, without serious alarm, the chloroforming of our economists and social workers. But if the influence of these millions once began to circulate through the organism of labor itself, this great forward movement of our time might be seriously retarded, if not destroyed. I believe, on account of the thorough airing which this proposed Rockefeller industrial inquiry has received, together with the note of protest from President Samuel Gompers directed against the whole Rockefeller investigation into industry, that organized labor will continue to remain sternly aloof and to view this new activity with steadfast distrust.—Frank P. Walsh in the "Independent."

#### CALIFORNIA PRODUCES COAL.

Although California oil has to a large extent displaced the use of coal as a fuel in the Pacific Coast States, two California mines reported an output of coal in 1914. In order not to reveal the individual output of these mines their production is grouped with that of the one producing mine in each of the States of Idaho and Nevada, and the total combined production of the three States in 1914 is given at 13,974 tons, valued at \$39,821, according to the United States Geological Survey.

Coal mining and the coal trade generally in California lay little claim to importance among the industries of the State, particularly since the beginning of the present century, when the production of petroleum began to exert so powerful an influence on the fuel consumption of the Pacific Coast. From 1910 to 1912, inclusive, the coal production of the State was only a little more than 10,000 tons in each year; in 1913 work was resumed on the Stone Canyon properties in Monterey County, and the production increased to 24,839 short tons, valued at \$84,073. The output of 1914, however, showed an appreciable decrease. The only other production in 1914 was from the Ione mines, in Amador County.

#### INSURANCE AGAINST AIR CRAFT.

Attacks by aeroplanes upon German cities near the battle fronts, especially on the west, have created a demand for insurance against injuries from bombs thrown from them. The Stuttgart-Berliner Insurance Co. has in consequence established a department of what may properly be called aerial insurance, the company issuing policies covering damage to all property, real or movable, caused by explosive bodies or other objects thrown or falling from flying machines or caused by airships or aeroplanes themselves in making a voluntary or involuntary landing, or by parts thereof falling from them. The policies make no provisions for injury to or loss of life. Details of the insurance or the rate of premiums have as yet not been published.

Seattle is the only city in the United States boasting a tin smelter. This industry depends on the Alaskan mines for its raw material, but hopes to develop connections enabling it to draw upon Bolivian and Chinese sources. The Straits Settlements are the present world leaders in tin production with 70,000 tons annually. Bolivia yields 20,000 tons and all other sources 30,000 tons.

#### WHAT WILL STAY THE PLAGUE?

People ask what new arrangements of diplomacy or revivals of Christianity—what alliances, ententes, leagues of peace, Hague tribunals, regulations of armaments, weeks of prayer, or tons of Christmas puddings sent into the enemies' camps—will finally scotch this pestilence of war. And there is no answer, because the answer is too close at hand for us to see it.

Nothing but the general abandonment of the system of living on the labor of others will avail. There is no other way. This, whether as between individuals or as between nations, is—and has been since the beginning of the world—the root-cause of war. Early and primitive wars were for this—to raid crops and cattle, to carry off slaves on whose toil the conquerors could subsist; and the latest wars are the same. To acquire rubber concessions, gold mines, diamond mines, where colored labor may be exploited to its bitterest extreme; to secure colonies and outlying lands, where giant capitalist enterprises (with either white or colored labor) may make huge dividends out of the raising of minerals and other industrial products; to crush any other power which stands in the way of these greedy and inhuman ambitions—such are the objects of wars to-day. And we do not see the cause of the sore because it is so near to us, because it is in our blood. The whole private life of the commercial and capitalist classes (who stand as the representatives of the nations to-day) is founded on the same principle. As individuals, our one object is to find some worker or group of workers whose labor value we can appropriate. Look at the endless columns of stock and share quotations in the daily papers, and consider the armies of those who scan these lists over their breakfast-tables with the one view of finding somewhere an industrial concern whose slave-driven toilers will yield the shareholder 5, 6, 7, 8, 10, 12 per cent. on his capital. Undisguised and shameless parasitism is the order, or disorder, of our days. The rapacity of beasts of prey is in our social life but thinly veiled by a network of philanthropic institutions for the supposed benefit of the very victims whom we have robbed.

Is it any wonder that this principle of internecine warfare and rapacity which rules in our midst, this vulgar greed which loads people's bodies with jewels and furs, and their tables with costly food, regardless of those from whom these comforts are snatched, should eventuate ultimately in rapacity and violence on the vast stage of the drama of nations, and in red letters of war and conflict written across the continents? It is no good, with a pious snuffle, to say we are out to put down warfare and militarism, and all the time to encourage in our own lives, and in our Empire Leagues and other institutions, the most sordid and selfish commercialism—which itself is in essence a warfare, only a warfare of a far meaner and more cowardly kind than that which is signalized by the shock of troops or the rage of rifles and cannon.

No, there is no other way; and only by the general abandonment of our present commercial and capitalist system will the plague of war be stayed.—Edward Carpenter, in "Christian Commonwealth."



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## Machinists Made Gains.

The following is a list of places where machinists report gains:

New Departure Roller Bearing Company, of Bristol, Conn., reduced hours from 60 to 50, after a strike of about 24 hours. About 1,200 benefited, of whom 800 are machinists.

At Baton Rouge, La., the Standard Oil Company reduced hours from 9 to 8, benefiting 2,330 employes, of whom 280 were organized and worked at the following trades: Boilermakers, 200; pipefitters, 50; machinists, 30. The machinists' wages were increased from \$3.50 for 9 hours to \$4 and \$4.25 for 8 hours within 60 days.

At Meriden, Conn., the New England Westinghouse Company reduced hours from 10 to 8; 500 benefited.

At Perth Amboy, N. J., demands were made for 8 hours in all machine shops, 21 in number; 13 immediately conceded demands; one shop refused to concede. In the remaining shops negotiations are under way or the return of executive officials awaited. The new rates established in these shops are as follows:

Two shops pay 44 cents per hour; 9 shops pay 41 cents per hour; 2 shops pay 37½ cents per hour; 122 machinists benefited.

At Springfield, Mass., seven firms employing 5,650 persons of whom 3,100 are machinists, granted 8 hours. In most cases the hours were reduced from 10.

At Sheldon, Conn., after a strike of one day at the R. N. Bassett shop, the hours were reduced from 10 to 9, and Saturday half-holiday and time and one-half for overtime and double time for Sundays, was agreed to. Wages were increased over prevailing rate, 14 3-10 cents per hour.

During the month of August about 8,000 new members were added to the International Association of Machinists.

At Wilmington, Del., two firms employing 30 machinists have granted 8 hours. All other shops in that city are on strike.

In New York City and vicinity the 8-hour day has been secured from 14 firms, employing 3,632 machinists.

## Very Palpable Deception.

Newspapers connected with the Associated Press on September 8 carried a story asserting that the Railroad Brotherhoods were in active sympathy with that part of the report of the Industrial Relations Commission signed by Commissioners Commons, Weinstock, Ballard, Aishton and Harriman in which those commissioners recommended the appointment of a permanent industrial commission intended to supplant the present Mediation and Conciliation Bureau in the United States Department of Labor, as well as the Mediation Board of which Martin A. Knapp is chairman. The article stated that a bill would be introduced into the next Congress, early in the session, embodying this idea and that the officers and members of the Railroad Brotherhoods would give it their active support. Mr. John F. McNamee, Editor of the Locomotive Firemen and Enginemen's Magazine, says in reply to a request for a verification of this recom-

mendation: "I know of no action that has been taken by anyone representing our brotherhood or the other railroad organizations regarding recommendations contained in the report of Commissioners Commons, Ballard, Weinstock, Aishton and Harriman advocating the perpetuation of a permanent Industrial Relations Commission or something of that kind. Should I learn anything of such a step being taken by the railroad organizations I will advise you."

The story was evidently an insidious effort on the part of persons who would, if they could, devitalize the splendid services being rendered in behalf of industrial peace by the Mediation and Conciliation Bureau in the Department of Labor, as well as the service which has been rendered in behalf of peaceful negotiations in railroad disputes by the Mediation Board which was established early in the last Congress to take the place of the old Erdman Arbitration Act. It is pleasing to note that the officers and members of the railroad organizations are not a party to the proposed personal interest scheme of professional sociologists and so-called "friends of Labor."

## Reading the Handwriting.

The Hudson County, N. J., grand jury, which is expected to investigate the cases of the guards who are being held in connection with the killing of three citizens during the recent strikes at the Bayonne plants of the Standard Oil and Tidewater Oil Companies, have been sworn in by Supreme Court Justice Swayze.

The Justice reviewed the State riot laws, explaining that twelve armed persons, or thirty unarmed persons engaging in disorder, constituted a riot; but private persons had no right to suppress riots and, consequently, no right to maintain armed forces for that purpose.

He added that if private parties had such rights anarchy would result; that no person had the right to take life solely for the protection of property, and if life was taken in defense of property only it constituted murder. If persons illegally armed themselves in defense of property, the Justice said, and death resulted, all were equally guilty of murder, for all who participated in an illegal act were equally guilty.

## Telegraph Rates are Cut.

Six months ago the rate for special press wires was \$10 per mile per year for night service. The Western Union cut this rate on August 7 to \$5. This was met by the Postal with further cut to \$2.50 per mile a year for leased press wires. Some idea of the expense to which a large daily paper is subjected as a result of the higher rate is shown from the fact that one Chicago paper paid approximately \$10,000 per year for its service; the last cut reduces that amount to \$2,500.

President Mackay of the Postal Company is quoted as saying: "Our wires are idle at night and so we can afford to transmit news freely and cheaply. We have decided

(Continued on Page 10.)

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

## AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

## GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekland Bldgs., 22 Canning Place, Liverpool.

## BELGIUM.

Internationale Zeevaardersvereniging, St. Pietersvliet 2.

## GERMANY.

Deutscher Transportarbeiter Verband, Engelfer 21, Berlin S. O. 16, Germany.

## FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Seudéry, Havre.

## NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

## SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

## DENMARK.

Somandenes Forbund, Toldbodgade 15, København.

Sofyrbodernes Forbund, St. Annaplads 22, København.

Dansk So-Restaurationers Forening, Nyhavn 17, København.

## HOLLAND.

Algemeene Nederlandsche Zeevaardersbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeevaardersvereniging "Volharding," Veerhaven 14c, Rotterdam.

## ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

## AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonna 15, Austria.

## SPAIN.

Sociedad Sindical de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

## URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

## ARGENTINA.

Federacion Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

## BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

## SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



## World's Workers.

The New South Wales Minister for Labor is going to equip a farm of 2500 acres for the training of women for agricultural pursuits.

An eight-hour bill to regulate the hours of work in certain industries and the payment of overtime has passed its first reading in the New South Wales Assembly.

According to the Queensland "Worker" military recruits in England were recently used to scab against the Birkenhead gas workers. Those who refused to scab were punished.

Scottish railways and the North-eastern have come into line with war bonuses to their workmen. It is estimated that the total cost to the railway companies in this connection will be £6,500,000 a year.

A new labor organization, known as the Australian Coal and Shale Employees' Association, has been formed, embracing the coal miners of New South Wales, Tasmania, Victoria, and Queensland. A ballot is proceeding for the election of officers.

In view of the high prices of commodities, a proposal is under consideration among Melbourne unionists to form a consumers' co-operative society, for the purpose of buying the necessities of life, and thereby cheapening the cost to members. The matter has been taken up by the Victorian branch of the Australian Plumbers and Gasfitters' Union.

Announcement was made at Vancouver, B. C., that the Attorney-General of British Columbia had laid indictments for manslaughter against Thomas Graham and J. H. Tonkin, two mining men, prominent in Canada. They are charged with carelessness in connection with the disaster that caused the loss of nineteen lives in the Reserve mine near Nanaimo on February 15 last.

A demand that the Porto Rico government put its peasants on the land is made by A. F. of L. Organizer Iglesias, in the official newspaper of the Federation of Labor. The trade-unionist says absentee property owners and foreign corporations have grown rich through agriculture and the guarantees offered by modern conditions. Industrial depression and speculation are at their height, and rents, interest rates and living costs have arisen proportionately, says Iglesias.

Testifying as to the efficiency and saving of day labor versus the contract system, Mr. Bell (the Australian Commonwealth Engineer-in-Chief) says: "I have been occupied continuously for thirty-five years on the construction and management of railways. For the last fifteen years I have had control of hundreds of miles of lines built by day labor. I may, therefore, presume to have acquired some knowledge on the subject, and from what I know of the conduct of the work and its cost, and from what I saw during my recent visit to the West, I can assure you that the men are working honestly and conscientiously; that they are working equally as well, if not better, than they would for a private employer; that the supervising staff is probably as hard-working and efficient a staff as has ever been got together in Australia on railway construction work; and that there is no doubt that the final result will compare most favorably with any similar work done under contract."

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SIXTH AND BEACON STREETS  
FIFTH AND BEACON STREETS

— Dealers in —

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UNION LABEL CIGARS

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### INFORMATION WANTED.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

Oscar Olsen, age 37, a native of Hallerna, near Gothenborg, Sweden, who was sailing on the Great Lakes about three years ago, is inquired for by John V. Olsen, Sun Company, Marcus Hook, Pa. 5-26-15

Adolph Godfred Eriksen, born in Moss, Norway, is inquired for by his brother, Herman Eriksen. Any one knowing his whereabouts please notify W. Nielsen, 206 Moravian St., Philadelphia, Pa. 5-26-15

### M. BROWN and SONS

have moved to

109 SIXTH STREET

Opposite Sailors' Union Hall  
SAN PEDRO, CAL.

### INFORMATION WANTED.

Edgar Duncan Stewart, age 22 years, white, born in Massachusetts, who, on October 9, 1912, was shipped as seaman on the American steamship "Toledo," at Marcus Hook, Pa., for a voyage to Sabine, Texas, but who did not join the vessel the next day, and has not since been heard from. The undersigned will highly appreciate your kind co-operation: Augustine R. Smith, United States Shipping Commissioner, or Shipping Commissioner, Appraisers Building, San Francisco. 5-13-14

Nils Edmund Johansen, a native of Tonsberg, Norway, age about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

Chas. Maywell, a sailor, last heard of in New York City in 1892, is enquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y.—12-23-14

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## San Pedro Letter List.

|                      |                    |
|----------------------|--------------------|
| Anderson, Emanuel    | Lindeberg, Ernst   |
| Anderson, Edw.       | Latz, Konstant     |
| -1739                | Lundstedt, Chris.  |
| Anderson, John -1968 | Lutzen, Valdemar   |
| Anderson, Martin     | Lalan, Joe         |
| -1894                | Lindberg, C.       |
| Anderson, Sven.      | Larsen, L. K.      |
| (Reg. Letter.)       | Lindholm, A.       |
| Anderson, Oscar      | Matson, Johan      |
| Anderson, Ernest     | Mikalsen, Andreas  |
| Andersson, Enkan     | Malm, Gustaf       |
| Apelquist, Otto      | McGuire, J.        |
| Baxter, Arthur       | Meak, E.           |
| Berg, Borge          | Martinson, P. A.   |
| Buank, L.            | Nyhaugen, Julius   |
| Brein, Hans          | Nohr, Niels        |
| Bensen, Ray          | Olsen, John        |
| Bergman, Leo         | Olsen, Ludvig      |
| Benrowitz, Felix     | Olsen, Olaf        |
| Carera, Pete         | Owen, Fred         |
| Dahlgren, Pete       | Ophaug, Wilhelm    |
| Doyle, William       | Olin, Emil         |
| Duval, William       | Penningrud, Ludvik |
| Ericsson, Otto       | Peterson, Hans.    |
| Eklund, Sven         | -1064              |
| Fisher, Wm.          | Peterson, N.       |
| Hansen, Oskar        | Peterson, Otto     |
| Hansen, Charly       | Posset, P.         |
| Hansen, M.           | Phillips, Charley  |
| Hansen, Hilmar       | Richardson, A.     |
| Hecker, William      | Parsons, Olaf      |
| Hannus, Alex.        | Rogis, A.          |
| Jensen, H. -1555     | Renvall, Anshelm   |
| Johansson, Victor    | Smith, Lawrence    |
| Johanson, T.         | Sutse, Michael     |
| Jacobs, August       | Sanders, Charles   |
| Johansson, Geo. W.   | Stromsberg, Ivar   |
| -1219                | Sevenson, Paul z   |
| Johanson, Geo.       | Slevers, G. P.     |
| Johnson, Edvard A.   | Tamlar, P.         |
| Johansen, Chas.      | Toren, Gustaf A.   |
| Johnson, Herman      | Uhlir, Richard     |
| Johansson, John A.   | Verney, M. O.      |
| -1659                | Verdonk, Peter     |
| Johnson, Gus.        | Warkkala, John     |
| Johnson, K. H.       | Warkkala, John     |
| Kalinin, Ed.         | Johnson, K. H.     |

## Honolulu, H. T.

|                      |                   |
|----------------------|-------------------|
| Anderson, John E.    | Nelsen, C. F.     |
| Burk, Harry -1284    | Petersen, Carl    |
| Crantly, C. W.       | Peters, Walter    |
| Eugenio, John        | Reltner, Fritz    |
| Ekelund, Rickhard    | Solberg, B. P.    |
| Ivertsen, Sigvald B. | Strand, Conrad    |
| Lengwenus, W. L.     | Thompson, Emil N. |
| Moller, F.           |                   |

### INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio.—3-24-15.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 106 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Any one knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St.—8-11-1915.

Olai Ingebrigtsen (Brock), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American bark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469—49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Steuart street, San Francisco, Cal.—8-4-15.



# Pacific Coast Marine.

The schooner "Churchill" has been sold by the Simpson Lumber Company to the Chas. Nelson Company. She is a 600-ton schooner, built in 1900.

It is reported that the dredger "Colonel P. S. Michie" will be turned over to the Washington district for work at Grays Harbor as soon as her work is finished on Coos Bay bar.

The Port of Portland Commission was notified by State Labor Commissioner Hoff on October 6 that it must discharge from its employ Chinese cooks who were working on its dredges, under a law forbidding the employment of Chinese on any public work in Oregon.

The Lake steamers "Burlington" and "Bennington" left Ogdensburg, N. Y., on October 5, en route to the Pacific Ocean to enter the coastal trade. They were sold by the Rutland Transit Company of Ogdensburg to the Alaska Steamship Company of Seattle, Wash.

The steam-schooner "Mandalay," which got into heavy weather after leaving Crescent City and was towed into Eureka by the tug "Relief" on October 8 in a water-logged condition, is being pumped out. It is expected that she will right herself and be able to return to San Francisco under her own power.

It is not unlikely that following her return to this Coast the old freighter "Wellington" will be operated regularly in the coal trade between Union Bay and San Francisco in the service of the Canadian Collieries, Limited, her owners. She is now loading coal at Newport News for Guaymas, and after discharging at the latter port is expected to return to Victoria, B. C.

James Polhemus, junior engineer of the Government work on Coos Bay, will commence a survey of the Umpqua bar and harbor next week and has instructions to make it thorough. The port of Umpqua has the towns of Gardiner and Reedsport, and no Government work has been done on the bar. The present survey is preliminary to an expected jetty and dredging work.

The cargo of the German steamer "Setos," which took refuge at Honolulu at the outbreak of the war, may be sold there. Permission for the sale has been given by the Treasury Department. The "Setos" put in at Honolulu while on the way from Tacoma for Melbourne with a cargo of lumber, valued at \$75,000. Negotiations to obtain permission to sell the cargo have been going on for a year.

George Watkins Evans, a United States Government engineer, has returned from Alaska after having subdivided the Bering River coal fields into units of from 320 to 2560 acres for the Bureau of Mines. The field work has been completed, and the notes will be delivered in Washington by November 25. During the survey Evans discovered the body of Newland Smith, a well-known pioneer, known as Kayak Smith, who disappeared three years ago.

The Simpson Lumber Company is said to have cut more lumber during the month of August than ever before in the history of the concern. Five ship loads of lumber left the Porter mill at Coos Bay during that month and there is still a lot on hand. The mill is receiving enough orders to insure its running for the rest of this year and Manager A. K. Arkley states that there is no reason apparent now why the plant should not continue to run.

On account of the block in the Panama Canal, caused by the big slide, the Luckenbach Steamship Company will transfer freight from its steamers in the Pacific to those in the Atlantic. This announcement was made by the office in this city during the week. Other companies are routing their vessels through the Straits of Magellan until the canal situation is cleared, but the Luckenbach Company will transship freight over the isthmus until its vessels can navigate the waterway again.

Swayne & Hoyt and the Atlantic Transport Company have entered into a contract to furnish 200,000 feet of clear spruce used in aeroplane construction at \$98.75 a thousand feet delivered. The lumber is worth \$40 a thousand on the dock here. The Arrow line will receive \$3 a thousand to deliver the material at San Francisco, while the Atlantic Transport Company will receive \$55.75 a thousand for the trip from San Francisco to London on the old Pacific Mail steamer "Manchuria."

Groping through a dense fog, the British steamer "Calchas," bound from Vancouver, B. C., to Port Townsend, Wash., grounded on a rock 150 yards west of Point Wilson. She struck at low tide and took water rapidly, swinging so her bow was nearly submerged and pointing west. Two big lighters are near, and the Coast guard cutter "Arcata" is standing by. The extent of damage is not known, but it is believed two holes were punched in her bottom. Diving and salving apparatus has been sent for.

Major-General George W. Goethals has withdrawn his resignation as Governor of the Panama Canal zone. This was announced by General Goethals when he arrived on the steamship "Cristobal" from New York after a vacation in the United States. His action was taken, he said, because of the recent slides in the Gaillard cut, which have closed traffic through the canal.

General Goethals said he would remain in Panama indefinitely or until the condition of the canal would permit his departure.

According to an announcement by the Panama-Pacific line, the White system of oil-fuel instead of coal is to be employed aboard the steamers "Finland" and "Kroonland" on the seventeen-day run from New York to Los Angeles and San Francisco, via the Panama Canal. The "Finland" and "Kroonland," 22,000 tons displacement, are the largest vessels ever equipped with oil-burners, and the necessary changes which will be made during November and December will not interfere with the scheduled sailings.

General raising of charter rates from Pacific Coast ports to the United Kingdom, the first move of shipowners to protect themselves against loss by the Panama slide began during the past week. Offers of steamers at 100 shillings were received by Portland exporters, but no takers were found. The British steamer "Margram" was chartered by M. H. Houser at 97 shillings 6 pence. She is claimed to be the last unchartered steamer in the Pacific Ocean. It was said in some quarters that this raise will not be the only one and that 125 shillings may be reached.

It was rumored in shipping and customs circles that the famous steamer "Sacramento," now interned in Valparaiso by the Chilean Government, may shortly be released and her registry transferred from the American to the British flag. The "Sacramento," formerly the German steamer "Alexandria," was supposed to have been bought by an American company. After much delay the "Sacramento" cleared from here for South America with a cargo of general merchandise about a year ago. As she approached the Chilean coast the cargo was transferred to the German warship squadron, it is said.

One of the longest passages on record between San Francisco and the United Kingdom has just been completed by the French bark "General de Negrier." The vessel left San Francisco March 23 and arrived at Harwich on September 29, according to a report received by the marine department of the San Francisco Chamber of Commerce. One hundred and eighty-eight days was occupied in the trip, and hope had nearly been given up for the safety of the vessel, which it was thought some German submarine had sunk. The "Negrier" was loaded with 66,402 cents of California barley, valued at \$99,600.

A complaint was filed with the California Railroad Commission by C. H. Sooy and H. W. Glensor, representing the Pacific Coast Steamship Company, the Pacific Navigation Company, the San Francisco-Portland Steamship Company, the North Pacific Steamship Company and the Independent Steamship Company, against some fifty defendants representing ownership of about 100 steam schooners, alleging the latter are "free lancing" and undercutting regular established lines. The complaint states that the independent steamships named as defendants have not complied with the Public Utility Act in filing tariffs and schedules with the Commission.

A Seattle correspondent says that the recent loss of the "Edith" again emphasizes the risk in the transport of Alaska copper concentrates which are shipped in the form of mud. Being extremely heavy, this cargo fills up but a small portion of the lower hold and in heavy weather it shifts easily. In such cases it is impossible to trim cargo or right the ship. A similar mishap was that of the steamship "Dirigo," which foundered in heavy weather in like circumstances in November of last year. The "Edith" loaded her valuable cargo at Latouche for Seattle. Later she encountered a terrific storm, was thrown on her beam ends and began taking water rapidly. It was decided to abandon her, as every effort to right the steamer had proved futile. The sea was so rough that it was impossible to board the lifeboat alongside. Consequently, officers and crew were compelled to leap from the sloping decks of the derelict and swim for the lifeboat. All were saved. The steamer "Mariposa" picked up the survivors the same day. A hawser was placed aboard the "Edith," but when the towline carried away it was deemed inexpedient to make further efforts and the "Edith" was finally abandoned to her fate on August 30. She was insured on a value of \$110,000 and her cargo was worth \$275,000. The "Edith" was built at Sunderland in 1882 for the Glen Line as the "Glenochil." She was purchased on this Coast in 1900 and rechristened. For several years she operated between San Francisco and Nanaimo, B. C., in the coal trade. Later she was enrolled as an American vessel and was taken over by the Northwestern Steamship Company, since merged with the Alaska Steamship Company, her late owners.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

## International Seamen's Union of America

Affiliated with  
AMERICAN FEDERATION OF LABOR  
and  
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary,  
570 West Lake St., Chicago, Ill.  
AFFILIATED UNIONS.

### ATLANTIC DISTRICT.

#### EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:  
BOSTON, Mass., 1½A Lewis St.

Branches:  
BALTIMORE, Md., 802-804 South Broadway St.  
NEW YORK CITY, 51 South St.  
PHILADELPHIA, Pa., 206 Moravian St.  
NORFOLK, Va., 41 Loyalls Lane.  
MOBILE, Ala., 104 South Commerce St.  
NEW ORLEANS, La., 206 Julia St.

#### MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC AND GULF.

Headquarters:  
NEW YORK CITY, 12 South St. Telephone 2107  
Broad. Night Call 2108 Spring.  
New York Branch, 400 West St. Telephone 5153  
Chelsea.

Branches:  
BOSTON, Mass., 258 Commercial St.  
NEW ORLEANS, La., 117 Decatur St.  
BALTIMORE, Md., 806 South Broadway.  
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#### MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

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NEW YORK, 51 South St. and 280 West St.  
BALTIMORE, Md., 802-804 South Broadway.  
NORFOLK, Va., 41 Loyalls Lane.  
NEW ORLEANS, La., 206 Julia St.  
MOBILE, Ala., 104 S. Commerce St.

### HARBOR BOATMEN'S UNION.

Headquarters:  
NEW YORK CITY, 190 West St. Phone 4126 Worth.

### LAKES DISTRICT. LAKE SEAMEN'S UNION.

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MILWAUKEE, Wis., 133 Clinton St.  
N. TONAWANDA, N. Y., 152 Main St.  
CONNEAUT HARBOR, O., 992 Day St.  
ERIE, Pa., 107 E. Third St.  
DETROIT, Mich., 15 Twelfth St.  
SUPERIOR, Wis., 1721 N. Third St.  
BAY CITY, Mich., 108 Fifth Ave.  
OGDENSBURG, N. Y., 70 Isabella St.  
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.  
PORT HURON, Mich., 517 Water St.

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Headquarters:  
BUFFALO, N. Y., 71 Main St.

Branches:  
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CHICAGO, Ill., 445 La Salle Ave.  
DETROIT, Mich., 27 Jefferson Ave.  
MILWAUKEE, Wis., 151 Reed St.  
SUPERIOR, Wis., 1814 Fourth St.  
OGDENSBURG, N. Y., 70 Isabella St.  
BAY CITY, Mich., 108 Fifth Ave.

#### MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

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406 N. Clark St., Chicago, Ill.  
Telephone Main 365.

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Milwaukee, Wis. Superior, Wis.  
Ashtabula, O. Erie, Pa.

### PACIFIC DISTRICT. SAILORS' UNION OF THE PACIFIC.

Headquarters:  
SAN FRANCISCO, Cal., 59 Clay St.  
Branches:  
VANCOUVER, B. C., 213 Hastings St., E. corner of  
Hasting and Main, P. O. Box 1365, Tel. Seymour 8703.  
TACOMA, Wash., 2218 North 30th St.  
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.  
ABERDEEN, Wash., P. O. Box 6.  
PORTLAND, Ore., 44 Union Ave., North.  
EUREKA, Cal., 227 First St., P. O. Box 64.  
SAN PEDRO, Cal., P. O. Box 67.  
HONOLULU, H. I., Cor. Queen and Nuuanu Sts.,  
P. O. Box 314.

(Continued on Page 11.)



# Coast Seamen's Journal

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PAUL SCHARRENBURG.....Editor  
I. M. HOLT.....Manager

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## NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, OCTOBER 13, 1915.

## "MADE IN JAPAN."

The "Stars and Stripes" have ever been regarded as a valuable asset by the principal employers of coolie labor on the Pacific Coast.

"Hauling down the American flag" has been adopted as the stock phrase of the gentry who have driven the American seamen from the oceans and substituted Orientals. But no incident will better illustrate our local coolie-lovers' devotion to the American flag than the little story about thousands upon thousands tiny silk American flags said to be held at the San Francisco custom house because the receivers of the goods can not very well use them as intended.

The story is to the effect that the noble coolie-patriots conceived of an ingenious scheme to discredit the new Seamen's law. The idea was to distribute thousands of these tiny flags, attached to a wee little masthead with the inscription "This flag needs your help. Only five of them remain on the Pacific."

It was a grand and beautiful scheme. It was intended to be a silent but effective appeal to all true patriots. But like its originators the appeal was coolie-tainted. The beautiful little flags were "Made in Japan." And when the bogus patriots discovered that there is a law which requires all articles made abroad, and intended for individual distribution, to be stamped as having been manufactured in the country of their origin there was consternation in the "American" coolie lovers' camp.

At any rate, it is reported that the flags are still in the custom house for the schemers have arrived at the conclusion that the "Made in Japan" inscription would not carry a particularly logical appeal to the heart and head of the average American.

Oh, patriotism, what crimes are committed in thy name!

American ships manned by Chinese crews exclusively!

American flags "Made in Japan!"

Strike up the band and play America!

Banzai!

## THE CASE OF MR. HUMPHREY.

Congressman William E. Humphrey, of Seattle, Wash., has ever been a faithful servant of the "House of Hlave." Throughout his public career Mr. Humphrey has favored every reactionary step and opposed every progressive measure.

Just at present Mr. Humphrey is an aspirant for the United States Senatorship from Washington State, and in accordance with "time-honored" custom he is endeavoring to disseminate information upon his dyed-in-the-wool love for the common people.

Says Mr. Humphrey, in a recent communication to the Central Labor Council of Seattle:

I do not believe that vessels under the American flag should be manned by foreign officers when there are many competent American officers out of employment and ready and willing to take these places.

None but trained and skilled sailors should go upon lifeboats in time of emergency when the lives of those on board are placed in their care and keeping. The La Follette law does not require that the men who handle lifeboats shall be drilled and trained and fully qualified for this work. That is one of the reasons why I opposed it.

All the provisions of this law that help the sailor or tend to greater security to life and property at sea, I am in favor of and I hope to see their retention upon the statute books. The other sections should, in my judgment, be repealed.

I believe in my own country first—always. I believe in taking care of American labor first. I believe that all work in this country that American labor can do should be done by American labor paid American wages. I do not believe that any foreigner should be given any job that an American is ready and willing to perform.

What beautiful phrases Mr. Humphrey is able to concoct when he is after the elusive workingman's vote. But how meaningless and empty those charming assurances become when we contrast the man's performances with the man's promises.

By word and deed this man Humphrey has persistently and consistently given the lie to every one of the typewritten sentences submitted to the Seattle Central Labor Council.

The representatives of Labor who know Humphrey will look upon his eleventh-hour protestations of friendship as an ill-timed joke.

Unreasonable and uncompromising, yes; at times even offensively insulting, has been Humphrey's attitude toward Labor. His sickly whine about "American labor first" becomes nauseating when we examine his public record as a lifelong champion of Oriental coolie labor.

Let us hope that Mr. Humphrey's constituents will take his honeyed words with several large grains of salt. The organized workers of Washington State owe it as a duty to themselves and an obligation to their fellow workers elsewhere in our country to retire that servant of plutocracy to private life. His candidacy for the United States Senate is preposterous. It can not and must not be taken as serious.

## THE TARIFF VS. UNEMPLOYMENT.

Every injunction judge and every reactionary statesman is perfectly capable of delivering a first-class after-dinner speech upon the sacred "rights" of property. But not even such a distinguished scholar as ex-President Taft has been able to tell his starving, out-of-work fellow citizens just what to do when in that unfortunate condition.

Unemployment and uncertainty of employment has become the bane of existence for the average workingman. So serious has the

subject grown in recent years, that it is attracting the attention of economists, philanthropists and statesmen. Many conventions and conferences have been held to discuss the subject and various methods have been suggested for the relief of a condition which imperils the health and standards of living of the working people.

Periods of industrial depression occur in the United States with painful regularity. Such periods are accompanied by lack of employment and all the attendant evils which that condition brings. And the causes are purely artificial, for periods of industrial stagnation come when Nature is most bountiful, when all the natural conditions in our country are favorable for prosperity.

Following each change in national administration there comes a period of doubt and uncertainty which makes its influence felt throughout the length and breadth of the country. What is the reason? Nature recognizes no change in our national administration. Our natural resources are not diminished by any such change. Crops are more bountiful each year, yet unemployment is on the increase. We feel the effect but we fail to look closely enough for the cause in an effort to have it removed.

Opinions may differ on the desirability of having a high protective tariff or absolute free trade. Between the two extremes probably lies the solution of the problem, for revenue must be supplied to meet the expenses of government. But there can be no difference of opinion on the point that the tariff, whether high or low, should be fixed after mature and deliberate consideration by men in a position to know all the facts and conditions. That never can be done as long as it is left in the hands of politicians, who cannot possibly be in possession of all the facts and whose opinions, perhaps unconsciously, are swayed by personal consideration.

It is essential, therefore, that the whole subject of tariff-making be taken out of the realm of politics and placed in the realm of economics. That is what is proposed by the Tariff Commission League, recently organized on an absolutely non-partisan basis and incorporated under the laws of Illinois. Many of the leading men and women of the country have joined in the movement. Among these are John Mitchell, former president of the United Mine Workers, and Warren S. Stone, Grand Chief, Brotherhood of Locomotive Engineers. The purpose of the Tariff Commission League is to arouse a sentiment in the country sufficiently strong to compel Congress at its next session to create a permanent non-partisan Tariff Commission with powers broad enough to enable it to fully inquire into tariff schedules and make such recommendations to Congress, based upon facts, as the particular situation may seem to warrant.

A tentative draft of a bill has been prepared by the Tariff Commission League. The bill provides for the creation of a permanent commission of seven persons. No political party can have a majority on the commission. Labor, agriculture, manufactures, trade and commerce and education are to have direct representation on the commission.

As far as known, this is the first time that provision has been made for direct labor representation on a commission of this kind, although at every national election political orators have worked overtime to convince the sons of toil that the main reason for a high protective tariff was to protect American labor from cheap foreign competition.



Yet every reading American wage-earner was fully aware of the fact that the most highly protected American industries invariably gave preference to the most ignorant foreigners and paid the very lowest rates of wages.

For these reasons the proposed plan should be encouraged in every way, and especially by the working classes, who have always been the dupes of tariff legislation and are in every instance the chief sufferers when industrial depressions are brought on through tariff tinkering by the politicians.

#### THE I. W. W. Highbrow.

When a certain "society lady" called at the JOURNAL office the other day we were forcibly reminded that I. W. W.ism flourishes more among theoretical highbrows and half-baked college professors than among the men and women who toil.

And, needless to say, we find again that Kipling was not far from the mark when he asserted that the "female of the species is more deadly than the male."

The I. W. W. female highbrow moves in "society" just as if she were a normal snob; but from time to time she visits the Weary Willies and easily works herself into their good graces by frequent (substantial and welcome) cash donations to the cause. In due time the I. W. W. female highbrow is then entrusted with such slight tasks as the running of errands for the unkempt. The dear highbrow lady is then in her glory—her weak, partly unbalanced mind is in the acme of bliss. In return some contributor to the Idle Wonder Workers' official organ will then refer to the condescending Lady Bountiful as "an active woman worker," and so on, and so forth.

I. W. W.ism is surely a curious disease. It never attacks folks who can think straight; but, like a virulent cancer, it lays hold upon the mentally weak. The poor, half-starved migratory worker sometimes falls for it—at least until the aching void in his stomach has been relieved, and he is again enabled to reason without passion. It rarely attacks ordinary people, but does occasionally get in its deadly work with the "sassity" lady who never toiled, and could not think along logical lines if her life depended upon it.

And these are the wonderful people who "want to abolish the wage system" and "take possession of the earth."

The particular attention of all seamen is directed to the Departmental Rulings (published elsewhere in this issue) upon the "Able Seaman" clause and the "Language Test" contained in the La Follette Seamen's law. It should be understood that applicants for able seamen's certificates will not be required to pass an examination if they can show affidavits or other evidence of three years' service on deck at sea or on the Great Lakes. And it should be noted further that no one need apply for such examination unless the applicant has had at least one year's experience on deck at sea or on the Great Lakes. All who have had more than three years' service should prepare for the filing of an affidavit setting forth approximately when, where and on what vessels such three years of service was obtained. Additional information for three-year men will be published in these columns from week to week.

Demand the union label upon all purchases!

#### DEPARTMENTAL REGULATIONS.

"Able Seaman" Clause and "Language Test" as Officially Interpreted by Department of Commerce.

The following important official interpretations of the "Able Seaman" clause and the "Language Test" have just been received:

##### Able Seamen.

Department of Commerce,  
Office of the Secretary,  
Washington, Sept. 15, 1915.

Department Circular No. 264.

To Collectors of Customs, Supervising and Local Inspectors, Steamboat-Inspection Service, and Others Concerned:

By virtue of the authority conferred by Section 13 of the Act approved March 4, 1915, which provides "That upon examination, under rules prescribed by the Department of Commerce as to eyesight, hearing, physical condition, and knowledge of the duties of seamanship, a person found competent may be rated as able seaman after having served on deck twelve months at sea, or on the Great Lakes," the following regulations are prescribed for determining the knowledge of the duties of seamanship of such persons who make application for examination for a certificate of service as able seaman:

1. Any person who has had twelve months' service on deck at sea or on the Great Lakes on any vessel of 100 tons gross and upward (except those navigating rivers exclusively and the smaller inland lakes, and except fishing or whaling vessels or yachts), including decked fishing vessels, naval vessels, and coast-guard vessels, may make application to any board of local inspectors for a certificate of service as able seaman, and upon proof being made to said board by affidavit as to service, and examination as to physical condition and knowledge of the duties of seamanship, showing the nationality and age of the applicant and the vessel or vessels on which he has had service, the board of local inspectors shall issue to said applicant a certificate of service which shall be retained by him and be accepted as prima facie evidence of his rating as able seaman.

2. No person shall be examined who does not produce satisfactory affidavit or affidavits that he has served at sea or on the Great Lakes as prescribed in paragraph 1.

3. Each applicant shall pass the prescribed physical examination before a medical officer of the Public Health Service before being permitted to take the examination to determine his knowledge of the duties of seamanship.

4. The professional examination to determine the applicant's knowledge of the duties of seamanship shall be oral, and shall be conducted in the form of questions and answers and by practical tests. The applicant shall be examined in each of the prescribed subjects and given a mark in each based on a scale of 100.

5. No person shall be recommended for or shall receive the certificate of service as able seaman who fails to attain a general average of merit of less than 70 per cent.

6. The professional examination may be conducted by an officer of the United States Navy, the Coast Guard, Lighthouse Service, Coast and Geodetic Survey, Navigation Service, or any other marine officer designed by the Secretary of Commerce. When any such officer conducts the examination the board of local inspectors shall issue to the applicant a certificate of service as able seaman upon receiving notice in writing from such an officer that the applicant has passed the prescribed examination as to knowledge of the duties of seamanship.

7. The professional examination will be conducted as concisely as possible, with the view of determining the applicant's qualifications, and will embrace the following subjects:

(a) **Boxing the compass.**—The applicant will be required to box the compass by points or degrees, according to the experience he has had in the use of either method.

(b) **Lights and fog signals.**—A knowledge will be required of the running and anchor lights for steam and sailing vessels on the sea, inland waters, or Great Lakes, and a like knowledge of fog signals, according to the waters on which the applicant has served.

(c) **Signals for starting, stopping, slowing down, and backing the engines of steam vessels.**—This examination will be restricted to the signals in use on the sea, or Great Lakes, according to the waters on which the applicant has served. In view of the widespread use of engine telegraphs, knowledge of engine bell signals, while deemed advantageous, will not be required if in other respects the candidate qualified.

(d) **Passing signals for steam vessels.**—To be confined to vessels meeting or passing under ordinary conditions.

(e) **Knotting, bending, splicing, and hitching.**—The applicant will be required to make a few of the principal knots, bends, splices, and hitches in common use by sailors.

(f) **Ability to pull an oar.**—The applicant's knowledge of pulling an oar will be determined by actual trial in a boat.

(g) **Clearing away, lowering, and getting a**  
(Continued on Page 10.)

## OFFICIAL.

#### SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Oct. 11, 1915.

Regular weekly meeting came to order at 7 p. m., Joe Faltus presiding. Secretary reported shipping dull; a number of men around the Hall. Full Shipwreck Benefit was awarded to ten members of the crew of the steam-schooner "Graywood," which sank off Cape Flattery, Oct. 2, 1915. The delegates to the California State Federation of Labor Convention submitted a report which will be printed in full in this week's issue.

JOHN H. TENNISON, Secretary pro tem.  
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., Oct. 4, 1915.

No meeting. Shipping and prospects poor; few men ashore.

REGINALD TOWNSEND, Agent.

Room 11, De Cosmos Block, 1424 Government St.

Vancouver, B. C., Oct. 4, 1915.

Shipping fair.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Oct. 4, 1915.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, Oct. 4, 1915.

Shipping and prospects poor.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Oct. 4, 1915.

Shipping and prospects poor.

J. PEARSON, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, Oct. 4, 1915.

Shipping dull; prospects uncertain.

JACK ROSEN, Agent.

44 Union Ave. North. Tel. East 4912.

Eureka Agency, Oct. 4, 1915.

No meeting; no quorum. Shipping and prospects poor.

JOHN ANDERSON, Agent.

227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Oct. 4, 1915.

Shipping and prospects poor.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Sept. 27, 1915.

Shipping and prospects poor.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

#### MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Oct. 7, 1915.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping fair. Nominations of officers for the ensuing term were proceeded with.

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, Sept. 30, 1915.

No meeting. Shipping slow.

LEONARD NORKGAUER, Agent.

Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Sept. 30, 1915.

No meeting. Shipping poor; plenty of men ashore; prospects uncertain.

HARRY POTHOFF, Agent.

P. O. Box 54.

#### DIED.

Joseph Damison, No. 75, a native of Finland, age 51, was drowned on Columbia River, Ore., Oct. 3, 1915.

Alfred Morris, No. 2232, a native of Boston, Mass., died at San Francisco, Cal., Oct. 7, 1915.

A more or less persistent rumor is going the rounds that the Pacific Coast Steamship Company has sold its big steamer "Congress," for service on the Atlantic Coast. The "Congress" is a vessel of nearly 5,000 tons net register, with fine passenger accommodations for about 525 people, in addition to a large freight-carrying capacity. The "Congress" was built at Camden, N. J., and arrived here on her maiden voyage from the Atlantic via the Straits of Magellan, October 6, 1913. Her principal dimensions are: Length over all, 442 feet 6 inches; between perpendiculars, 425 feet; breadth, 55 feet; depth to shelter deck, 38 feet 6 inches; depth to boat deck, 54 feet 10 inches; register tonnage, 7,985 gross.



### THE HERRING FISHERIES.

The possible effect of the present war on the herring fishing is a subject of considerable interest in view of the fact that the industry is a very important one to the various countries whose shores are washed by the North Sea, and provides most European nations with an article of food, the abundance or scarcity of which is of no small importance to the countries concerned.

Discussing the matter recently the *Star* (London) wrote: It may sound somewhat incongruous, but it is a matter of history that even such insignificant things as herrings have played an important part in the shaping of the world's destiny. At least in two great wars they were indirectly factors of no inconsiderable moment. In the Hundred Years war there occurred the famous Battle of the Herrings, and again, in the Dutch wars of the early seventeenth century, it was the proceeds of the herring industry alone which enabled the Hollanders to carry on their fighting with such success that they ranked as an important power.

Nearly 2,000,000 barrels are exported every season to Germany and Russia, where they form a staple food of the peasantry. Where the fish comes from is not known. Some of the old fishermen hold to a theory that they hibernate during the summer with their heads in the mud, while others maintain that they have their home in the crystal seas of the Polar regions, where they thrive so exceedingly that each season the native waters become overcrowded, and great shoals are forced to move southward in search of new feeding grounds. Herrings are a gregarious fish, moving in large shoals composed of a number of smaller ones, which have been known to be eight to ten miles long, two to four miles wide, and of unknown depth.

The manner of catching the fish has not changed with the centuries, although the small sailing craft has been almost displaced by the more wieldy but less beautiful steam-drifter, and drift nets are still used.

The drift net is buoyed at the top with corks and weighted at the bottom. Formerly they were made of hemp, but now cotton is used, being lighter and handier, so that instead of 13 yards the nets are 20 yards in length, and in place of some 60 or 80, the boats can carry 100 or 180 of them. With all her nets "shot" a drifter might ride all night with anything from one to two miles of netting setting like a wall in the sea. The most important market is for bloaters, for which the best fish are used, and as it is important that the fish should be brought quickly to market, the steamer naturally has the advantage over the sailing craft. Bloaters are obtained by smoking the herrings in fires of oak billets, and it is this oak wood that is supposed to impart to them their subtle flavor. Kippers are split, soaked in brine and then smoked. The greater portion of the catch, however, the article concludes, is dried and pickled and packed in vast quantities in barrels of brine for Russian, German and Mediterranean markets.

As far as Great Britain is concerned, in normal circumstances it is the Scotch fisherfolk who principally engage in the

industry. The men put out to sea in their smacks as soon as the fish begin to appear along the Scottish coast, and follow them down to the Yarmouth Roads, where, in the autumn, they congregate in extraordinary abundance. The movements of the boats at sea are followed on land by a veritable host of Scotch fisher-girls, who travel down to the various ports and are ready to deal with the catches as they are brought in. Those who are familiar with Yarmouth and Lowestoft as popular summer resorts would scarcely recognize the well-known east coast towns under their autumn aspect. On the days when the boats do not put out to sea both towns are transformed into Scottish colonies; crowds of fishermen in blue jerseys throng the streets, and groups of fisher-girls in queer-looking waterproof skirts saunter bareheaded through the town, knitting as they go, and chattering in a dialect which few of the usual inhabitants understand.

Apart from the fishing industry itself, the advent of these Scottish visitors is of no small importance to the prosperity of these seaside towns, for Yarmouth and Lowestoft are the last ports at which the fisherfolk touch before returning home, and the purchasing of presents for those at home results in the creation of a second "season" for these towns.

Whenever there is a possibility of a "catch," the fishermen disappear from the streets, and a flock of brown sails out at sea betrays their whereabouts. Meanwhile the girls are busy mending nets, or preparing for the reception of the haul at the various curing houses along the beach, and, as soon as the fish are landed, they set to work in their thousands along the level "denes," or sandy, sedge-grown hillocks, which are a feature of the East Anglian coast. The fish are brought up from the wharves in curiously-shaped carts, specially built to enable them to pass through the narrow Yarmouth "rows," likened by Dickens to the bars of a gridiron, the driver standing upright on his vehicle and balancing himself, as it was once remarked, with that perfect poise which in former days was peculiar to the Grecian charioteer.

The girls have to be in readiness, of course, at whatever time of the day or night the boats may happen to return with their load, and the sight of them working by torchlight is so unique and picturesque as not to be easily forgotten.

In 1913 Yarmouth and Lowestoft exported about 600,000 barrels of salted herrings to Hamburg, but at present that opening is closed and the transport of herrings to Holland, another good customer, has also been prohibited. The stoppage of the British trade must also react upon Germany; but a German paper, in discussing the subject, stated that the latter country hoped to obtain much of her ordinary supply from Norwegian fishermen, who go further afield for their catches, and do much of the herring fishing off the coast of Newfoundland.

Hitherto the postage stamps of the Chinese postoffices were ordered from foreign countries. In view of the war in Europe it has become difficult for the Government to import new supplies. The Ministry of Finance has decided that postage stamps be manufactured and printed by the Government Engraving Bureau at Peking.

### ILLITERACY GREATLY REDUCED.

The United States Bureau of Education announces that whereas in 1900 there were 42 out of every 1000 children between the ages of 10 and 14 years who were illiterate—that is, unable to read and write—in 1910 the number had been reduced to 22, and in 1914 to 15. These statistics, when put with those of the censuses of 1880, 1890 and 1900, indicating a steady decline of illiterates 10 years of age and over by percentages of 17, 13.3, 10.7 and 7.7 per 1000, show clearly the net outcome of the vast machinery of instruction which the nation maintains by a lavish scale of public and private expenditure. The huge sums paid gladly by taxpayers are bringing in good investment returns. The electorate is rising in capacity to know for itself who are the men that would lead it, and for what they specifically stand, judging them by their public utterances, by their votes as legislators or by their acts as administrators.

This steady reduction of the rate of illiteracy has been coincident with an increasing rate of population caused by immigration, a fact of considerable significance and accounting in part for the smaller number of illiterates in the northern States, where most of the newcomers have settled.

What a well-equipped public school system may do for a State that in its beginnings decides to invest intensively in popular education is shown by the latest statistics of the Bureau of Education anent Oklahoma. The proportion of illiterate children there fell from 124 per 1000 in 1900 to 17 in 1910. Now it is the lowest of any State in the Union. White, American Indian and Negro youth have all been corraled and given the rudiments, and that right quickly. But the gain has not been confined to virgin territory. New Hampshire, under the lead of vigilant superintendents, has reduced its child illiterates from four to one during the 1900-1910 decade. Delaware also has a creditable record. But the most marked gains have been in the middle and far West, while the least responsive region is the South.

A State which has the initiative, referendum and recall especially needs a population that can read and write. If the political action of to-morrow is to be direct and not indirect, if each citizen is to vote on laws, accepting or rejecting the same as he deems them wise or unwise, then it stands to reason that the more the voter knows the better for society. No State can count on a progressive, steadily ascending national existence that lacks citizens who are able to rule it in accord with both facts and ideals and who can study its history, its economic resources, and its laws. The more there are of such intelligent citizens the broader based any government will be. So it is not at all surprising that a low rate of illiteracy and a high rate of civic evolution go together.—*Christian Science Monitor*.

The increase from the Ship Registry Act of August 18, 1914, to June 30, 1915, was so rapid that tonnage under the American flag now employed in foreign trade is nearly equal to such tonnage under the French or Norwegian flags. British tonnage, of course, is more than tenfold greater.

Demand the union label upon all purchases!



**"CRIMINAL CONSPIRACY."**

(By Fred H. Moore.)

Labor has no more dangerous thing confronting it than the law of criminal conspiracy. Wherever members of organized labor raise their voices or attempt to act in anywise along lines of self-betterment, just that minute along comes the sheriff with a warrant charging criminal conspiracy. Criminal conspiracy to do something. It may be criminal conspiracy to violate the Sherman anti-trust law, as in the case of Gompers, Mitchell and Morrison, or it may be criminal conspiracy to speak on the streets in alleged violation of an alleged city ordinance, as in the case of the San Diego fight, or it may be criminal conspiracy to prevent an employer from securing other workers to take the place of those who refuse to work under existing conditions, as in the case of practically every strike of any large dimension.

Criminal conspiracy has been, in the last five years, used by the authorities in connection with every labor dispute, whether the acts attending that dispute be petty or grave. For example, it was criminal conspiracy in the case of Moyer, Haywood and Pettibone. It was criminal conspiracy in Lawrence in the case of Ettor, Giovannitti and Caruso. It was criminal conspiracy at Indianapolis, in the case of Ryan, Clancy and others.

Now, why is it that this charge of conspiracy is always made? Those who know the law of conspiracy realize that the answer is so simple that he who runs may read. From time immemorial this charge of conspiracy has always been used by the Government to suppress all unified action by those opposed to the existing order. Originally the law was applied to criminal conspiracies, political in character, against the existing government. Later, it came to be applied to labor disputes. One of the earliest known cases is that of the Tub-Women of London vs. the Brewers of London. Here the mere fact that the tub-women had united and formed an organization, was in itself, and apart from any overt acts that they might do, unlawful. This conception of the law remained in force until well along into the nineteenth century, and it took a distinct act of the British Parliament to legalize labor unions.

Under the charge of conspiracy the authorities, under the law, are allowed to introduce a vast range of evidence not directly pertinent to the particular individual or individuals on trial, but which they get into the record under the theory that the same is applicable to the law of conspiracy. Just what constitutes a conspiracy the law itself is uncertain about. For example, we have Chief Justice Shaw, at one time Chief Justice of the Supreme Court of the State of Massachusetts, saying, with reference to the definition of conspiracy: "But the great difficulty is in framing any definition or description to be drawn from the decided cases which shall specifically identify this offense—a description broad enough to include all cases punishable under this description." If the courts don't know what constitutes conspiracy, then how can it be expected that a workingman will know?

The law of criminal conspiracy to-day is uncertain, defies intelligent analysis and is a perpetual menace to co-operation in any organized effort to do anything contrary to

the wishes of those who control organized government. Under the law of conspiracy everyone who co-operates in any organized movement is responsible for each and every act of each and every individual co-operating along the line of that movement, even though the act which the individual does is really outside of the range of the purpose of the original program, provided that a jury sees fit to say, when influenced by prejudice, malice and ill will, that a conspiracy had been formed. Some of the most vicious verdicts returned by juries have been under the cloak of the law of conspiracy.

The law of conspiracy is a hydra-headed monster standing in the way of organized progress. It makes possible manifold miscarriages of justice, reduces the administration of the law to the whim and caprice of judges and juries and makes it impossible for the common people to maintain that respect for the administration of the law which is a fundamental requisite for the orderly progress of society. We should direct all of our efforts to the destruction of this legal myth which possesses dangers far greater than any virtues that any one can find in it. As long as the law of criminal conspiracy stands on the statute books of either the State or Federal Government it is impossible to secure any large, broad and sweeping program of organized labor.

Labor must do one of two things; it must either develop such control of the machinery of government and of the courts, particularly as to enable it to reshape and remake the law of conspiracy so that the law as it now exists will no longer be applicable to labor disputes, or, independent of the securing of political control, labor must secure such industrial power as will enable it to call checkmate to all efforts of the authorities to enforce the so-called law of conspiracy, thus rendering ineffective and impossible of enforcement the law itself. The duty is imperative that this law shall be nullified in some manner, otherwise all the efforts looking to the coalition and creation of real solidarity in the ranks of labor will be rendered ineffective by the authorities.

**SHIPBUILDING IN JAPAN.**

Great activity is being shown at all Japanese shipyards, even the smallest keeping their employes at work day and night. At the Mitsu Bishi yard in Nagasaki four ships with a tonnage of 7300 each and two of 3700 tons each are under construction. At the Kobe yards of the same company one 1800-ton and two 5300-ton vessels are on the ways. In the last named city the Kawasaki yards are building one 1700-ton, and one 3000-ton, two 4000-ton, and three 7300-ton boats. Other important orders being executed at the different shipyards are: Osaka Iron Foundry, Osaka—six 7300-ton, one 5000-ton, twelve 3200-ton, one 1100-ton; Uraga Dockyard Co., Uraga—four 2200-ton vessels; Fuji Nagata yard—one 2000-ton ship; Harima yards, Kobe—two 1100-ton vessels.

This is a total of 43 ships, and there are said to be many still being negotiated for between builders and owners. The Mitsui Bussan Kaisha is negotiating for the building of two cargo boats of 5,000 tons each. Builders are now reluctant to accept orders in anticipation of a scarcity of materials.

**NOTICE TO SEAMEN.****IMPORTANT.**

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,  
V. A. OLANDER, Secretary.

**LAKE DISTRICT, I. S. U. of A.****HEADQUARTERS:**

LAKE SEAMEN'S UNION,  
570 West Lake Street, Chicago, Ill.

**BRANCHES AND AGENCIES:**

BUFFALO, N. Y.....55 Main Street  
Telephone Seneca 936 R.  
CLEVELAND, O.....1401 W. Ninth Street  
Telephone Bell Main 1842.  
MILWAUKEE, WIS.....133 Clinton Street  
Telephone South 240.  
ASHTABULA, O.....21 High Street  
Telephone 552.  
NORTH TONAWANDA, N. Y.....152 Main Street  
Telephone Bell 2762.  
DETROIT, MICH.....15 Twelfth Street  
Telephone 3724.  
SUPERIOR, WIS.....1721 N. Third Street  
Telephone, New, Broad 385.  
BAY CITY, MICH.....108 Fifth Avenue  
OGDENSBURG, N. Y.....70 Isabella Street  
CONNEAUT, O.....922 Day Street  
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue  
FORT HURON, MICH.....517 Water Street  
ERIE, PA.....107 E. Third Street

**MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.****HEADQUARTERS:**

71 Main Street, Buffalo, N. Y.  
Telephone Seneca 48.

**BRANCHES:**

CLEVELAND, O.....1185 W. Eleventh Street  
CHICAGO, ILL.....445 LaSalle Avenue  
MILWAUKEE, WIS.....151 Reed Street  
DETROIT, MICH.....27 Jefferson Ave., East  
SUPERIOR, WIS.....1814 Fourth Street  
OGDENSBURG, N. Y.....70 Isabella Street  
BAY CITY, MICH.....108 Fifth Avenue

**MARINE COOKS AND STEWARDS' UNION.****HEADQUARTERS:**

406 N. Clark St., Chicago, Ill.  
Telephone Main 365.

**BRANCHES:**

Buffalo, N. Y. Toledo, O.  
Cleveland, O. North Tonawanda, N. Y.  
Milwaukee, Wis. Superior, Wis.  
Ashtabula, O. Erie, Pa.

**UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.****MARINE HOSPITALS:**

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

**RELIEF STATIONS:**

Ashland, Wis. Ogdensburg, N. Y.  
Ashtabula Harbor, O. Oswego, N. Y.  
Buffalo, N. Y. Port Huron, Mich.  
Duluth, Minn. Manitowoc, Wis.  
Escanaba, Mich. Marquette, Mich.  
Grand Haven, Mich. Milwaukee, Wis.  
Green Bay, Mich. Saginaw, Mich.  
Houghton, Mich. Sandusky, O.  
Ludington, Mich. Sault Ste. Marie, Mich.  
Manistee, Mich. Sheboygan, Wis.  
Erie, Pa. Superior, Wis.  
Menominee, Mich. Toledo, O.



## WEEKLY NEWS LETTER.

(Continued from Page 3.)

to do so. The whole public will get the benefit." No announcement has been made of a reduction in the rate for day wires, which remains at \$20, eight times the rate now paid the Postal for night service. Some indication of the reduction in night rates is shown by the fact that at the beginning of the year the Associated Press leased 28,000 miles of wire at a cost of \$336,000 for night service. If the Western Union follows the example of the Postal, the cost of 28,000 miles of wire will be \$84,000, or a saving of \$252,000 from the rate paid previous to August 1.

## OLD AGE.

The United States Public Health Service and the various health agencies of this country are working to prolong the average duration of life. In this they are obeying the desire for existence which is the strongest instinct of mankind. Only a small proportion of the human race rounds out its tour of duty on this earth. Some people are born with good bodies which they treat well. Barring accidents, they live a long time. Some people are born with poor bodies which they treat well. Barring accidents they can live to a ripe old age. Some people are born with good bodies which they treat badly, and some people are born with poor bodies which they treat badly. They don't last long.

It is recorded that in Yorkshire in 1501, Henry Jenkins was born. He died in 1670, cut off at the age of 169. He remembered well the battle of Flodden Field. This occurred in 1513, when he was 12 years of age. The Register of Chancery and other courts show the administration of oaths to him 140 years prior to his death. He gave deposition as witness when he was 157. In his young manhood, when he was a little over 100, he was a remarkable swimmer.

The term "old age" too frequently is another name for the falling due of the debts of youth. Over-eating, over-drinking, over-playing, over-working, these are drafts on the bank of Nature which sooner or later must be met. Sometimes the day of reckoning can be put off a little bit, but Dame Nature will not be wheedled out of her claim.

The remarkable thing about Henry Jenkins is the fact that he has left behind him no rules of living which would enable one to duplicate his feat. In this he showed great self-repression. As a matter of fact, there is no royal road to old age and it is not to be attained by a particular dietary or regimen of life. Perhaps the best rule may be expressed in one word, "Moderation." Moderation in food, moderation in drink, moderation in the joys and worries of life, moderation in work, moderation in recreation, equanimity of the mind, the soul and the body. These make for long tenure of life.

Tonopah, Nevada, since its discovery in 1900, has produced silver and gold to the value of more than \$60,000,000 from veins in the Tertiary volcanic rocks. Goldfield, founded in 1902, was a direct outcome of the development at Tonopah. The deposits here also occur in Tertiary volcanic rocks, but in form and character they are entirely different from the Tonopah veins. The total production from Goldfield to the end of 1913 was over \$65,000,000 in gold and silver.

## DEPARTMENTAL REGULATIONS.

(Continued from page 7.)

boat away from the ship.—The applicant's ability will be determined by actual trial aboard ship.

(h) **Handling boats at sea.**—This examination will include questions relative to the proper handling of a boat in running before a heavy sea; in pulling into a sea; the trip of the boat; and steering with an oar, tiller, or yoke.

(i) **Knowledge of nautical terms.**—The applicant will be required to definitely locate different parts of a ship, and to give the names of the different masts, sails, rigging, davits, etc.

(j) **Steering.**—The applicant will be required to demonstrate his knowledge of handling the wheel of a steamer by obeying orders passed to him as "wheelman."

WILLIAM C. REDFIELD,  
Secretary.

## Language Test.

Department of Commerce,  
Office of the Secretary,  
Washington, Sept. 18, 1915.

Department Circular No. 265.

To Collectors of Customs and Others Concerned:  
Section 13 of the Seamen's Act of March 4, 1915, in part, provides as follows:

"No vessel of one hundred tons gross and upward, except those navigating rivers exclusively and the smaller inland lakes and except as provided in section one of this Act, shall be permitted to depart from any port of the United States unless she has on board a crew not less than seventy-five per centum of which, in each department thereof, are able to understand any order given by the officers of such vessel."

"The collector of customs may, upon his own motion, and shall, upon the sworn information of any reputable citizen of the United States setting forth that this section is not being complied with, cause a muster of the crew of any vessel to be made to determine the fact; and no clearance shall be given to any vessel failing to comply with the provisions of this section."

This section will take effect as to vessels of the United States on November 4, 1915, and as to all foreign vessels on March 4, 1916.

The Department construes the words "able to understand any order given by the officers of such vessel" to mean the necessary orders that may be given to members of the crew in each department in the course of the performance of their duties.

The Department does not construe the above section as requiring the use of any particular language on the part of officers and crew of any vessel. Any language which is understood in sufficient measure by both the officers and the proper proportion of the crew will comply with the law. It must clearly be understood, therefore, that the section can not be construed as requiring an English-speaking crew. For example, on a French vessel the French language if spoken by the officers and if understood by the proper proportion of the crew would suffice. The same would be true of Spanish on a Spanish vessel, of German on a German vessel. Therefore, no specific language is required but only that whatever language is used it shall be understood as the law requires.

The Department also construes the section as meaning only such orders as may normally be given to members of the crew in each department of the vessel in the course of the usual performance of their regular duties. Among these duties, however, should be included lifeboat work or emergency work for such members of the crew as may be called upon to perform these classes of work. The Department would not consider it a proper construction of the section to require, for example, that a waiter should understand orders normal to the engine-room force or that a stoker should be required to understand orders which related solely to the work of a deckhand or seaman. In the cases, however, of a waiter, a stoker, a seaman, or other employee on the vessel who was assigned to do emergency or lifeboat work it would be a proper construction of the section to require him to understand orders for such emergency or lifeboat service.

The Department construes the section to mean that a demonstration in the presence of the customs collector or his deputy by the proper proportion of the crew in executing the actual orders of an officer would be a sufficient proof of compliance with the law. It will be noted that the orders are to be given "by the officers" and not by the customs collector or any one acting in his behalf.

The Department further construes the section to mean that the muster of the crew for which the law provides shall take place at such reasonable times and occasions as will determine the facts sufficiently in advance of the time fixed for the sailing of the vessel to permit the engaging of such new members of the crew as may be necessary in time for the vessel to sail without delay. The Department understands the law to require the safeguarding of the vessel through the language test by such means as such times and in such a manner as shall be helpful and not hurtful to our maritime commerce and that it is in no sense intended to be used to create embarrassment or to cause unnecessary expense or delay.

WILLIAM C. REDFIELD,  
Secretary.

## PACIFIC COAST MARINE.

The gravity of the shipping situation between this Coast and the Atlantic, due to the block of the Panama Canal, became a serious question in the minds of San Francisco shipping men. Some were of the opinion that the slides would be cleared within a short time and that traffic would be resumed by November 1, but others were not so optimistic. J. H. Rossiter, manager for W. R. Grace & Co., was one of the latter who believe that there will be no regular traffic before the first of the year. Steamship owners and operators are planning to route their vessels via the Straits of Magellan, and two companies made such announcements. Freighters of the American-Hawaiian fleet, which are now held at each entrance of the canal by the big slide, will proceed to their destinations via the Straits of Magellan, according to an announcement by Fred Hooper, district freight agent here. There are at the Pacific terminus of the big ditch the freighter "Kentuckian" from Hawaii, and the "Hawaiian," "Ohioan," "Alaskan" and "Montanan" from San Francisco. On the other side are the "Arizonan," "Iowan" and "Virginian" bound to this port. All of these vessels will proceed to their destinations around South America. Three other freighters of the company now on this Coast will load for the Atlantic with the idea of going through the canal soon after the first of November. They are the "Dakotan," "Honolulu" and "Texan." W. R. Grace & Co. announced also that their vessels to and from the Atlantic which are now at or near the canal will be sent through the Straits of Magellan. The "Santa Cruz," "Santa Clara" and "Santa Cecilia" are at the Atlantic terminus, and the "Santa Catalina" is at Balboa, and all of these will proceed via the straits. The "Columbia," now in the Pacific and en route to Santos, Brazil, to load coffee, has been ordered back to San Francisco. The gravity of the slide in the canal, it is believed by many shipping men, will hold traffic for several months, instead of one month only, and it is likely that no vessels will pass through until about the first of the year, they believe.

The steam-schooner "Graywood," laden with a valuable cargo, is an abandoned derelict off the North Pacific coast, drifting to the whims of wind and sea, and a menace to coastwise passenger liners. The "Graywood" broke loose from the steamer "Hilonian," which, after taking off the former vessel's crew near Umatilla Reef, was towing the disabled craft into Puget Sound. The "Hilonian" endeavored to keep the derelict in sight, but the vessel drifted away in the murk of the night. Ever since tugs, salvage bent, have been seeking in vain for the rich prize. In command of Captain Johnson, who was making his first voyage as skipper of the vessel, the "Graywood" left Puget Sound on September 28, her cargo consisting of 500 tons of ore and 1,450,000 feet of lumber. With Cape Flattery almost in sight, the "Graywood" became disabled and was drifting toward the jagged teeth of Umatilla Reef when picked up by the "Hilonian." The "Graywood," which was formerly the "Harold Dollar," is owned by George S. Beadle and under charter to the Olson & Mahony Steamship Company.

The steamship "Mariposa" of the Alaska Steamship Company's fleet, which went on the rocks on Pointer Island near Bella Bella, B. C., on October 8, is in a dangerous position, according to word received by her owners. The "Mariposa's" hold and engine-room are full of water and the vessel has a bad list to starboard and has a big hole in her forward bottom. The "Mariposa's" seventy-nine passengers, en route from Seattle to Alaska points, were landed on the beach by the steamer's small boats soon after the ship struck. A short time later they were picked up by the steamer "Despatch," which answered the "Mariposa's" "S. O. S." call. The "Despatch" is proceeding to Ketchikan, where the passengers will await the arrival of the "Admiral Evans," which will take them to their destinations. Two salvage vessels have been dispatched from Victoria, B. C., in response to a hurry call from Captain O'Brien, who said much of the cargo could be saved if prompt action was taken.

## TEARS THAT WON'T COME.

Says the News-Bee of Toledo, Ohio:

"We just can't succeed in turning on the tears and throwing a fit over the fact that the glorious old Stars and Stripes has disappeared from the Pacific merchant marine because of the sale of the Pacific Mail Steamship Company's vessels to an Atlantic concern.

"It is true that Old Glory has been hauled down, as to the Pacific, but it is also true that it was flying over Chinese crews exclusively. It may be tough on those heathen but it isn't our mission to do their yelling for them."



## DELEGATES' REPORT.

San Francisco, Cal., October 11, 1915.  
Sailors' Union of the Pacific:

Comrades:—Your delegates to the convention of the California State Federation of Labor herewith submit our report.

This was the sixteenth annual gathering of the Federation and was held in the city of Santa Rosa, October 4-8, inclusive. There were in attendance about 200 delegates, representing a membership of about 35,000. The number of delegates was considerably smaller than at preceding conventions, due no doubt to the fact that a great number of labor conventions have been held in this State during the past few months.

In addition to the annual reports of the Officers and the General Organizers, 45 propositions were submitted to and acted upon by the convention.

According to the report of the Secretary-Treasurer the average paid-up membership of the Federation for the year was 66,500. There has been a falling off in the membership during the year of about 2,400. This does not indicate that the movement is retrogressing; the shrinkage in membership is caused by the general state of unemployment consequent upon the prevailing business depression. A number of new unions have been organized and have become affiliated with the Federation during the year. The greatest progress has been in San Pedro, where a gain from 400 to 1,700 members has been made. The activity in organizing in that city has shown splendid results in betterments in wages and working conditions. The condition of the labor movement in Los Angeles was given careful consideration by the convention, and it was determined to seek the co-operation of the American Federation of Labor and the International Unions concerned in a concerted organizing campaign in that city. The unions at Stockton are recovering from the effects of the protracted struggle with the Merchants, Manufacturers and Employers' Association of that city. Disregarding the agreement under which the lockout was settled last December, namely, that wages and working conditions prevailing before the lockout should be restored, the employers in some cases have reduced wages and lengthened the hours of labor. This action on the part of the employers has had the effect of reopening the struggle. A serious aspect of the situation is the number of injunctions issued by the courts restraining picketing. The Federation therefore determined to expend the balance of the defense fund raised last year in fighting the injunction cases.

No other strikes of any magnitude have occurred during the past year.

Nearly all the resolutions adopted were on the subjects of organization and legislation. Among the latter were: Resolutions demanding the extension of the provisions of the Chinese Exclusion Act to embrace in its scope all Asiatics; extending the provision of the Child Labor Law prohibiting the employment of children under 14 years so as to include newsboys and street vendors; requesting Saturday half-holiday for Federal employees; protesting against the interpretation placed upon the Civil Service Law by the Federal Civil Service Commissioner under which the Navy Yard employees are prevented from serving as officers of their unions or as officers of the Labor Council; indorsing the plan of pensioning superannuated Government employees; demanding an eight-hour day for miners and other underground workers; providing for the improvement of labor conditions of Postoffice employees, etc. Of particular interest to the maritime craft is a resolution introduced by the maritime delegations declaring that the La Follette Seamen's Act should not be weakened by amendments, or otherwise, but should be rigidly enforced; also resolutions presented by the Iron Trades delegates protesting against any change in the Navigation Laws designed to permit foreign-built vessels to engage in the coastwise trade.

The Federation, after giving due consideration to the published statement of Governor Johnson giving his reasons for his refusal to pardon Ford and Suhr, now serving terms of life imprisonment as a result of the Wheatland riot, renewed its former declaration of belief in the innocence of these men and requested the Governor to reopen the hearings on application for their pardon "at such time as the threats of sabotage and incendiarism cease."

The convention was addressed by Congressman William Kent of the Second District of California, who stated that the conservation movement, in which he was greatly interested, had received the undivided support of the labor group in Congress, and the latter, in return, had been assisted by the conservationists. A paper was also read by a member of a delegation representing the Laborers' Friendly Society of Japan, the germ of the future labor movement of that country. This delegation was admitted to the convention as Fraternal delegates and remained throughout the entire session. The paper referred to recited the history of the efforts made by the labor people of Japan to organize, the first attempt being a purely political movement copied after the Socialist parties in Europe. This party was crushed by the government, and organization along political lines prohibited. The present movement is purely industrial and

is patterned upon the British and American system.

The convention was cordially received and handsomely entertained by the citizens of Santa Rosa, and was instrumental in organizing a number of business establishments, and also in forming several new unions. The next convention will be held in Eureka. Nearly all the incumbent officers were re-elected. Harry Ohlsen of San Pedro was elected Vice-President for District No. 2, succeeding Harry Pothoff of the Marine Cooks and Stewards' Association. Hugo Ernst, of the San Francisco Waiters' Union, was chosen as delegate to the American Federation of Labor convention.

Particular attention is called to the boycott upon the products of Levy Strauss & Co., San Francisco, manufacturers of overalls and shirts.

Respectfully submitted.

ED. ANDERSEN.

E. ELLISON.

FRANK JOHNSON.

HARRY OHLSEN.

PAUL SCHARRENBERG.

## A PROFESSOR ON "POLITICS."

How good citizenship is discouraged and destroyed by existing economic conditions was made clear by Dr. Arthur T. Hadley, president of Yale, in an address to his students on February 19. Dr. Hadley is reported as follows:

The man who makes politics a profession and has a wife and children dependent upon him, is sooner or later going to be forced into the position where, for the sake of his wife and children, he will have the choice of doing what is not quite right and staying in office, or doing that which is right and getting out of office and permitting his wife and children to starve, and a man cannot see his wife and children starve. No man under present conditions in the United States has a right to go into politics unless he is of independent means.

So, according to Dr. Hadley, politics must be left principally to beneficiaries of prevailing conditions. Others must resign their right as citizens. But does not the doctor see another alternative? Does he not see that the very conditions he describes condemn the economic system that makes them possible? Instead of keeping out of politics would it not be better for men, threatened with loss of citizenship, to use their political rights, while they may, to change the system? Dr. Hadley has been professor of political economy. It is to be taken for granted, therefore, until otherwise proven, that he has a thorough knowledge of the principles of that science. He must know then that failure to make our statute laws square with correct economic principles is the cause of conditions under which it is possible for a man turned out of office, to be forced to face the possibility of starvation. He must know that the remedy is to correct that error. Neglect of the remedy he has shown, produces conditions fatal to good citizenship. Can a good citizen do less than, than assist the forces attacking the fundamental evils underlying our unjust social conditions?—The Public.

## CHESTS FOR LIGHT STATIONS.

A new type of tool chest for use at light stations, containing all tools that are required by keepers in ordinary repair work at stations, has been designed and equipped in the third United States lighthouse district. The cost of this chest, complete with tools, will be about \$30.

The Bureau of Lighthouses states that it is also proposed by the third inspector to design a similar chest, to be fitted with pipe and machine tools, for use at oil-engine stations, and to be furnished to such stations in addition to the carpenter chest

Demand the union label upon all purchases!

## Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

## International Seamen's Union of America

(Continued from Page 5.)

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PORTLAND, Ore., Room 10, Bickle Bldg., 27½ Second St.

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SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

## The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia  
29 ERSKINE STREET, SYDNEY, N. S. W.



## Labor News.

About 3500 of the 5000 employees of the Brown & Sharp Manufacturing Company are out on strike, the result of a refusal at Providence, R. I., on the part of the representatives of that concern to concede eight hours and an increase corresponding to what had been granted by other concerns in this section. Immediately following the action of the men, Congressman O'Shaunessy wired the Department of Labor in Washington to send a mediator to Providence. In response to that request John A. Moffitt was dispatched to this city. The Brown & Sharp Company is the largest machine tool manufacturing plant in the United States. It has heretofore been especially antagonistic to labor unions and a bitter fight will no doubt result.

Six hundred employees of the Seymour Manufacturing Company of Seymour, Conn., have struck for a 55-hour week and 10 per cent. increase in wages, computed on the basis of the present 60-hour week, with time and a half for overtime. The company was willing to concede all that was asked for except computing the increase on a basis of the 60 hours, offering an increase on the 55-hour basis. This the men refused. This action was the result of a strike of 50 men on the night shift who secured a temporary agreement and wage increase. The men are not organized. Some two weeks ago the machinists struck, secured their demands and returned to work. The company makes brass disks which are used in the construction of shells.

The members of the Manufacturers' Association, according to information which has reached the agents of the Pennsylvania State Department of Labor and Industry, have decided to break down the child labor law passed at the last session of the Legislature. This is to be done by discharging from their mills children between fourteen and sixteen years who are permitted to work provided they attend continuation schools eight hours each week. One manufacturer, who evidently voiced the sentiments of his associates, is quoted by a factory inspector as saying: "By January 1 no children who come under the provisions of the recent act will be working." These reprisals, which will affect the pocketbooks of thousands of families, will, the manufacturers hope, serve to crystallize public opinion toward a revision of the law.

Decisions involving the right of an employe to use for his own advancement customers and information obtained while working for an employer were handed down recently by Justices Cohalan and Shearn, of the Supreme Court of New York. Both decisions were to the effect that an employe, where there was no written agreement limiting his activities, was justified in using the knowledge gained in his work for his own benefit, even though the business of a former employer was unfavorably affected by it. One of the suits was that of the Pioneer Barber Towel Company against Bruncy, who was a driver, and who engaged himself to drive a wagon of a rival concern, and did what he could to transfer the business of the customers with whom he was personally acquainted to his last employer. An injunction, restraining Bruncy, was applied for, and Justice Cohalan denied it.

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## Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

|                     |                       |
|---------------------|-----------------------|
| Abrahamsen, Halp-   | Lawson, J. J.         |
| Andersen, Hjalmar   | Larsen, Emanuel       |
| Andersen, Alfred    | Lundgren, F.          |
| Andersen, Albin     | Mojones, John         |
| -1388               | Moyer, Wm.            |
| Bower, Geo.         | Martensen, Ingvald    |
| Bucknam, J. W.      | Martinson, P. A.      |
| Berg, Fred          | Mathisen, Sigurd      |
| Brown, D. C.        | Moore, C. R.          |
| Christensen, Anton  | Mattson, Erick        |
| Christensen, Albert | Mattson, J. -1228     |
| Donovan, J.         | Mikkelsen, A. W.      |
| Dougherty, J.       | Morgan, W.            |
| Dyrnes, L. E.       | Nass, T. M.           |
| Edwards, John       | Newland, Ernest       |
| Eggers, John        | Nelson, Axel          |
| Engbretsen, Ed.     | Nordstrom, E. V.      |
| Edson, Frank        | Nevlin, Georg         |
| Endresen, Marius    | Olson, J. E.          |
| Eugen, T.           | Ona, Sam              |
| Fenes, I.           | Petersen, A. -1223    |
| Farridane, P.       | Petterson, Harry      |
| Glademo, Lars       | Peterson, Hans        |
| Gundersen, Peter    | Pederson, Carl        |
| Gustafson, Karl     | Pederson, Carl, -1200 |
| Grant, Dave         | Pederson, Carl, -1632 |
| Hansen, Alex M.     | Qualns, Nick          |
| Hansen, John        | Ramberg, Barney       |
| Hansen, Olaf        | Rosenwald, Isaac      |
| Hansen, E. -1437    | Ruit, R. J.           |
| Hill, C.            | Schwedstous, W.       |
| Jakobson, Waldemar  | Shankat, Hans         |
| Jorgensen, Fred     | Simmingbilm, G.       |
| Johanson, Wm.       | Speller, Henry        |
| Johanson, John      | Salvesen, Salve       |
| Johnson, Andrew     | Samuelson, Leonard    |
| Johnson, Ernest     | Sennola, Emil         |
| Johnson, P. M.      | Selken, H.            |
| Johnson, Ole        | Sinclair, Emanuel     |
| Johnson, Jorgen     | Smith, T.             |
| Junge, H.           | Swensen, Jorgen       |
| Kahning, Jacob      | Strandevus, Jack      |
| Karrell, J.         | Sverd, C. P.          |
| Karlson, Ingvald    | Tedchert, Karl        |
| Krauer, Johan       | Thomsen, Elmar        |
| Kressman, Karl      | Torlussen, G. T.      |
| Larsen, Albin       | Voss, H.              |
| Larsen, Olaf        | Vick, Tom             |
| Leonard, John       | Weon, Ole             |
| Lindeman, C. H. O.  | Wenneke, A.           |
|                     | Wick, J.              |

## Tacoma Letter List.

|                      |                    |
|----------------------|--------------------|
| Cords, W. A.         | Olsen, Martin E.   |
| Evertsen, Olof       | Paterson, John     |
| Farrell, William     | Person, Fritz Leo- |
| Haugan, Arthur       | nard               |
| Johannsen, Christian | Schmidt, Louis     |
| Linea, W.            | Thomas, Paul       |
| Line, Wictor         | Thman, Emil        |
| Murphy, Danial       |                    |

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## Eureka, Cal., Letter List

|                  |                      |
|------------------|----------------------|
| Contreras, Julio | Lawrence, Harry      |
| Eriksen, Anton   | Lomas, Richard       |
| Kyrkslatt, Lars  | Nilsen, Nils         |
| McKeating, R.    | Thorsen, Fredrick N. |

## INFORMATION WANTED.

Johan Hilmar Hansen, a seaman who was last heard from in Seattle, Wash., in 1911, is inquired for by his father, Anton Hansen, Nygaten 34, Moss, Norway. 5-13-14

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. 5-13-14

Knut Jensen No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Tangemunde, A/Elbe Ostenerweg, No. 7, Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis. 4-14-15

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks Ave., Pasadena, Cal. 7-29-14

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Charles Anderson, alias Helmik Helgesen, a native of Alvestad, Stavanger, Norway, age 70, is inquired for; last time heard from in 1904. Anyone knowing his whereabouts please notify his brother, B. H. Alvestad, Jewal, Iowa.

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## INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuano" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden. 5-13-14

Frank Melson, who went as fireman on the S.S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y. 6-24-14



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## Portland, Or., Letter List.

Bese, F.  
Bernahrdsen, Chas.  
Bjornlund, Axel  
Bugge, Mr.  
Christensen, H. P.  
Decas, O.  
Dolany, Willie  
Edstrom, John  
Ekberg, Hugo  
Fernandez, Frank  
Gelger, Joe  
Hecker, Wm.  
Halbeck, J. O.  
Holmstrom, Chas. A.  
Henrlks, Waldemar  
Ingelbrigsten, O.  
Jensen, Christ  
Jensen, Wm.  
Jegstrup, Harold  
Johnson, Nils  
Jonsson, Karl  
Knopp, Fritz  
Kristiansen, Wm.  
King, J. L.  
Kelly, Patric  
Kjer, Magnus  
Knudsen, Richard E.  
Larsen, H.  
Leonhard, George  
Letchford, A.  
Lindblad, Konrad  
Lindberg, A. C.  
Lindholm, John  
Loescher, Joseph  
Miller, E.  
McKeating, R.  
Munchmeyer, H.  
Miller, Andy M.  
Morgan, Tim

Muller, P.  
Metts, John  
Moller, L. D.  
McConnell, David S.  
Mark, Thorwald  
Meckermann, Ernst  
Neuling, George  
Nielsen, H. -1253  
Olsen, Arthur  
Ohlsson, J. W.  
Osterberg, Henry  
Oglove, Wm. A.  
Palm, P. A.  
Pedersen, J. A.  
-1515  
Perkins, Paul  
Peterson, M.  
Rabel, John  
Reskran, George  
Rinkel, H.  
Rimmer, Chas.  
Schneider, J.  
Schneider, Fritz  
Swanson, Emil  
Soderlund, Uno  
Sorensen, Jorgen  
Shea, Oscar  
Schacht, H.  
Schultz, John N.  
Selin, Joe  
Salmelin, H.  
Saarinen, W.  
Tuhkanen, J. J.  
Urso, Geozep  
Vinx, H.  
Windblad, M.  
Wheatcroft, L. E.  
White, Harry  
Westengren, C. W.

## Aberdeen, Wash., Letter List.

Albers, Geo. L.  
Andersen, -1118  
Arntzen, W., reg.  
Andersen, Andrew  
Arnell, John  
Burmester, T.  
Byman, Alf.  
Bjorklund, G.  
Bowen, J. J.  
Davis, Frank  
Eriksson, -333  
Evensen, Krist  
Gustafsson, Chas.  
Gronos, Oswald  
Gueno, Pierre  
Hansen, -2275  
Hansen, Halfdan  
Holmroos, W.  
Hansen, Ove Max  
Hylander, Gustaf  
Jacobson, J.  
Kallas, August  
Kerr, Wm.  
Knappe, Adolph  
Kristiansen, Nils  
Kustel, V. J.  
Ladwig, Otto  
Ludtke, Emil  
Machado, Henry  
Munson, Fred

Nielsen, N. C.  
Nilsen, -1054  
Nilsen, Harry  
Nordgren, Chas.  
Peitson, J.  
Peters, Walter  
Paaso, Andrew  
Pettersen, Karl  
Peterson, J.  
Peterson, Nels  
Risenius, Sven  
Rundblad, Oscar  
Schmidt, Heinrich  
Simonsen, Isak  
Scheftner, Bernhard  
Thorn, A. L. -70  
Toves, H. C.  
Thorne, John  
Thompson, S. K.  
Udby, Harold  
Wehrman, John  
Wiksten, Arvid  
Wilson, John  
Walden, Olsen N.  
Packages.  
Glazer, Y.  
Gorgensen, Olaf  
Hansen, John  
MacGuire, O. F.  
Stanners, W. S.

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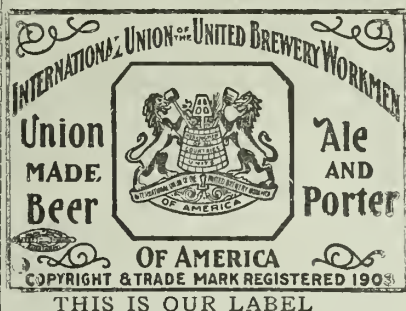
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## INFORMATION WANTED.

Iwar Westerberg, age about 50,  
sailing second mate on some steam  
schooner on the Pacific Coast, is in-  
quired for by Gus Englund. Any in-  
formation regarding the above named  
will be gladly received at 214 Jack-  
son street, San Francisco, Cal.

1-27-15

Theodore Krakan, last heard of in  
September 1911, at New Orleans, La.,  
is inquired for by his mother. Any  
one knowing his whereabouts please  
notify Mrs. Ad. Krakan, Langenvehm  
38 I, Hamburg 22, Germany.—8-25-15.

## Home News.

Henry Ford announced on Sep-  
tember 25 that he has set aside \$1,-  
000,000 to be used in a campaign for  
peace, and against the demand for  
preparedness.

Although Federal Judge Anderson  
issued an injunction to restrain a  
strike of Fort Wayne, Ind., street  
railway employes, they nevertheless  
quit work on September 27. They  
demand reinstatement of men said to  
have been discharged for membership  
in the union.

Foes of the big Army and Navy  
programme in the Democratic party  
are planning for a meeting at Wash-  
ington in advance of the regular ses-  
sion of Congress to rally their forces.  
A call will be sent out within a few  
days to members of Congress who  
are in sympathy with the movement  
to meet during the last week in No-  
vember. Representative Warren W.  
Bailey of Johnstown, Pa., former In-  
dianan, is taking the lead. He is  
making a canvass of Democratic  
members, through the medium of  
correspondence, and he says that op-  
position to a big Army and Navy is  
as strong as ever.

Trouble along the Texas border to  
the west of Brownsville continues  
from depredations of irresponsible  
bands of outlaws who slip across the  
border and attack American settlers.  
When any of these bands are over-  
taken by the American patrol, fight-  
ing ensues, with disastrous results to  
the Mexicans. As the American  
troops do not pursue the bandits into  
Mexico, they find shelter south of  
the border, and come back at every  
opportunity. General Nafarette, the  
Carranza officer in charge, has pro-  
claimed a neutral border of no man's  
land south of the boundary, in order  
to keep his own troops from assist-  
ing the bandits. It is now proposed  
by the Americans to use mountain  
guns along the border to shell out  
the marauders when they retreat into  
the neutral zone. Almost all of the  
casualties have been confined to the  
bandits.

An idea of the great volume of  
business that recently has come to  
the steel concerns of Pennsylvania  
is to be had from the announcement,  
made by representatives of all the  
large companies, that they are filled  
with orders for the present year,  
and, from now on, only will accept  
orders for the year 1916. The orders  
for next year are coming forward  
in a great rush, they say, and this  
shows the boom is by no means  
temporary. These are for rails, cars,  
locomotives and structural material,  
independent of those for war ma-  
terials. It is said the present orders  
and inquiries for ordinary steel are  
the heaviest known in five years.

The United States battleship "Mich-  
igan" led all other vessels of the  
battleship class for battle efficiency  
in 1915, according to an announce-  
ment by the Navy Department. The  
battleship "Texas" was second and  
the "Georgia" third in the list of  
nineteen vessels. The torpedo-boat  
destroyer "Patterson" led the list in  
the destroyer class, the "McDonal" being second and the "Fanning" third. In the submarine class the "K-8" stood first, with the "C-3" second and the "B-3" third. The bat-  
tleship "Georgia" led the list of  
twenty vessels of the battleship class  
in gunnery practice. The "Texas"  
was second and the "Wyoming"  
third.

Ingvald Andreas Hansen, alias  
Andrew Hansen, a native of Nor-  
way, age about 36; tall, dark; last  
heard of July, 1905. His address  
then was, Andrew Hansen, Karluk,  
Kodiak Island, Alaska. He is in-  
quired for by his mother. Anyone  
knowing his whereabouts please  
notify Staff Captain Robert Smith,  
district officer, native work, Alaska,  
Box 925, Wrangell. 4-3-15

Wilhelm Ekelund, a native of  
Sweden, is inquired for by his  
brother, Axel Ekelund, New Harbor  
Hotel, Drumm street, San Francisco,  
Cal. Anyone knowing his where-  
abouts please notify the above ad-  
dress. 3-10-15

Patrick McFee, who was cook on  
board the schooner "Robert Henry"  
on a voyage to Mexico last year, is  
inquired for by the U. S. Shipping  
Commissioner, at San Francisco, Cal.  
9-15-15

George Alexander Sharman, a na-  
tive of Brooklyn, N. Y. About 28  
years of age, height 5 feet 9 inches,  
supposed to have sailed on the Great  
Lakes in 1907, is inquired for by  
M. L. Kinvan, 1211 Mosher street,  
Baltimore, Md. 7-14-15

Carl Janson, age 36, born in Was-  
tervik, Sweden; last heard of in Seat-  
tle six years ago. Anyone knowing  
his address please communicate with  
Erika Askenberg, 2280 86th street,  
Cleveland, Ohio.

George Alfred Hall, last heard of  
on the Sch. "Sehome" in June, 1913,  
will please communicate with his  
brother, Walter Hall. Address 790  
18th street, Oakland, Cal.

William McGrail, of Baltimore,  
Md., who sailed on the Atlantic and  
Gulf Coasts as cook for a number of  
years, is inquired for by his brother,  
George McGrail, 603 Decatur street,  
New Orleans, La.



## Domestic and Naval.

One million head of beef cattle, it is announced, are being sought for delivery in Liverpool.

With the addition of the five Pacific Mail ships to the fleet of the International Mercantile Marine, the number of its vessels will be 130.

A number of temporary aids to navigation have been established in Galveston Harbor by the lighthouse service pending the reconstruction of beacons and lights destroyed during the storm.

Two libel suits for \$500,000 each have been filed in Trenton, N. J., by the United States Asphalt Refining Company of New York city against the Prince Line, Limited. Breach of contract is charged.

The Inter-ocean Transportation Company has filed a suit against the M. A. Quina Export Company for alleged breach of a charter for the Norwegian steamship "Strikledstad." Damages of \$50,000 are asked.

The Canadian Lake steamer "Fairmount," which stranded on Plana Cays, in the Bahamas, while from New Orleans to Cienfuegos, with coal, is insured on a value of £19,898, being 1,895 tons, built in 1903.

Chicago yachtsmen will lay before the Federal Government a plan to organize the power boats on the Great Lakes and elsewhere into a reserve scout fleet for service in the event of war. It is suggested that officers and crews be trained in the use of rapid-fire guns, torpedoes, and wireless signaling equipment.

The British steamship "Saint Leonards," the first vessel to clear from Philadelphia for Vladivostok by way of the Panama Canal, started September 13 on her 48-day voyage to the Siberian port. Fifteen locomotives from the Baldwin Locomotive Works and 6,000 tons of steel rails from the Lackawanna Steel Co., comprised the cargo of the vessel.

Mobile wrecking companies have been awarded contracts to salvage six steamships driven ashore near Galveston by the recent hurricane. Six months will be required to bring the vessels back to the Gulf through dredged channels. The contracts involve an expenditure of \$272,000. The steamers are the "El Sud," of the Southern Pacific Company; the "Morawitz," (Austrian), and the "Eaton Hall," "Ribston," "Wallace," and "Harlesden," all British.

After being ashore in the St. Lawrence for nine months the steamer "Hendonhall" has been floated. She went ashore at Point des Monts in November, 1914, on a voyage from Cardiff to Montreal, and was ice-bound during the winter. When the ice cleared in the spring it was found that the water in the vessel was still frozen solid, and salvage operations had to be further postponed. The "Hendonhall" is of 3,994 tons, built in 1901, her insured value being £32,000.

The keel of the new U. S. battleship "California" will be laid at the New York Navy Yard October 14. The "California," which will be constructed on the same general lines as the "Mississippi" and "Idaho," will be the first electrically propelled warship of her class in the world. In a sense her propulsion machinery will be in the nature of an experiment. Her armament will include twelve 14-in. guns, mounted in four triple turrets. She will displace 32,000 tons and will have special protection against submarines.

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Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abbott, Arne  
Abmeyer, Henry  
Acorn, Albert  
Adams, Hugo  
Adolfsson, Fritz  
Ahn, Jack  
Ahlfors, Arthur  
Ahlstrom, Ellis  
Ahokos, Ilmor  
Akman, Joseph  
Almer, John G.  
Andersen, Alfred  
Olaf  
Andersen, A. M.  
Andersen, John  
Andersen, N. -1549  
Andersen, S. A. -1642  
Andersen, S. A. -992  
Anderson, Chr. -1765  
Anderson, Ed  
Baardsen, Telf  
Backman, Axel  
Backman, Aug  
Backman, Paul  
Bakkenson, P. J.  
Bakker, Haakon  
Ban, Martin  
Barrell, George  
Baxter, Ed  
Behrendt, Carl  
Behrens, W. J.  
Belarowicz, Felix  
Bensen, I. -2164  
Benter, H.  
Berkland, Gus  
Berry, David J.  
Bertelsen, Kristian  
Beverle, Rupert  
Biedeman, Aug.  
Blake, E. -2048  
Bjorkstrom, Artur  
Blair, Francis  
Caen, P.  
Cainan, George I.  
Calson, Fred  
Campbell, D. C.  
Campbell, S.  
Campbell, Martin  
Cariera, Peter  
Carlson, C. O.  
Carlson, C. R.  
Carlson, Joe  
Carlson, Martin  
Carlsson, John  
Carlstrom, John  
Catt, Frederick  
Dahlkvist, Fred  
Daly, John  
Dalstrom, A.  
Danielson, David  
Day, William  
De Freitas, J. Inacio  
Dennis, I.  
Derengowski, Julius  
Ebersole, R. E.  
Ehlin, Lester W.  
Eekart, T. G.  
Eekstrand, Frank  
Edolf, C.  
Egenas, Nils  
Eisenhart, N.  
Eisner, Max  
Elenius, Axel  
Eliassen, Sigurd  
Ellefsen, Otto  
Fabrowski, T.  
Falcon, M.  
Fane, James  
Ferguson, B.  
Ferguson, J.  
Fischer, P.  
Fitzgerald, Wm.  
Fitzpatrick, Patrick  
Fjellman, George  
Follan, Thomas  
Foss, John  
Gabrielsen, Eling  
Gabrielsen, Peder  
Gallagher, Jas.  
Gart, George  
Gerner, Hans  
Gibbs, James  
Gilbert, A.  
Gorden, George  
Grantley, C. W.  
Grantstrom, Nestor  
Grundman, J.  
Gudmundsen, B.  
Haak, Reinhold  
Hageros, Sam  
Halbeck, O.  
Hall, H.  
Hallenberg, Gustaf  
Halvarsen, Henry  
Hammergren, Oscar  
Anderson, Ernst  
Anderson, Fritz  
Anderson, Geo.  
Anderson, Gust  
Anderson, Harry  
Anderson, H. E.  
Anderson, Hilding  
Anderson, John C.  
Anderson, Joseph  
Anderson, Oscar  
Anderson, Walter  
Anderson, K. E.  
-1323  
Andreassen, Karl  
Antonsen, H. -1372  
Antonsen, H. -1783  
Antonsen, Viktor  
Ashlund, Jas. H.  
Augustin, Hermann  
Azevedo, Manuel T.  
Blancart, Willy  
Blume, Earnest  
Blum, Ernest  
Boro, Severin S.  
Bowman, Jack  
Boyes, Allan  
Bracker, Henry  
Brandt, B.  
Bredemeyer, Elmer  
H.  
Bremen, Leo  
Brevick, Johan  
Broberg, Charles  
Brown, Jno.  
Brown, William  
Brunst, Frank  
Bruum, Aksel  
Buckly, J. J.  
Buhle, Charles  
Burke, Andrew  
Bush, H. S.  
Byloff, Charles  
Cellan, John  
Christensen, Hans  
Christensen, Louis  
Christensen, Otto  
Christensen, R.  
Christiansen, L. P.  
Claus, John R. C.  
Clausen, Cha  
Clausen, Chr.  
Clausen, I.  
Collier, H. S.  
Cordia, P.  
Corlino, R. A.  
Costantinos, Lay  
Dewetrak, C.  
Dianus, Willie  
Dixen, Ben  
Dixon, John  
Douglas, G. Sam.  
Doyle, Wm.  
Drayner, Ed.  
Dully, John  
Duval, Benoit  
Eilingsen, Fred  
Emanuelson, Karl  
Engelhardt, Ferdin  
and  
Enstrom, Carl  
Erikson, Bert J.  
Erikson, E. R.  
Erickson, George  
Erickson, John  
Evans, Louis  
Evans, Stanley C.  
Foster, Chas.  
Fredholm, Chas. J.  
Fredricksen, K. D.  
Fredriksen, Berger  
Fredricksen, F.  
Freiberg, Peter  
Frieburg, Frank  
Friedrich, H.  
Frig, W.  
Funk, Burno  
Furth, Rieb.  
Gudmundsen, L.  
Gumas, Nicholas  
Gundersen, Kristian  
Gundersen, L. I.  
Gunderson, G. A.  
Gunderson, J. C.  
Gunderson, M.  
Gunvaldsen, I.  
Gustafsson, Charles  
Guthrie, R.  
Gutman, C.  
Hannus, Alex  
Hansen, F. -1735  
Hansen, Hans O.  
Hansen, H. C.  
Hansen, H. P.  
Hansen, Jeremias  
Hansen, M. -968  
Hansen, Norkard M.  
Henriksen, T.  
Higgins, F.  
Hilberbranch, A.  
Holberg, Oluf  
Holman, W. -2304  
Holmquist, F.  
Holm, Arthur  
Holmes, Chas. P.  
Holst, R.  
Hoose, Frank  
Hord, Charlie  
Hoversen, Carl  
Hoye, Haakon  
Hjelja, J. -2298  
Hjertz, Emil  
Hjerner, C. F. W.  
Ikonom, Joe  
Illig, Gustave  
Jackson, Peter  
Jagisch, Magnus  
Jakish, Max  
Jakobsen, Alfred  
Jansen, Jakob  
Jansson, Jonas  
Jarsinski, Fellks  
Jensen, Carl  
Jensen, C.  
Jensen, H.  
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Jensen, Henry  
Jensen, Jack  
Jensen, J. F.  
Jensen, Knud  
Jensen, Thoyus  
Jespersen, Christ  
Jespersen, Martin  
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Johansen, Johan  
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Kallaman, E.  
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Klepzig, Otto  
Klotzke, Otto  
Laakso, Frank  
Laine, Alex V.  
Lala, August  
Larsen, A. C.  
Larsen, C. A. -1904  
Larsen, Pinwald  
Larsen, J. -1386  
Larsen, John  
Larsen, Julius  
Larsen, Pete  
Larsen, Alfred  
Larsen, S. G.  
Larsen, Karl  
Larsen, K. E.  
Larsen, Ragnar  
Laula, Victor  
Lauritzen, Georg  
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Leonhard, G.  
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Leveridge, H.  
Lewald, Harry A.  
Maki, Ivar  
Malland, O.  
Manfred, Elmar  
Markus, Peter  
Markus, Geo.  
Markwarett, Carl  
Marquels, Frank  
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Martens, Hans  
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Martin, A.  
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Marx, Thorwald  
Mathiasen, Sigurd  
Matta, Humberto  
Mattson, Charles  
Mattson, J.  
McKenzie, John  
McKenzie, M. C.  
Nagel, A.  
Nedsen, John B.  
Nelsen, Alvin C.  
Nelson, Alvin  
Nelson, C.  
Nelson, Fred  
Nelson, John  
Nelson, John B.  
Nerby, Kristian  
Nielsen, C. F. -1025  
Nielsen, Edwin N.  
Nielsen, H. F. -1195  
Nielsen, Nils  
Nielsen, Valdemar  
Nielsen, W. C. -1224  
Ober, Oscar  
O'Brien, R. F.  
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Higgins, F.  
Hilberbranch, A.  
Holberg, Oluf  
Holman, W. -2304  
Holmquist, F.  
Holm, Arthur  
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Holst, R.  
Hoose, Frank  
Hord, Charlie  
Hoversen, Carl  
Hoye, Haakon  
Hjelja, J. -2298  
Hjertz, Emil  
Hjerner, C. F. W.  
Ikonom, Joe  
Illig, Gustave  
Jackson, Peter  
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Jakish, Max  
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Jansson, Jonas  
Jarsinski, Fellks  
Jensen, Carl  
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Jensen, Jack  
Jensen, J. F.  
Jensen, Knud  
Jensen, Thoyus  
Jespersen, Christ  
Jespersen, Martin  
Johansen, Arvid  
Johansen, Carl J.  
Johansen, Johan  
Kaleva, Gustaf  
Kallaman, E.  
Kallberg, Arvid  
Karlsson, Viktor  
Kayser, Chas.  
Kasvi, Theodore  
Kerr, Wm.  
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Klotzke, Otto  
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Mattson, Charles  
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Nelsen, Alvin C.  
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Nielsen, H. F. -1195  
Nielsen, Nils  
Nielsen, Valdemar  
Nielsen, W. C. -1224  
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O'Brien, R. F.  
Ingebreetsen, Olaf  
Insunso, Francisco  
Johanson, E. A. -2247  
Johansen, S. A.  
Johanson, Edward  
Johanson, H. R. O.  
Johanson, Nathaniel  
Johansson, Nils  
Johansson, C. -2094  
Johansson, J. R.  
Johnsen, C. B.  
Johnsen, J. -2369  
Johnson, A. -2077  
Johnson, A. K.  
Johnson, E. G. -227  
Johnson, Eric  
Johnson, Gus  
Johnson, John  
Jones, Berthon  
Jorgensen, Fred  
Jungberg, L.  
Junge, Heinrich  
Knapp, Gottop  
Knohl, Louie  
Knappe, Adolph  
Knudsen, Daniel  
Kolsted, A.  
Konstantin, Anist  
Kook, Herman  
Korner, Fred  
Koso, Petter  
Kristensen, K. D.  
Kristiansen, Jakob  
Kruk, J.  
Kuhn, John  
Lewis, Roht. W.  
Lindekrantz, F.  
Lindeman, C. H. O.  
Lindenkrantz, Chas.  
Liljendahl, Ludvig  
Lindroth, Erik  
Link, Geo.  
Listen, Charles  
Livingston, Edward  
J.  
Ljung, Gustaf  
Lohnd, Axel V.  
Loland, Ludwig  
Lonnau, John  
Loren, A. L.  
Lorentsen, Karl  
Lorin, C. -1441  
Luberg, W.  
Luckman, E.  
Ludwig, Jack  
Lundberg, Charles  
Lundberg, Torsten  
Lundgren, Colmar  
Lundstrom, John  
Lunsmann, Henry  
Lybeck, Thomas  
Lynch, James  
McLaughlin, M.  
McLellan, J.  
McMahon, Jack  
Meikahn, H.  
Melba, Chas.  
Menk, Billy  
Mertensen, Henry  
Meyer, Ernest  
Meyer, F.  
Meyers, Max  
Michaelsen, Johan  
Midling, Marentz  
Miller, Louis  
Miller, Winford  
Moore, Albert  
Morgen, I.  
Mortensen, George  
Mortensen, M. P.  
Muller, Thom  
Muntsu, Max  
Murphy, J.  
Nemeyer, Oscar  
Newbert, H.  
Nilsen, Hans L.  
Nilssen, Harry  
Nilsson, Hjalmar  
Nonberg, Gustaf  
Nor, Nils  
Nordlof, Sigurd  
Norman, Olaf  
Norris, N. A.  
Norton, Edgar  
Nunner, Albert A.  
Nurme, Victor  
Nymen, Oskar  
Nyross, Julius  
Ohland, Chas.  
Oleman, Henry

Hansen, Norkard M.  
Henriksen, T.  
Higgins, F.  
Hilberbranch, A.  
Holberg, Oluf  
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Holmquist, F.  
Holm, Arthur  
Holmes, Chas. P.  
Holst, R.  
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Hoversen, Carl  
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Jakish, Max  
Jakobsen, Alfred  
Jansen, Jakob  
Jansson, Jonas  
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Jensen, Halford  
Jensen, Henry  
Jensen, Jack  
Jensen, J. F.  
Jensen, Knud  
Jensen, Thoyus  
Jespersen, Christ  
Jespersen, Martin  
Johansen, Arvid  
Johansen, Carl J.  
Johansen, Johan  
Kaleva, Gustaf  
Kallaman, E.  
Kallberg, Arvid  
Karlsson, Viktor  
Kayser, Chas.  
Kasvi, Theodore  
Kerr, Wm.  
Kingstrim, G. G.  
Klinck, Wm.  
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Rivera, Ben  
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Tomberg, Matt -593  
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Williams, J. C.  
Williams, John  
Willman, C.  
Wilson, J. W.  
Winton, J. A.  
Witt, Otto  
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Wollesen, A. Chr.  
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Hartog, John  
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hart  
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Jansson, A. L.  
Johansen, Emil  
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Legander, Benj.  
Nor, Nils  
Olsen, Arne  
Olsen, Carl -1101  
Penningrud, Ludwik  
Persson, Oscar  
Petersen, Aage  
Raasch, O.  
Raum, Henry  
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Rathke, Reinhold  
Rellursen, A. L.  
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JUNE 30, 1915:

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|--|-----------------|
| Assets .....                           | \$60,321,343.04 |
| Deposits .....                         | 57,362,899.35   |
| Capital actually paid up in cash ..... | 1,000,000.00    |
| Reserve & Contingent Funds .....       | 1,958,443.69    |
| Employees' Pension Fund.....           | 199,164.12      |
| Number of Depositors.....              | 66,965          |

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### INFORMATION WANTED.

Fred Marjama, a native of Russia, age 36, has not been heard from since 1908, at Buffalo, N. Y. Anyone knowing his whereabouts please notify his brother, J. Marjama, 51 South St., New York, N. Y. 9-1-15

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### INFORMATION WANTED.

Samuel Dickson, a seaman, age about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.

## News from Abroad.

The new British budget announced by Chancellor McKenna includes sharp advances in the income tax, in the tariff taxes, and in the addition of more articles to the dutiable list of imports.

Word has been received by the American Museum of National History that Donald B. McMillan and a party of six explorers who left New York in 1913 to explore and chart what was supposed to be Crockerland, in the Arctic Ocean, were safe and that the relief ship "Cluett," later sent with supplies to the McMillan party, reached its destination.

An attack of Haitian rebels on an American force near Cape Haitien resulted in the killing of forty Haitians and the wounding of ten Americans. The disarming of the natives continues as the marines advance into the interior. General Rameau, commanding 500 native troops, has agreed not to oppose the opening of the railroad and the taking of supplies into Gonaives.

Premier Arthur Sifton announces that a bill will be introduced in the next session of the Alberta Legislature, with the full approval of the Government, giving equal suffrage to men and women. As this measure conveys also the right to vote in Parliamentary elections it will place Alberta with New Zealand and Australia as the only places in the British Empire where men and women have equal rights.

James Keir Hardie died of pneumonia at Glasgow on September 26. He was a Labor member in Parliament and the leader of the peace element in the British Socialist party. James Keir Hardie was born in Scotland August 15, 1856, and worked underground as a pit boy and pit man from the age of 7 until he was 24. He early became well known as a speaker in the temperance movement, but eventually became prominent in labor and other advanced democratic and socialistic circles.

The Associated Press has been officially informed that Japan has notified China that unless Japan's demands regarding jurisdiction over the Koreans residing in Chentao, in the Kirin region of Manchuria, are accepted, Japan will pursue her own course in supporting her claim, by military force if necessary. The Japanese claims, it is stated, are based on the May, 1915, agreement between China and Japan. China maintains that Chentao is not mentioned in this agreement and that the previous agreement holds good.

The long-threatened Austro-German offensive in the Balkans, with the added menace of Bulgaria, has begun in earnest. Almost simultaneously with the rupture of diplomatic relations between Sofia and the entente powers, an Austro-German army, estimated at 400,000 men, with an enormous weight of heavy artillery, started to attack Serbia from the north and west, and, according to the Berlin official report, crossed the Drina, Danube and Save at many points and firmly established itself on the Serbian side. The Anglo-French troops, which were landed at Saloniki with the tacit consent of the Greek Government, are being hurried northward to assist Serbia and, if possible, keep the Bulgarians from capturing the Saloniki-Nish railroad, the only source by which the Serbians can be fed with munitions of war.

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|                                |                 |
|--------------------------------|-----------------|
| December 31, 1904 .....        | \$285,436.97    |
| December 31, 1905 .....        | \$1,021,290.80  |
| December 31, 1906 .....        | \$1,899,947.28  |
| December 31, 1907 .....        | \$2,221,347.35  |
| December 31, 1908 .....        | \$2,574,004.90  |
| December 31, 1909 .....        | \$3,817,217.79  |
| December 31, 1910 .....        | \$6,539,861.49  |
| December 31, 1911 .....        | \$8,379,347.02  |
| December 31, 1912 .....        | \$11,228,814.56 |
| December 31, 1913 .....        | \$15,882,911.61 |
| Dec. 31, 1914, \$18,030,401.59 |                 |
| June 30, 1915, \$19,080,264.20 |                 |
| NUMBER OF DEPOSITORS, 53,946   |                 |



### With the Wits.

All Hope Gone.—Her Fiance (his first appearance in swimming costume)—What's the matter, dear? Don't you know me?

His Fiancee—Oh, Jack! I was afraid it was you.—Judge.

"Every one in our family is some kind of animal," said Jimmie to the amazed preacher.

"Why, you shouldn't say that!" the good man exclaimed.

"Well," said Jimmie, "mother's a dear, the baby is mother's little lamb, I'm the kid and dad's the goat."—Ladies' Home Journal.

The Test.—Little Eda one day turned to her mother, who was a widow, and said:

"Mama, do you really and truly love me?"

"Why, of course, my dear. Why do you ask?"

"And will you prove it to me?"

"Yes, if I can."

"Then go marry the man around the corner who keeps the candy-store."—Ladies' Home Journal.

Reverse English.—Card in a cafe window—"Bearded lamb chops."

Ad in Chicago Tribune—"Situation wanted. Chauffeur, married, absolutely sober; no other bad habits."

In a New York paper—"To rent. Large, handsomely furnished room, private family; almost private bath."

The American Magazine says of the "Lady cop" who polices a mining camp: "Ex officio she is the mother of three children." Whadya-mean "ex officio"?—Boston Transcript.

Not Worrying.—"Mandy," said the old woman to her daughter just back from a day's washing. "Mandy, whut-all did Mis' Sally done say t' yo'?"

"She done say," repeated Mandy solemnly and impressively, "'Mandy, does yo' know yo' persesses a im-mor-tal soul?'"

"Lan' sakes, Mandy! An' whut did yo' respon'?"

"Ah sayed," answered Mandy flippantly, "Ah don' care!"—Times of Cuba.

### An Invitation

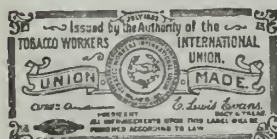
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the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

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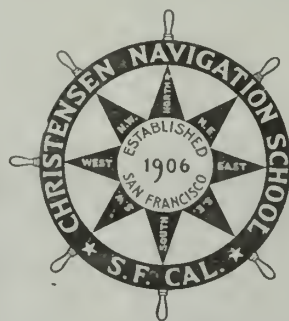
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# COAST SEAMEN'S JOURNAL



FOR THE SEAFARING PEOPLE OF THE WORLD.  
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXIX, No. 6.

SAN FRANCISCO, WEDNESDAY, OCTOBER 20, 1915.

Whole No. 2352.

## WAR AND THE "INTERNATIONAL."

### The Grim Contrast of To-day and To-morrow.

Labor's attitude toward war has been fairly well defined during the past year.

Generally speaking Labor is opposed to war because war is opposed to the interests of the world's civilization. Yet, Labor fights in all wars.

Labor suffers and perishes in all wars. Labor bears the greatest burdens in all wars although it would be difficult to prove that Labor ever profited from any war.

Labor has certainly never profited from militarism because Labor interest is the interest of the vast multitude of the common people of all nations, who from time immemorial have been the poor, betrayed powers of the rulers and the ruling classes.

It always has been, and still is to the interest of Labor—and in fact to the interest of civilization—that the workers of all nations shall recognize one another as brothers, and to join in the common task of advancing the welfare of all working people everywhere. There should be no frontiers in the labor movement.

These concrete and self-evident facts must be brought to attention of the world's toilers until the most humble of them see the light that is dawning, the light of truth and justice and fraternity, that will put an end to this cruel and needless war and forever prevent a recurrence.

Volumes upon volumes have been written about this senseless war. The Journal, too, has contributed its mite. But in all the material available none is more worthy of careful perusal than the thoughts and sentiments committed to paper by I. H. Sloan, and published in the London Labor Leader of recent date:

#### Comrades of Yesterday.

"Yesterday I, an Anglo-Saxon, gave you my hand in friendship, in unity, and in brotherhood. Yesterday you, a Saxon, toiled the same long hours side by side with me, your comrade. Oft we had a cheering glass together, yet we grumbled as the weary day wore on and we felt the utter tiredness of toil. Oft we stood together for a higher wage, a better chance in life, and, in Trafalgar Square—do you remember?—we sang the 'International' day after day together. You and I—we starved rather than take the blackleg's Judas coin.

"I like you well, aye, better than any man who ever walked a bit along life's grey and rugged way with me; and you liked me. I know it not from any words of yours—for speech was not your forte—but oft I caught your kindly look and felt the warm, firm clasp of your rough, brown hand, and I can hear you say, 'Mate, thank Heaven that job's finished; let's breathe God's air together.' And we would homeward trudge and together rail at the fates or gods or systems that held us slaves from early morn till all the precious hours of sunshine passed away, turned us out at night, too weary and toil-worn to care if God or Devil reigned supreme, too bowed with hours of labor to see the calm, starlit heavens or feel the soothing influence of the sailing moon, or the mystery of the rising Thames.

"Then we would pass, with other workers, to our two or three-roomed tenements in a narrow

street, where children played, pretending that stones were luscious fruits, that dirty straw and bits of paper were green grass and lovely flowers, pretending that the murky pool was the glorious sea, the ugly street a stretch of brown sea-sands, pretending—your wee lad and my wee lass—that sticks floating on the dirty drains were ships sailing far away to foreign lands, ships that would return some day bearing good things and much, much money, so that 'fader' would not have to toil so hard nor be so weary. And we would pause to watch the kids and hear them say, 'When we grow big, the wondrous things we'll do! Mother will not have to cry when rent day comes, nor father get so quiet and so thin when work is scarce and the man who has the jobs to give turns him away and says "No work for you to-day."'

#### Visions of the Past.

"And we would laugh grimly, and talk of the great days when all the workers of the world would be in one great Union, when hours would be only six each day, and wages double that in pounds each week; when all the hateful, ugly tenements would be wiped out and lovely villas stand amid green lawns, when every house would have the cleansing bath, when the body, pure, upright, and beautiful with health, and all aglow with surging life, would be a fitting temple for the soul!

"And the vision would so enthrall us that all the sordid ugliness of our lives would, for a little while, completely fade away, and with the seeing eye of the awakening soul we would catch a glimpse of the great dawn. . . . The alley and the ragged children, the nagging, weary women, and the sickly, whining babes, the hard-faced, toil-worn men, and all the hatefulness of life down Poplar way would be no more. We saw the women that we loved walk free, with all the loveliness of maidenhood and the greater beauty of the mother; with eyes calm and full of tender love; with all the haunting fear that now lurks in every worker's eyes completely gone. We saw our children dance with joy in great green meadows and gather flowers to bedeck themselves. We saw them brown and sun-kissed, with strong limbs and bonnie cheeks where roses played, with laughing eyes and voices sweet and clear, ringing out across the summer air. We saw the children of our dirty, narrow streets clean and sweet and fresh, chasing each other on the long, brown sands, watching the great ships pass out to sea. We saw ourselves, bowed no longer, but free—slaves to no man, working for the very joy of it, stretching out with all our soul's strength to the great Ideal Manhood with hearts surging with love and sympathy to all and everything wherein the great infinite spirit—Life—has found abode.

#### "In a Trench of Blood."

But that was yesterday—yesterday, long gone by. To-day—oh, God! To-day I stand knee deep in a trench of blood. 'Your King and Country need you.' They blazoned it abroad, and other men were going, and work was slack and there was little food, and weary hours of

trudging round for jobs that were so few got on my nerves, and Belgian babes and women had been murdered by the German hordes—so the man told us at the meeting in the street. And so I joined, knowing how to use a gun and ride a horse—I had roughed it out west in my younger days. They sent me to the trenches.

"You, too, have gone for Kaiser and for country to give your life to keep your dear Fatherland from the Russian hordes. They told you so I know, and you believed—and I believed. And to-day I try to hate you as my enemy, but find I cannot. I stand knee deep in blood and mire, the shells fall fast and hundreds of your countrymen and mine are hurled into the great Eternal Silence, or worse—lying (with bodies mangled, limbs torn, or eyes that will not see again) in agony for days and nights till Fate decide if life or death shall win.

"I peer into the driving rain—to-day—and try to see my enemy. I wonder where you are, old mate? And thoughts of love—not hate—sweep over me. 'Love your enemies,' said the Great Brother, 'forgive him seventy times seven.' Dear God, are we all mad or brutes that we should lend ourselves to this most awful butchering of men? This murdering, by agony, of the women robbed of men they love. Oh, God, the desolation of the children crying in the night and in the day for daddy, the aching, torturing loneliness of those at home! The horror and the loathing of the men who, never knowing lust of blood nor murderous hate, have to plunge the bayonet deep into a brother's quivering flesh!

#### Those "Glorious Charges."

"To-day, they tell us there will be a glorious bayonet charge—shall I be rendered so much brute, so little man, that I will do this ghastly work without becoming mad? Dear God, grant that I may not see the eyes of him in whose poor body the bayonet plunges. Oh, mate, who used to work with me, I wonder where you are to-day? No length of years, no penitence, could ever give me peace again if, rushing forward and plunging deep the bayonet, I found your patient, tired eyes gazing into mine.

"You a Saxon and I am Anglo-Saxon. Two poor workers toiling all our days for bread enough to keep life in, yet caring little if life went out. We had no country! 'Keep off the grass,' was the sign on everything we needed or desired; our enemy was the man or system that had the power to starve us out unless we slayed our lives away. And yet to-day the workers of the world unite in wholesale massacre of men! Peace and love and brotherhood ten million marching men have trampled underfoot. The bleeding side, pierced hands and feet, and love crucified! And for the why and wherefore of this madness of the world dig deep and find the roots—greed, ambition, and fear. God forgive us, we know not what we do!

"To-morrow—when all the dead men shall be hidden from the sight of mortals, when the tears shall be dry o' our eyes, though the heart may still weep. To-morrow—when the shrieking of terror shall be silenced forever, when the earth



shall be dry on our eyes, though the heart may when the sea shall have drawn to her deep heart the merry lads that all suddenly were turned to desperate men, when the cry of drowning men has passed, when the silence of death falls on the field o' nights and on the black waters. To-morrow—when the wise men shall say, 'Let there be peace,' when a million men or so have laid down their lives, a million women desolate and hungry for the love of some dear boy, some well-loved man, and millions more—the little children—not understanding quite but full of vague fear and great loneliness, hearing and seeing strange terrors in the night. . . .

"To-morrow—when all these things shall have come to pass, the Still Small Voice shall be heard again. Out of the mire of blood shall the banner be lifted! Tremblingly, falteringly, with many tears of sorrow and remorse, across the gulf we'll stretch our hands, and some day in Trafalgar Square we'll sing again the 'International.'"

### THE IMPENDING CONFLICT.

(By Scott Nearing.)

The student will search in vain through the annals of economic history for a situation more fraught with destructive possibilities than that now confronting the American people. The recipients of property income (derived from property ownership) and of service income (paid for the expenditure of effort) face each other and prepare for the conflict. Those who have put forth the effort declare their right to the product of that effort. Those who own property hold fast to their property and to the prerogatives which are inseparable from it.

Law, custom and business practice have made property income a first charge on industry. There can be no considerable readjustment of income values until the pre-eminent position of property is overbalanced by some social action.

The present tendency should greatly increase the total amount of property income and the proportion of property income paid with each passing decade. Land values should continue to rise as population grows denser, demand for land increases, and methods of using lands are perfected. The returns to capital (the interest rate) show every indication of advancing. It certainly will not decrease in the near future.

Meanwhile the immortalization of capital proceeds apace. The day when capital could be easily dissipated has passed away. Accounting systems, insurance devices, depreciation funds, boards of directors and trusteeships conserve capital, reduce risks, distribute dangers, and in general provide against misadventures for which interest, at least in part, is supposed to be a recompense. When once created capital does not disappear. Instead, every conceivable method has been devised to perpetuate it. It may even add to itself, as it frequently does, when earnings, instead of being used for the payment of dividends, are reinvested and turned directly into new capital.

The workers, meanwhile, are living, for the most part, a hand-to-mouth existence, successful if they are able to maintain health and keep up appearances. Against the value of the products which their energy creates is charged the property incomes for which the labor of some one must pay. To-day the producers of wealth are saddled with an enormous property income charge, which increases with each passing year—increases far faster than the increase in the population—and which, from its very nature, can not be reduced, but must be constantly augmented.

Were there no protest from the producers of wealth, the future for capital would indeed be a bright one. With increasing stability, increasing safety, decreasing risks, an increasing interest rate, and increasing

land values, the property owners might face a future of unalloyed hopefulness.

Fortunately, no such situation exists. On the contrary, there is every indication that, with the passing years, the producers of wealth will file a protest of ever increasing volume against an economic system which automatically gives to those who already have.

While the spirit of protest grows in intensity, the form remains a matter which future years alone may determine. An appeal to the available facts leads to the conclusion that the most effective protest the producers can make will be based on a clear recognition of the distinction between service income and property income. Shall the economic world decide that only those who expend effort shall share in the wealth which is the result of that effort? Shall the economic world decide that each person expending effort is entitled to all the value for which his effort is responsible—no more and no less? Shall the economic world set its stamp of approval on effort, and its stamp of disapproval on parasitism, by turning the income from activity into the hands of workers, and denying income to all others? Has the time arrived when a few may no longer live in idleness upon the products created by those who give their lives to labor? Shall not the social blessing be bestowed upon those who labor and the social curse be hurled upon the idler and the wastrel? Lo! these many years has mankind looked forward to a day when economic justice could prevail. Is not this the day and this new century the seed-ground for this new idea?

Who shall say? Who but those who carry the burden of production, and are bound by the bonds of economic necessity to the tread-mill of toil?

Could the remainder of the world view life as the worker is forced to view it, could the favored few look upon life through the same medium of discipline and stern necessity which surrounds the worker, there would be but one answer. Few, indeed, are they who are sincerely convinced that justice is fulfilled where the many labor and the few enjoy. Few, even among that favored few, can face the facts unmoved.

During these dawning years of the twentieth century, where so many questions have been answered, in part, and where so many issues have been raised and laid to rest again, men and women innumerable in every walk of life have awakened to a new realization of the realities of life. Great and small, they have been turned aside from the false gods of their youthful training to a better understanding of their obligations to mankind, chief among which stands the obligation of creating an economic world in which he who expends effort shall be rewarded, while he who is unwilling to enter the workshop of life shall receive but the barest subsistence which will hold him intact. What other message save this one can the producers of wealth dispatch to the recipients of property income? The human race must finally learn "the immorality and practical inexpediency of seeking to acquire wealth by winning from another rather than by creating it by some sort of service to one's fellow men."

Canned whale meat is now used extensively in Japan.

### THE PACIFIC MAIL AGAIN.

San Francisco's Chamber of Commerce should be heartily ashamed of its continued mendacity upon the Seamen's Act.

Certainly there should be enough lovers of the truth in that body to stop its directorate from continuing the publication of falsehoods which cannot but bring the Chamber into disrepute.

But yet the other day, in a public denunciation of the Seamen's Act, it again printed the deliberate untruth that this law had driven the Pacific Mail out of business.

On March 14, 1912, R. P. Schwerin, Vice-President and General Manager of the Pacific Mail Steamship Company, testified before the House Committee on Merchant Marine and Fisheries:

"I want to say I am done with the American flag forever. I would not raise my hand to raise a dollar for the American flag.

"My interest in this business before this committee to-day, gentlemen, is absolutely because I am practically subpoenaed here. I have no interest in the shipping business. I am about to retire."

And the reason Schwerin was then about to retire, and that the Pacific Mail steamers were recently sold, was not the Seamen's Act—for that was not then born—but the Panama Canal Act.

The majority of the stock of the Pacific Mail Steamship Company was owned by the Southern Pacific Railroad Company, which fact, under the Panama Canal Act, prevented Pacific Mail steamers from passing through the canal.

With the great bulk of the Oriental freight diverted from its transcontinental trip by rail to San Francisco for reshipment there, to a direct steamer haul from the Atlantic Coast through the canal to the Orient, the Pacific Mail soon would be starving.

So the steamers were sold, the demand for vessels, right in the face of the passage of the Seamen's Act, being so great that Schwerin's company received more for the ships than they originally cost.

And instead of retiring from the American flag to that of foreign nations, some of those same steamers are now going through the Panama Canal, under the same old flag, obtaining the profitable business denied them while they were part of the railroad-owned Pacific Mail Steamship Company.—Sacramento Bee.

### ANOTHER RECORD.

Of late new records have been so frequently established in our foreign trade that what would have formerly appeared at the top of the column on the first page of your daily paper is now good for only a "stick" at the bottom of the last page. So you may have missed an announcement of unusual interest made last week by the Bureau of Foreign and Domestic Commerce. It was to the effect that for the first time in the history of the nation exports exceeded three billions in value for a twelve months' period. In the twelve months ended with Aug. 31 last exports totaled \$3,035,033,280, which compares with \$2,280,185,791 in a like period a year before.

Demand the union label upon all purchases!



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## Rockefeller Organizes and Finances His Own "Labor Union."

The many tragedies that have been witnessed in this State during the workers' battle for economic justice are now supplanted by comedy—a "Rockefeller union"—officered by men approved by the Colorado Fuel and Iron Company, and financed by this same concern.

With due solemnity the scheme was launched in Pueblo, Colo., October 8, and is the culmination of a spectacular visit through southern Colorado by John D. Rockefeller, Jr., and his publicity agent, Mackenzie King, accompanied by newspaper men and photographers.

Plans for the new "union" were perfected at a meeting of officers of the company "and 50 representatives of the workers." Of course, the "union" was unanimously indorsed and mine superintendents were given copies of the plan to submit same to miners, who have had the scheme explained to them by mine officials, after which it was indorsed by a "referendum" vote.

Mr. Rockefeller and his friends hail the new movement as the final solution of differences between capital and labor. The United Mine Workers' Union is not recognized, but it is hinted, indirectly, that "conditions may change." This clever appeal of the mine operators to be left alone in their effort to supplant a trade union will not be successful.

The plan provides that every 150 miners shall be entitled to a representative, elected by the miners. An elaborate program of presenting grievances is included, as is committees to increase efficiency and social welfare work.

At the election for representatives, each miner "shall be permitted" to freely discuss his grievance. Especial attention is called to this astounding concession on the part of Mr. Rockefeller and his associates, who have driven from the southern Colorado coal fields every worker who protested against being forced to patronize company stores and who objected to being robbed by company check weighmen.

The company promises to obey all Federal and State laws, which is another concession, as the Colorado Fuel and Iron Company's disregard for these statutes caused the recent strike of miners.

Employees "are given the right" to hold meetings, and "shall have the right" to employ their own check weighmen. The right to hire and discharge remains with the company, and it is further provided that:

"There shall be no discrimination by the company or by any of its employees on account of membership or nonmembership in any society, fraternity, or union."

The effect of this rule on organized labor can be best appreciated when it is recalled that only recently a special committee, representing the United Mine Workers of America, issued a public statement to John D. Rockefeller, Jr., containing this challenge:

"Since the strike was called off last December this company (Colorado Fuel and Iron) has steadfastly refused to reemploy men who were still affiliated with the union, and we defy Mr. Rockefeller to produce from his en-

tire working force in southern Colorado a dozen men who are members of the union."

Wages and working conditions are to remain the same until January 1, 1918, but if increases are made in competitive districts prior to that time a joint meeting of company officials and representatives of the men shall be called to make effective "proportionate increases" in the properties of Colorado Fuel and Iron. This is another way of saying that wages will remain the same until the date specified unless the miners' union enforces betterments elsewhere. Then it will be necessary to meet these betterments that the union gains no foothold in this section.

In other words, the backers of the "Rockefeller union" announce that working conditions will be guided by the Mine Workers' Union. This declaration is an acknowledgment that the union is still a force to be reckoned with; that it creates the standard for working conditions, and that there is constant danger that employees may become dissatisfied with the methods of hand-picked representatives intended to supplant the right of men to elect their own officials and check weighmen without supervision by mine superintendents.

The entire cost of the plan is to be borne by the company.

The "Rockefeller union" is another link in the historic chain of trade union opposition that grows weaker and weaker when confronted by determined agitation and organization by the workers. This opposition was first shown when workers were jailed as conspirators if they dared to organize bona fide unions. Later, the "open shop" plan was favored in the hope that trade unionism would be checked. This, likewise, proved ineffective and anti-unionists will now probably accept the Rockefeller brand of "unionism," which means that an employer will "permit" collective bargaining with a union he finances and will "permit" presentation of grievances through representatives satisfactory to him.

This plan, together with increased welfare work and clubhouses will, it is expected, keep workers from legitimate trade unions, where they are taught to own themselves and assert their manhood and independence.

## Graduate Students Favor Prof. Nearing.

Nearly 100 graduate students of the University of Pennsylvania, many of them instructors at this institution, have signed resolutions of protest against the dismissal of Prof. Nearing, last June.

It is declared that "freedom of speech of our instructors is of first importance," and attention is called to the necessity for freedom for research and investigation of every subject, "no matter how new or how contrary to current preconceptions it may be."

The resolutions are as follows:

"We, the undersigned graduate students of the University of Pennsylvania, wish to enter our emphatic protest against any actions of the board of trustees, and of the small group in control of the General Alumni Society, which infringe upon the freedom of thought and expression of our instructors. We desire to call attention to the fact that there are in the university

(Continued on Page 10.)

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

### AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

### GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekland Bldgs., 22 Canning Place, Liverpool.

### BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

### GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

### FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

### NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

### SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

### DENMARK.

Somandenes Forbund, Toldbodgade 15, København.

Sofyrbodernes Forbund, St. Annaplads 22, København.

Dansk So-Restaurations Forening, Nyhavn 17, København.

### HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandse Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

### ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

### AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

### SPAIN.

Sociedad Sindical de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

### URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

### ARGENTINA.

Federacion Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

### BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

### SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



## World's Workers.

The Board of Trade of Great Britain is inviting women to register themselves at the labor exchanges as being ready to do industrial, agricultural, or clerical work, as the case may be. The object aimed at is to enable the Government to estimate the reserve force of women's labor, trained and untrained, available, if it should be required.

Returns relating to unemployment in July were received by the Dutch Government Statistical Office from trade unions and municipal unemployment funds with a total membership of 100,691. The percentage of members out of work during the month was 14.3, as compared with 14.5 in the previous month, and 7.5 in July, 1914. This percentage is obtained by taking for each of the four (or five) weeks in the month under consideration the number of persons unemployed on one or more days of the week. The proportion of the average of these four (or five) numbers to the total membership of the funds gives the percentage.

According to the September issue of the British Labor Gazette the demand in August for male labor, both of men and boys, continued to be greater than the supply, especially in those trades engaged in manufacturing war requirements, with the result that there was very little unemployment. A considerable redistribution was going on as between trades differently affected by the war, and to a growing extent female labor continued to supply the deficiency created by enlistments. As compared with August, 1914, when many trades were for a short time disorganized by the outbreak of war, employment showed a very marked general improvement.

The British Labor Gazette reports the supply of men for ordinary mercantile ships during August at most ports in the United Kingdom was just equal to the demand. At Cardiff, however, it was said to be ample. At London, Southampton, Avonmouth and Newcastle-on-Tyne, on the other hand, a shortage was reported. There was still a slight shortage also at Sunderland, though the supply had improved. At Newport the supply fell off towards the end of the month. Returns received from certain selected ports show 34,544 seamen shipped on foreign-going vessels during August, a decrease of 7590 on July, and of 12,142 on August, 1914.

According to data published in the September issue of the Bollettino dell' Ufficio del Lavoro (the journal of the Department of Labor Statistics of the Italian Ministry of Agriculture, Industry and Commerce), 34 labor disputes took place in Italy during July, the number of workpeople taking part in 33 of these being 4815. In the preceding month 37 disputes were recorded, 5506 workpeople taking part in 34 of these; while in July, 1914, 72 disputes occurred, in which 11,100 persons took part. The groups of trades most seriously affected by the July disputes were the textile (in which 2761 workpeople went on strike), the metal (804), building (375), mining (373), and leather and skins (296), these five groups together comprising about 96 per cent. of the aggregate number of persons directly affected. The above particulars relate to industrial occupations, exclusive of agriculture.

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GIVE US A TRIAL

### INFORMATION WANTED.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14  
John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

Oscar Olsen, age 37, a native of Hallarna, near Gothenborg, Sweden, who was sailing on the Great Lakes about three years ago, is inquired for by John V. Olsen, Sun Company, Marcus Hook, Pa. 5-26-15  
Adolph Godfred Eriksen, born in Moss, Norway, is inquired for by his brother, Herman Eriksen. Any one knowing his whereabouts please notify W. Nielsen, 206 Moravian St., Philadelphia, Pa. 5-26-15

### M. BROWN and SONS

have moved to

109 SIXTH STREET  
Opposite Sailors' Union Hall  
SAN PEDRO, CAL.

### INFORMATION WANTED.

Ned Kirchheimer, a native of Germany, weight about 215 pounds, age 49, blue eyes and dark curly hair, who left his home April 24, 1915, to look for work, is inquired for by his wife.

Anyone knowing the whereabouts of the above named, please notify Mrs. Elsie Kirchheimer, 712 Rush Ave., Houston, Tex. 9-29-15

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

Vencelus Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolamo Durbich, Zurich, Switzerland. 7-28-15

Herman Sigfrid Persson, a native of Malmo, Sweden, supposed to be sailing on the Pacific Coast, who has not been heard of for two years, is inquired for by his brother, Gustav Persson. Address 13 Stenbarksgatan Malmo, Sweden. 7-28-15

Adolf Krakan, last heard of at Port Pirie, January 1912, and again in March 1913, from Warumbro, 118 miles from Adelaide, South Australia, is inquired for by his mother at Hamburg, Germany.—8-25-15.

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## San Pedro Letter List.

|                      |                    |
|----------------------|--------------------|
| Anderson, Emanuel    | Lindeberg, Ernst   |
| Anderson, Edw.       | Latz, Konstant     |
| -1739                | Lundstedt, Chris.  |
| Anderson, John -1968 | Lutzen, Valdemar   |
| Anderson, Martin     | Lalan, Joe         |
| -1894                | Lindsberg, C.      |
| Anderson, Sven.      | Larsen, L. K.      |
| (Reg. Letter.)       | Lindholm, A.       |
| Anderson, Oscar      | Matson, Johan      |
| Anderson, Ernest     | Mikalsen, Andreas  |
| Andersson, Enkan     | Malm, Gustaf       |
| Apelquist, Otto      | McGuire, J.        |
| Baxter, Arthur       | Mesak, E.          |
| Bergh, Borge         | Martinson, P. A.   |
| Buanik, L.           | Nyhagen, Julius    |
| Brein, Hans          | Nohr, Niels        |
| Bensen, Ray          | Olsen, John        |
| Bergman, Leo         | Olsen, Ludvig      |
| Benrowitz, Felix     | Olsen, Olaf        |
| Carera, Pete         | Owen, Fred         |
| Dahlgren, Pete       | Ophaug, Wilhelm    |
| Doyle, William       | Olin, Emil         |
| Duval, William       | Penningrud, Ludvik |
| Ericsson, Otto       | Peterson, Hans.    |
| Eklund, Sven         | -1064              |
| Fisher, Wm.          | Peterson, N.       |
| Hansen, Oskar        | Peterson, Otto     |
| Hansen, Charly       | Poscet, P.         |
| Hansen, M.           | Phillips, Charley  |
| Hansen, Hilmar       | Richardson, A.     |
| Hecker, William      | Parsons, Olaf      |
| Hannus, Alex.        | Rogis, A.          |
| Jensen, H. -1555     | Renvall, Anshelm   |
| Johansson, Victor    | Smith, Lawrence    |
| Johansson, T.        | Sutse, Michael     |
| Jacobs, August       | Sanders, Charles   |
| Johansson, Geo. W.   | Stromberg, Ivar    |
| -1219                | Sevenson, Paul z   |
| Johanson, Geo.       | Slevvers, G. P.    |
| Johnson, Edward A.   | Tamlar, P.         |
| Johansen, Chas.      | Toren, Gustaf A.   |
| Johnson, Herman      | Uhlis, Richard     |
| Johansson, John A.   | Verney, M. O.      |
| -1659                | Verdonk, Peter     |
| Johnson, Gus.        | Warkkala, John     |
| Johnson, K. H.       | Package.           |
| Kalnln, Ed.          | Johnson, K. H.     |

## Honolulu, H. T.

|                      |                   |
|----------------------|-------------------|
| Anderson, John E.    | Nelsen, C. F.     |
| Burk, Harry -1284    | Petersen, Carl    |
| Crantly, C. W.       | Peters, Walter    |
| Eugenlo, John        | Relther, Fritz    |
| Ekelund, Rickhard    | Solberg, B. P.    |
| Ivertsen, Sigvald B. | Strand, Conrad    |
| Lengwenus, W. L.     | Thompson, Emil N. |
| Moller, F.           |                   |

### INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio.—3-24-15.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 106 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Any one knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St.—8-11-1915.

Olai Ingebrigtsen (Brock), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American bark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469—49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Steuart street, San Francisco, Cal.—8-4-15.



# Pacific Coast Marine.

Edward White of Watsonville, Cal., has been appointed Commissioner of Immigration at San Francisco.

The schooner "Hugh Hogan" has been sold by H. P. Dutton to Knafllich & Shields. The vessel is now being overhauled. She is of 355 tons register, and was built in 1904.

The California South Sea Navigation Company has been awarded the contract to carry the United States mails between San Francisco to Mexico as far south as Acapulco.

The Lauritzen Transportation Company, Antioch, has purchased the Jarvis shipyards. C. A. Lauritzen, one of the owners, said that two new cement ways would be installed immediately.

At the annual meeting of the Ship Owners' Association of the Pacific Coast held at San Francisco during the past week the following officers were elected: Oliver J. Olson, president; George Beadle, vice-president, and W. L. Sullivan, treasurer.

There is a possibility that the Navy Department may alter their decision to sell the "Rainbow" and instead of condemning her to the scrap heap she may be repaired at the Mare Island Navy Yard for service as a receiving ship.

After seven months' trading, whaling and walrus hunting cruise, which carried her along the Siberian coast far into the Arctic and to Nome, the steam whaler "Belvedere," Captain A. P. Jochimsen, reached Seattle on October 14 with a cargo of furs, walrus, hides, ivory and whale oil.

According to reports from the north the steamer "Breakwater," which has been operated between Columbia River and Coos Bay ports for several years, is to be brought to San Francisco to be sold. The steamer has been operated by the Southern Pacific in transferring passengers and freight.

After operating a wharf at Valdez, Alaska, for thirteen years, James A. Lathrop has been called upon to explain to Major J. B. Cavanaugh, Corps of Engineers, U. S. Army, that he is not an obstructionist to navigation. Complaint against Lathrop was filed with the War Department by the Valdez City Council.

Advices received by the marine department of the San Francisco Chamber of Commerce report the abandoning of the barge "Washington" off Cape St. Elias October 11 while en route from Port Blakeley to Cordova with a lumber cargo. The tug "Pioneer" cast the barge adrift in a sinking condition and then made her way to Cordova.

The "Star of Holland," one of the crack ships of the Alaska Packers fleet, left San Francisco during the week for Port Townsend, where lumber will be taken on for Australia. High charter rates now prevailing in the lumber and grain trade will probably result in other of these former clipper ships going into the lumber-carrying business during the winter months.

Agents of the Pacific Coast Company continue to deny absolutely the rumors to the effect that it has disposed of five of its steamers to the Ward line. These rumors seem to have emanated from the fact that this company's steamers would undoubtedly bring a good figure did the Pacific Coast Steamship Company care to sell, with the additional inducement that at present a purchaser would not be hard to find.

A marked increase in the demand for Hawaiian-grown bananas along the Pacific Coast and as far east as Chicago has awakened a new industry, in which growers in the islands are reaping a substantial profit. The Matson steamers "Lurline" and "Manoa" are especially equipped to handle large consignments of bananas between the islands and the Coast. The Bluefields banana is now one of the most successfully grown varieties in the islands.

Another new vessel in the Matson fleet, to cost over \$1,000,000 and to be in service by the middle of 1917 between San Francisco and Honolulu, is the plan of Captain William Matson, who recently signed a contract with the Union Iron Works for the construction. This will be the first of the Matson steamers to be built on this Coast, as the other vessels were all constructed on the east coast and brought here via the Straits of Magellan. Whether the new steamer shall be a sister ship of the big flagship "Matsonia" or of the slightly smaller liner "Manoa" has not been decided by the head of the Matson Company. This point will be decided shortly and work on the new ship will begin at once.

Smuggling opium was done in a new manner by L. E. McDougall, electrician of the Pacific Mail liner "Manchuria," which arrived home from the Orient during the week, according to reports from Manila. According to the story told in the Manila News, McDougall was induced by Chinese members of the "Manchuria" crew to buy an automobile here. While the motor was in the hold of the vessel the Chinese filled the tires with \$37,500 worth of prepared opium and the machine was run ashore in Manila as if it had real air in its tires. News was carried to the Manila secret service, however,

and shortly after the machine was taken ashore the sleuths came down upon it and found the contraband drug.

Further conservation of oil fields in California and possibly in Oklahoma is contemplated in Secretary Daniels' plans for the Navy, in connection with strengthening national defense. Navy officers and officials of the Department of Justice and General Land Office are studying the situation in California, where recent court decisions have helped Navy projects. The Navy Department wants to reserve for future use surveyed and proved oil lands, storing the emergency supplies in the ground until needed. In the Oklahoma field the Interior Department cannot by law lease wells on the Osage Reservation except on public bids. It is possible that legislation will be sought to make the Navy Department a preferred bidder.

The Japanese Government has, it is reported, granted permission to Japanese steamship lines to raise freight rates on cotton from 40 cents per picul, which is 30 cents per 100 pounds, to 50 cents per picul, from all Pacific ports in the United States to transpacific ports. While the increase is temporary, it seems likely that it will prevail during the present season at any rate. As against this raise of rates on Japanese lines, news of which comes in a recent report from Consul General Seidmore, at Yokohama, that tramp steamers are showing up there and at all Pacific ports in increasing numbers. The Puget Sound fleet shows no loss of tonnage over last year, and there are five steamship lines operating between Puget Sound and Oriental European and Atlantic seaboard points.

The China Mail Steamship Company, an organization financed entirely by Chinese in this country and in southern China, has purchased from the Atlantic Transport Company of West Virginia the steamship "China," recently one of the Pacific Mail's Oriental fleet. The consideration is not stated. Look Tin Eli, president of the Canton Bank of San Francisco, is one of the principal bankers of the enterprise, other capital having been furnished, it is said, by Chinese in this and other of the Pacific Coast cities and by wealthy merchants of Hongkong and Canton. It is stated as the intention of the company to add other steamships to its fleet as rapidly as possible, establishing thereby an extensive service between San Francisco, Honolulu, Nagasaki, Manila and Hongkong.

Fast fruit steamers, similar to those in service between the West Indies and North Atlantic coast ports, may be placed in service between San Francisco and New York, via the canal. A representative of the Panama-Pacific line, in a conference with Sacramento fruit shippers, declared the company would make arrangements to transport the valley output to the east coast in steamers equipped with refrigerating apparatus, if the traffic warranted the expense. That the steamship lines operating from San Francisco to the east coast are soliciting for the fruit transportation business is indicated by the fact that special rates, much below railroad rates, were offered to the California Fruit Distributors by a representative of one of the steamship companies.

"Hard luck" has followed the lumber schooner "Weatherwax" since she left Victoria some five months ago. The "Weatherwax" went out of Victoria bound for Sidney, N.S.W., with a cargo of 465,382 feet of fir and arrived in Honolulu June 24th leaking badly. At the island port she was recalced and new yards supplied, and fifty-four days later started for Australia. Head winds and calms were her fate all the way and then a storm near the Equator opened her seams again, so that 60,000 feet of her deck cargo was jettisoned to save the craft, which put back for Honolulu for the second time. The "Weatherwax" was laid up in Seattle for three years before starting on the present voyage, and, according to her crew, was not in shape to make such a trip.

Two steamers, one built at the Union Iron Works and one which has been overhauled extensively there, were sold during the week at San Francisco, marking the largest deals in local shipping sales for many months. The "Eurania," sister ship of the "Annette Rolph," launched September 11th, was sold to a New York buyer, and the steamer "Kansas City" was bought by another Eastern shipping man. Terms on both sales were private. The "Eurania" is a 9000-ton freighter and was built along with her sister ship, which was constructed for Mayor Rolph. Each cost over \$600,000 to build. After being extensively overhauled, the "Kansas City," which is one of the fastest steamers on the Coast, was sold to enter the east coast trade. For several years along with the "Rose City" this vessel was on the run between San Francisco and Portland, and later on the Panama run of the Pacific Mail.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

## International Seamen's Union of America

Affiliated with  
AMERICAN FEDERATION OF LABOR  
and  
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary,  
570 West Lake St., Chicago, Ill.  
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MOBILE, Ala., 104 S. Commerce St.

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SUPERIOR, Wis., 1721 N. Third St.  
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EUREKA, Cal., 227 First St., P. O. Box 64.  
SAN PEDRO, Cal., P. O. Box 67.  
HONOLULU, H. I., Cor. Queen and Nuuanu Sts.,  
P. O. Box 314.

(Continued on Page 11.)



# Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBERG.....Editor  
I. M. HOLT.....Manager

## TERMS IN ADVANCE.

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Advertising Rates on Application.

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Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

## NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, OCTOBER 20, 1915.

## SEAMEN—ATTENTION.

Application blanks for Able Seaman Certificates are now available at the respective offices of the Sailors' Union of the Pacific.

Be sure to secure a copy of these Application blanks at once; have it properly filled in and sworn to, and be prepared to file the affidavit with local inspectors as soon as the latter are authorized to issue Able Seaman Certificates.

The Secretary and all other employees of the Union will gladly aid and advise with all seamen who desire assistance in filling the Application blanks.

Do it now!

Remember, the new law will be in full force and effect fifteen days from date on all American ships of 100 tons gross and upward.

## WHY THIS DELAY?

The new Seamen's Act will go into effect on Thursday, November 4 (fifteen days from date of this issue).

Among other things the new law provides that on and after November 4, "no vessel of one hundred gross tons and upward, shall be permitted to leave a port of the United States, . . . unless forty per cent. of her deck crew, exclusive of licensed officers and apprentices, are of a rating not less than able seaman."

The law states specifically who shall be rated as an "able seaman" and directs the Secretary of Commerce to issue rules governing the issuance of able seaman certificates. To quote from Section 13:

Every person shall be rated an able seaman, and qualified for service as such on the seas, who is nineteen years of age or upward, and has had at least three years' service on deck at sea or on the Great Lakes, on a vessel or vessels to which this section applies, including decked fishing vessels, naval vessels or coast guard vessels; and every person shall be rated an able seaman, and qualified to serve as such on the Great Lakes and on the smaller lakes, bays or sounds, who is nineteen years of age or upward, and has had at least eighteen months' service on deck at sea or on the Great Lakes or on the smaller

lakes, bays or sounds, on a vessel or vessels to which this section applies, including decked fishing vessels, naval vessels, or coast guard vessels.

Then follows a modification of the three-year service rule, as follows:

Graduates of school ships approved by and conducted under rules prescribed by the Secretary of Commerce may be rated able seamen after twelve months' service at sea; provided, that upon examination, under rules prescribed by the Department of Commerce as to eyesight, hearing, and physical condition, such persons or graduates are found to be competent.

And finally, there is another exemption for "competent" men of only one year's service, as follows:

That upon examination, under rules prescribed by the Department of Commerce as to eyesight, hearing, physical condition, and knowledge of the duties of seamanship, a person found competent may be rated as able seaman after having served on deck twelve months at sea, or on the Great Lakes; but seamen examined and rated able seamen under this proviso shall not in any case compose more than one-fourth of the number of able seamen required by this section to be shipped or employed upon any vessel.

In accordance with the law, the Department of Commerce has issued rules governing the examination of men with only one year's service. But the Department has issued no rules or regulations upon the issuance of able seaman certificates to men who have had three years' service. That it will be impossible to issue the thousands upon thousands of three years' service certificates in one or two days seems absolutely certain. Notwithstanding this obvious fact, certificates are not yet being issued, although only two weeks remain until the law takes effect.

Inquiry at the office of the local inspector brought forth the information that no able seaman certificates had been issued and none would be issued until directions were received from Washington. When the question was asked how soon such directions were expected, the inspector curtly informed the applicant that he was going "a little too far in his questioning" and suggested to the seeker of information that he "had better write to Washington himself."

Inasmuch as previous inquiry of Mr. Geo. Uhler, the chief of the Steamboat Inspection Service, brought forth no more definite information than is obtainable locally, we have reluctantly come to the conclusion that those entrusted with working out the details of this particular feature in the law believe in keeping their own counsel and do not propose to be "rushed"!

Can it be true that Mr. Uhler is deliberately attempting to make the proper enforcement of the law absolutely impossible when it takes effect two weeks hence?

Is he, by his refusal to issue the able seaman certificates, trying to make it appear that a sufficient number of competent seamen are not obtainable in ports of the United States?

Does Mr. Redfield, the Secretary of Commerce, realize that the peculiar dilatory tactics of his subordinates are bound to cause a general mix-up and possibly a tie-up of shipping on November 4?

One of the "features" in the agreement arrived at between the Rockefeller coal miners' union and the Rockefeller coal mining company is the declaration that "the company agrees to abide hereafter" by the mining and labor laws of Colorado. Such magnanimity is indeed touching. Of the many "concessions" voluntarily made by Mr. Rockefeller, this one is really almost too good to be true. Think of it. Brethren, Rockefeller has "voluntarily" agreed to "hereafter" abide by the law. Goodness gracious, call the police!

## VOTE FOR NON-PARTISANSHIP.

On Tuesday of next week the citizens of California will vote upon the question of establishing non-partisanship in the election of State officials, such as Governor, Lieutenant-Governor, members of the State Legislature, etc.

The California State Federation of Labor has gone on record in favor of this law because organized labor has for years conducted its legislative battles along non-partisan lines.

Partisanship in California labor legislation has long ago ceased to be a factor in securing results. Labor in California has had loyal friends and staunch supporters in all parties.

And it is of the deepest significance that Labor's most uncompromising enemies in all parties are the principal opponents of the non-partisan law. Such notorious reactionaries as ex-Governor Gillett, State Senator Curtin and men of similar type are stumping the State to uphold the political parties which made possible their elevation to public office and which alone enabled them to pose as (standpat) statesmen.

Messrs. Otis, De Young, and in addition, practically every self-constituted journalistic friend of the common people is vociferously shouting for the retention of the old system.

It should be noted that the proposed non-partisan law will not change the present method of nominating and electing United States Senators, Representatives in Congress, Presidential electors, party committeemen, and delegates to the National party conventions. All these offices have to do with National affairs and will remain partisan.

The establishment of non-partisanship in State elections is conceded to be one of the most important questions any American State will face this year. It is a question which all Californians should vote upon. The election is Tuesday, October 26. No Californian should, on that day, remain away from the polls. Those who favor the plan of electing on non-partisan basis, members of the State Legislature and the eleven State and district officials, who are still elected as partisans, will vote "Yes" on Number 1 and Number 2 on the ballot.

## AN OBITUARY.

That branch of the would-be world saviors known as the "Detroit I. W. W." has adopted a new name. The official "reason" given for the change is edifying and worthy of note.

To quote from the "Weekly People" of New York:

The reason for the changing of the name from Industrial Workers of the World to Workers' International Industrial Union is that the pernicious Anarchistic activities of the Haywood-Flynn organization of Chicago which calls itself I. W. W., featured and colored by the capitalist press, have caused the name I. W. W. to stand for violence, sabotage, murder, destruction, and general slum tactics alien to true industrial unionism and foreign to a real working class organization. It was also declared in the convention that the propaganda carried on by the Detroit I. W. W. under that name had given the Chicago Bummery crowd a standing they would otherwise be without.

How these two groups of "fellow workers" love each other!

How they vie with each other in endeavoring to establish the "one big union"!

Farewell, you I. W. W.!

Hail the W. I. I. U.!

Good-night!



## THE PANAMA CANAL.

It certainly does appear as if the worst predictions, made prior to the opening of the Panama Canal, regarding the danger of blockade through slides have now been realized.

While the first year of the Canal's operation closed without serious blockades the second year does not give promise of a like performance.

The recent unprecedented slides are all the more to be deplored when we consider that each succeeding month had marked the setting of a new record for the volume of traffic passing through the Canal.

The number of ocean-going vessels making the passage in July was 170, about 65 per cent. greater than the average for the preceding months since the Canal was opened to commercial traffic. The cargo carried through the Canal during the month amounted to 705,469 tons and exceeded the shipments in any previous month.

A comparison of the traffic in both directions shows:

| Month.         | -Westbound- |           | -Eastbound- |           | -Total- |           |
|----------------|-------------|-----------|-------------|-----------|---------|-----------|
|                | Ves-        | Cargo,    | Ves-        | Cargo,    | Ves-    | Cargo,    |
|                | sels.       | Tons.     | sels.       | Tons.     | sels.   | Tons.     |
| August .....   | 11          | 62,178    | 13          | 49,106    | 24      | 111,284   |
| September ..   | 30          | 180,276   | 27          | 141,762   | 57      | 322,038   |
| October .....  | 40          | 253,288   | 44          | 168,069   | 84      | 421,357   |
| November ..... | 38          | 242,291   | 54          | 206,510   | 92      | 448,801   |
| December ..... | 57          | 271,219   | 43          | 179,235   | 100     | 450,454   |
| January .....  | 54          | 240,925   | 44          | 208,082   | 98      | 449,007   |
| February ..... | 53          | 276,078   | 39          | 159,987   | 92      | 427,065   |
| March .....    | 80          | 417,610   | 57          | 217,447   | 137     | 635,057   |
| April .....    | 60          | 285,457   | 59          | 237,384   | 119     | 522,841   |
| May .....      | 75          | 332,174   | 67          | 246,534   | 142     | 578,708   |
| June .....     | 60          | 282,561   | 83          | 320,619   | 143     | 603,180   |
| July .....     | 93          | 316,773   | 77          | 388,696   | 170     | 705,469   |
| Total .....    | 651         | 3,160,830 | 607         | 2,514,431 | 1,258   | 5,675,261 |

The aggregate tonnage passing through the Canal in the 11½ months was 5,675,261 tons or an average of 493,935 tons per month. Seventy-six British vessels went through the Canal in July, against only fifty-five American ships, the two countries contributing the greater part of the total. No other country was represented to the extent of more than eight vessels.

A scarehead announcement in Willie Hearst's local organ informs the world that the United States Navy is short 18,000 men. Willie says we must have those men; the welfare of our country demands it; patriotism requires it, etc. Yet, this same patriot insists that Mr. Schwerin and Mr. Dollar be permitted to make American ships the exclusive training ground for Orientals. Willie thinks Chinese coolies are good enough to man the American Merchant Marine—at any rate, he has demonstrated to his own satisfaction that they are cheaper. No doubt, Willie Hearst believes those 18,000 men for the Navy can just as well be recruited from the threshing machine. Three cheers for the Hearst policy. Let us man our Merchant Marine with coolies and train our naval reserves on the farm.

Speaking about an American naval reserve and the shipping problem in general, Secretary of the Treasury McAdoo hit the nail on the head in his Indianapolis speech. He said:

If we are to have a naval reserve, it is just as essential that we shall have trained American seamen as it is to have the vessels themselves.

Those "American" shipowners who coin dividends by the employment of coolie labor will most likely disagree with Mr. McAdoo's declaration upon this subject. But the great mass of disinterested common folks who constitute the vast majority of our country's population will heartily concur in such plain, logical and genuinely patriotic words as were uttered by the Secretary of the Treasury.

Demand the union label upon all purchases!

## ROCKEFELLER'S UNION!

Views of Leading Thinkers Upon the Effort to Substitute Paternalism for Democracy.

Samuel Gompers.

The idea of John D. Rockefeller, Jr., forming a labor union of his employes in Colorado was held up to ridicule on Monday by President Samuel Gompers, of the American Federation of Labor.

"So Mr. Rockefeller has formed a union," said Mr. Gompers,—"a union of his employes of his Colorado Fuel and Iron Company—and perhaps imagines that he has solved the problem of just relations between himself and his employes. But with all his wealth and all his brains, and all the brains that he could buy and suborn, he has missed his mark. Imagine an organization of miners formed by the richest man in the world, who employs its members! What influence can such a pseudo union have to insist upon the remedying of a grievous wrong or the remedying of a real right? And what about the representatives of the men, 'sitting around the table with Mr. Rockefeller and his angelic representatives out in Colorado, should the miners' spokesman have the temerity to insist on the rightful demands of the miners?"

"The miners employed by the Colorado Fuel and Iron Company have been whipped, by means of atrocious brutality and hunger, into submission, back to the mines. And these miners have been formed into a union by Mr. Rockefeller's benevolent altruism! But he has organized them, and for that at any rate labor is truly grateful, for when men come together to discuss, even in the most cursory way, their rights and interests and welfare, there is afforded a splendid field for development and opportunity.

"After what Mr. Rockefeller has done—that is, to organize a 'union' of miners in Colorado—he should carry his benevolent and practical purposes into full execution in all his varied industries, and not wait until another massacre like that at Ludlow breaks out at one of his other industrial institutions. Do not stop at Colorado, Organizer Rockefeller!"

Frank Morrison.

"The fundamental difference between the Rockefeller plan in Colorado and that of trade-unions is that the latter develops independence, the other relies on the graciousness and good will of the employer," said Secretary Frank Morrison, of the American Federation of Labor. "There can be no compromise between the two theories, for if workingmen are to be really free their right to regulate their own lives must be acknowledged.

"I am sure that time will demonstrate that the plan prepared by Mr. Rockefeller will prove a full cousin to the other schemes of like character, inaugurated for the sole purpose of preventing organization of employes that enable them to secure improved conditions.

"Mr. Rockefeller's plan provides that workers will be 'permitted' to present grievances. If one dissects this theory he says that the power that 'permits' can also withdraw any time it elects."

John R. Lawson.

John R. Lawson, international board member of the United Mine Workers of America, who is confined in jail in Colorado awaiting the decision of the Supreme Court on his application for a new trial, said that the Rockefeller industrial plan was not practical.

"The plan will not prove the factor to promote industrial peace in Colorado, because it does not contain the essentials of collective bargaining, but rather attempts to substitute paternalism for democracy, or philanthropy for justice," he declared.

"The coal miners of Colorado are not seeking charity; they want justice. They are only asking the same rights that the officials of the Colorado Fuel and Iron Company claim for themselves—the right to join the organization of their choice, which is provided for by statute in Colorado. They demand the privilege of selling their labor through the medium of collective bargaining."

William Green.

William Green, secretary of the United Mine Workers of America, said that, although John D. Rockefeller, Jr., had taken a step in the right direction, his plan for the Colorado field would fall through because of the lack of organization.

"The United Mine Workers of America are not a party to the plan," added Mr. Green. "In fact, there is no organization among the men employed in any of the Colorado Fuel and Iron Company's mines. The plan submitted by Mr. Rockefeller is between the Colorado Fuel and Iron Company and its employees. Mr. Rockefeller has not gone far enough."

Views of Miners' Committee.

A committee of United Mine Workers of America has issued a statement in which they practically turn down the entire plan of Rockefeller. The statement in part is:

"The plan fails to provide for meetings or conventions of the miners except locally, and by doing so insures company domination of its workings.

"Had the employees of the Colorado Fuel and Iron Company been so many children of tender

(Continued on Page 10.)

## OFFICIAL.

## SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Oct. 18, 1915.

Regular weekly meeting came to order at 7 p. m., Joe Faltus presiding. Secretary reported shipping dull. Full Shipwreck Benefit was awarded to six members of the crew of the steam-schooner "Mandalay." Nomination of officers for the ensuing term was proceeded with.

JOHN H. TENNISON, Secretary pro tem.  
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., Oct. 13, 1915.

No meeting. Shipping and prospects poor.  
REGINALD TOWNSEND, Agent.  
Room 11, De Cosmos Block, 1424 Government St.

Vancouver, B. C., Oct. 13, 1915.

Shipping and prospects fair.  
W. S. BURNS, Agent.  
213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Oct. 13, 1915.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.  
2218 North 30th St. Tel. Main 808.

Seattle Agency, Oct. 13, 1915.

Shipping and prospects poor.  
P. B. GILL, Agent.  
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Oct. 13, 1915.

Shipping and prospects poor.  
J. PEARSON, Agent.  
P. O. Box 6. Tel. Main 557.

Portland Agency, Oct. 13, 1915.

Shipping dull; prospects uncertain.  
JACK ROSEN, Agent.  
44 Union Ave. North. Tel. East 4912.

Eureka Agency, Oct. 13, 1915.

No meeting; no quorum. Shipping and prospects poor.

OTTO DITTMAR, Agent.  
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Oct. 13, 1915.

Shipping and prospects poor.  
HARRY OHLSEN, Agent.  
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Oct. 14, 1915.

Shipping and prospects poor.  
JACK EDWARDSON, Agent.  
P. O. Box 314. Tel. 2526.

## MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Oct. 14, 1915.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping slow, plenty of men ashore. Two members wrecked on the steam-schooner "Mandalay" were ordered paid the full Shipwreck Benefit. The report of the delegate to the California State Federation of Labor convention was read and adopted and will be printed in full in the Coast Seamen's Journal.

EUGENE STEIDLE, Secretary.  
42 Market St. Phone Kearny 5955.

Seattle Agency, Oct. 7, 1915.

Shipping quiet; plenty of men ashore. Nominated officers for the ensuing term.

LEONARD NORKGAUER, Agent.  
Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Oct. 6, 1915.

Shipping very dull. Nominated officers for the ensuing term.

HARRY POTHOFF, Agent.  
P. O. Box 54.

The Rockefeller plan of substituting capitalist inspired unionism for the old-fashioned trade unionism has the hearty endorsement of such tried and true friends of Labor as the Los Angeles Times, the San Francisco Argonaut, etc. If there were any doubt about the aim and object of the Rockefeller brand of unionism, the eulogistic endorsement given by the before mentioned labor skimmers ought to remove it. Rockefeller in the role of an organizer! What a curious mixture of tragedy and comedy is contained in this act!



## CONDENSED MILK.

This is truly the age of canned fruits, canned vegetables and canned milk. Convenience is the demand of the modern householder. She has no use for any staple that is not a time-saver.

No wonder then that the consumption of canned milk, the sterilized, evaporated, unsweetened condensed milk, has increased five-fold in the past few years so that at present more than a half billion pounds of canned milk is being consumed yearly.

To be ever-ready is one of the chief qualities of every efficient household article. Evaporated milk answers this qualification immediately. It is always on the larder shelf to be used wherever fresh milk can be used.

Especially to seamen has evaporated milk been a boon. They indeed were the pioneers together with the miner, the prospector and the camper. They realized the value of evaporated milk long before it became a household staple and could be found on the shelves of every housekeeper.

For that reason perhaps the Milk Palace, an exhibit of a large condensed milk concern at the Panama-Pacific International Exposition at San Francisco, offered such an attraction to them. They indeed followed with close attention every detail of evaporation from the time the milk is brought into the condensery until the labeled can appears.

When the exposition closes more than a million and a half of people will have visited this exhibit, will have watched and studied the entire process of evaporating milk, will have had an effective demonstration that evaporated milk is nothing but clean, sweet, pure cow's milk with the water extracted through a vacuum process and will have been taught the lesson that evaporated milk is the only consistently safe milk—safe for the baby and safe for the grown up. It is safe because it is absolutely sterile, bacteria have been eliminated and because it is hermetically sealed it can not be contaminated.

## OIL VERSUS COAL.

Judge Charles M. Hough has authorized P. A. S. Franklin, receiver for the International Mercantile Marine Co., to have the steamships "Kroonland" and "Finland" converted from coal burners into oil burners at a cost of \$47,500 each. The alterations are to be made by the Robin Dry Dock & Repair Company, Erie Basin, New York, and are to be paid for out of the funds of the receivership. In the same order Receiver Franklin is authorized to purchase from Kroeschell Bros. Ice Machine Co. new refrigerating machinery for the "Kroonland" and "Finland," which will cost \$12,000 for each ship, to be paid for in a similar manner. The conversion of the coal burners into oil burners, Receiver Franklin says, will result in a saving of \$9,000 for fuel and \$3500 for wages and feeding of firemen on each round voyage of each ship. The doing away with coal bunkers will permit of carrying of 1,500 additional tons of cargo, at a profit of \$25,000 a ship for each trip under present freight rates.

The size and value of the coconut industry in Ceylon may be gaged when it is considered that fully 60,000,000 coconut trees are under cultivation.

## THE WORLD-WIDE WAR TRUST.

(Extract from Congressional Record.)

United States Senator George T. Oliver, of Pennsylvania, testified before the Senate lobby investigation committee that he owned 1000 shares of stock in the United States Steel Corporation and held a "considerable" interest in copper mining. He testified he also owned 7700 shares in the Pittsburgh Coal Company, and two newspapers—the Pittsburgh Gazette-Times and the Pittsburgh Chronicle-Telegraph. Increased armament requires great quantities of both copper and coal.

The United States Steel Corporation is the owner of the Carnegie Steel Company, which concern has obtained \$32,000,000 worth of contracts from the Navy Department for armor alone, and other millions of dollars' worth of contracts for other materials used in the increasing of the Army and Navy.

On February 2, 1915, one of Senator Oliver's newspapers editorially asked:

"But what is meant by that resounding mouthful 'disarmament by the United States?' Isn't the fact that the United States is pretty well disarmed as matters stand? . . . There isn't much sense in talking of the United States disarming before it is armed."

## Get Ready to Pay in Earnest from Now On.

Two billion dollars have been collected in ten years from the men, women and children of our nation for militarism, a sum sufficient to dig the Panama Canal, pay off the national debt, with enough left to defray for one whole year the entire expenses of all the churches, including foreign missions, all the free schools, colleges, and universities in America.

And the end is not yet. The war traffickers have not finished reaping their harvest: they are just getting in good trim to make us pay the cost of militarism in real earnest. American people, listen to this little colloquy which occurred recently at one of the hearings of the Naval Affairs Committee between Representative Finlay Gray, of Indiana, and Admiral Vreeland, a big Navy booster:

"Mr. Gray—I wish to inquire of the admiral if it is not the policy of other Governments to increase their navies with all the other leading powers?"

"Admiral Vreeland—It is, sir."

"Mr. Gray—What would be the advantage to us or any other powers if the navies were increased equally by all the nations of the world? Would there be any advantage to us or to any other power?"

"Admiral Vreeland—Not if you mean in the same ratio."

"Mr. Gray—Would not the same grounds exist after an increase for a further increase?"

"Admiral Vreeland—It would seem so."

"Mr. Gray—There would be no advantage gained by any nation, then. How long could that be maintained, that even increase, and what advantage would it be to any nation?"

"Admiral Vreeland—If it continues to increase, the poorer nation will eventually exhaust itself, and then the other nations, the United States included, will have a free hand—I mean be free to build in accordance with the changed conditions."

"Mr. Gray—Then it is only a question of the limit of taxation?"

"Admiral Vreeland—Yes, sir."

In other words, the only thing that the international war trust has to fear on the score of reduction of profits is the limit of the ability of men, women, and children to keep on paying the ever and ever increasing per capita appropriation tax in the form of higher prices for foodstuffs and wearing apparel. This is certainly a bright prospect for the Armor, Powder, Battleship, and Ammunition Trusts. But for the taxpayers the prospects are not so bright.

If the taxpayers of the world want to escape being forced to pay higher and higher taxes until they get so high they simply can not pay them, there is but one thing to do, and that is for the people of all the nations to insist that their governments manufacture their own munitions of war.

If the millionaire and multimillionaire war-trust magnates can not make huge profits in supplying the armor, guns, powder, and battleships, they will take the same attitude toward the wasting of public funds that the rest of us do.

## "LET THE GALLED WINCE."

Editor, COAST SEAMEN'S JOURNAL:

The deluge of vituperation which still obtains circulation in some newspapers of the coast, in opposition to the Seamen's Act, and which receives vicious support in the Portland "Oregonian," indicates that it is a paying investment.

I will quote numerically from certain issues of that paper's venomous tirade:

1st—"The Seamen's Act will not benefit American Seamen." That is a transparent lie.

2nd—"Flogging of seamen in the merchant service has been abandoned." Lie, number two. No law ever was enacted to flog seamen in the merchant service. It was practiced in the U. S. Navy, and even there it was unconstitutional by the fact that when shipping at the rendezvous the recruit was given no information on the subject.

"The shipowners do not want a clause in the act compelling them to pay the sailor half his wages when in a foreign port, because he will go ashore, get drunk and desert." That ignorant twaddle is ludicrous. If a sailor has received half his earnings and then deserts, the owner has lost that portion and the interest accruing; but, if he is not compelled to pay any portion of the seamen's pay, he saves the whole; hence, the nigger in the woodpile.

4th—"Not many arrests are now made for desertion." No; possibly, that is true in some ports where the master can get cheaper men.

The slave hunting has been repealed. A free flag must cover a free people; all or none. No exemption must be made. If a seaman is sent to jail for breaking a contract, and a person on shore under similar circumstances is not, then the claim that we enjoy freedom and equality under constitutional law is a farce. Happily the Seamen's Act will do away with inequality.

"Strange, where can the difference be 'Twixt tweedle dum and tweedle dee." I note in the "Oregonian" of Sept. 23, that it maligns the Congress of the United States, calling it both cowardly and ignorant. A great amount of ink is also wasted in slurs at foreigners, particularly in the Seamen's case.

If the new law will prevent certain parties



from raising Chinamen for the U. S. Navy, it will accomplish an invaluable deed. Evidently, the "Oregonian" is suffering by proxy. The curtain of obscurity is thinly woven. Behind the scenes there is wailing and gnashing of teeth. Were I in sympathy with that deceptive propaganda, I would start for tears; but I am a seaman of dire and prolonged experience; consequently, I say, "Let the galled jade wince, our withers are unwrung."

STAR KEY.

### A HUMAN TYPHOID CARRIER.

(From University of California.)

A new and tragic chapter has been written in the history of that famous typhoid-carrier, "H. O."

Twenty-seven sailors on the steam-schooner "Acme," plying into San Francisco, had been infected with typhoid by their shipmate, over a period of four years, and four had died, before Dr. W. A. Sawyer, then Director of the State Hygienic Laboratory maintained at the University of California by the State Board of Health, proved that the sailor "H. O." was the innocent and unsuspecting cause of all these disasters.

In the hope of rendering him no longer a menace to the community, the United States Marine Hospital authorities treated "H. O." with anti-typhoid vaccine, in ten doses increasing from twenty-five million to fifteen hundred million bacilli.

Careful examination for four months showed no evidence that he was still a carrier, so he was released on parole, and went to work as winch-driver on another lumber steamer.

The result—three more cases of typhoid fever within three months, and one death.

Anxious to do anything in human power to protect his fellows, "H. O." agreed to the removal of his gall-bladder—an operation which frequently frees a typhoid-carrier from remaining a danger to other men.

But the operation, which interfered in no way with his health, nevertheless left the sailor still a typhoid-carrier.

For more than two years "H. O." remained under observation. At first typhoid-bacilli could still be found. Then they seemed to have disappeared. During fourteen months, and through forty-one successive examinations, there were only negative results.

As a specially careful test, Assistant Surgeon N. E. Wayson of the United States Public Health Service then fed olive oil to "H. O.," on an empty stomach. On pumping this out, an hour later, he found typhoid bacilli, probably coming from the liver. The sailor was still a carrier. All this later history of "H. O." is told by Dr. Sawyer, now secretary of the California State Board of Health, in a recent article in the Journal of the American Medical Association, from records made available by Surgeon R. N. Woodward, medical officer in command of the United States Marine Hospital in San Francisco.

So the calamity which has come upon this unfortunate sailor, entirely without fault of his own, of being a danger to any community of men among whom he might work, seems beyond present human skill to alter. Himself apparently perfectly well, "H. O." is still a menace of virulent

infection to others, so he shuts himself up in a hospital.

Of every hundred people who have typhoid, two, on the estimated average, become typhoid-carriers, permanently or temporarily, and links in new endless chains of infection. So it behooves every community, Dr. Sawyer points out, to protect its members against the fearful fate of becoming typhoid-carriers by the following means, toward every one of which the California State Board of Health is offering hearty aid:

Good sewage-disposal systems.  
Clean dairies.  
Fly clean-up campaigns.  
Anti-typhoid vaccination.  
Clean water to drink.

### MISSING SHIPS.

The list of vessels posted at Lloyd's as missing during the present year is a fairly heavy one, although it contains the names of but few square-rigged sailers. In March last the British four-masted barque "Engelhorn," 2294 tons register, was posted, following about a month later a small coasting brigantine similarly closed her career. A third square-rigger, the "Cap Horn," was posted missing September 15. She was a Norwegian steel barque of 1517 tons register, built at Glasgow in 1896, and is reported to have put to sea on January 27 last from Valparaiso, bound for Moss (Norway), and, given average weather, she ought to have reached her destination in May or June. Her owners were Atkies Cap Horn (O. J. Olsen). Under the name of "Nithsdale," she was at one time a British ship. The "Cap Horn" is the first Norwegian vessel to be posted missing this year. The last previous instance in which a vessel flying the flag of Norway was thus posted was on September 2, 1914, when the Norwegian barque "Sumbawa," 1060 tons register, was declared missing. She disappeared with all on board when bound from New York to La Plata.

### ADMITTED TO U. S. REGISTRY.

During the period from September 4 to October 2, 1915, the Bureau of Navigation announces that there were admitted to American registry under the Act of August 18, 1914, three vessels of 3587 gross tons, as follows:

Gas yacht "Yendys," 7 tons, Irving J. Bissell, owner, Grand Haven, Mich.; formerly British steam yacht "Yendys."

Steamer "Muskegon," 3323 tons, American Transatlantic Co. (Inc.), New York, N. Y.; formerly Danish steamer "Gotland."

Schooner "Albania," 257 tons, William Willard Howard, New York, N. Y.; formerly British schooner "G. M. Cochrane."

Total, July 1 to October 2, 1915, 17 vessels, 45,779 gross tons; grand total, 165 vessels, 569,140 gross tons.

The total yield of mine gold in California in 1914, as reported by Charles G. Yale, of the United States Geological Survey, was \$20,653,496, an increase of \$246,338 over that of 1913. With the exception of one year—1883—the mine gold output of the State in 1914 was higher than it has been since 1864, 50 years ago.

Demand the union label upon all purchases!

### NOTICE TO SEAMEN.

#### IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,  
V. A. OLANDER, Secretary.

### LAKE DISTRICT, I. S. U. of A.

#### HEADQUARTERS:

LAKE SEAMEN'S UNION,  
570 West Lake Street, Chicago, Ill.

#### BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street  
Telephone Seneca 936 R.  
CLEVELAND, O.....1401 W. Ninth Street  
Telephone Bell Main 1842.  
MILWAUKEE, WIS.....133 Clinton Street  
Telephone South 240.  
ASHTABULA, O.....21 High Street  
Telephone 552.  
NORTH TONAWANDA, N. Y.....152 Main Street  
Telephone Bell 2762.  
DETROIT, MICH.....15 Twelfth Street  
Telephone 3724.  
SUPERIOR, WIS.....1721 N. Third Street  
Telephone, New, Broad 385.  
BAY CITY, MICH.....108 Fifth Avenue  
OGDENSBURG, N. Y.....70 Isabella Street  
CONNEAUT, O.....922 Day Street  
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue  
PORT HURON, MICH.....517 Water Street  
ERIE, PA.....107 E. Third Street

#### MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

##### HEADQUARTERS:

71 Main Street, Buffalo, N. Y.  
Telephone Seneca 48.

##### BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street  
CHICAGO, ILL.....445 LaSalle Avenue  
MILWAUKEE, WIS.....151 Reed Street  
DETROIT, MICH.....27 Jefferson Ave., East  
SUPERIOR, WIS.....1814 Fourth Street  
OGDENSBURG, N. Y.....70 Isabella Street  
BAY CITY, MICH.....108 Fifth Avenue

#### MARINE COOKS AND STEWARDS' UNION.

##### HEADQUARTERS:

406 N. Clark St., Chicago, Ill.  
Telephone Main 365.

##### BRANCHES:

Buffalo, N. Y. Toledo, O.  
Cleveland, O. North Tonawanda, N. Y.  
Milwaukee, Wis. Superior, Wis.  
Ashtabula, O. Erie, Pa.

#### UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

##### MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

##### RELIEF STATIONS:

Ashland, Wis. Ogdensburg, N. Y.  
Ashtabula Harbor, O. Oswego, N. Y.  
Buffalo, N. Y. Port Huron, Mich.  
Duluth, Minn. Manitowoc, Wis.  
Escanaba, Mich. Marquette, Mich.  
Grand Haven, Mich. Milwaukee, Wis.  
Green Bay, Mich. Saginaw, Mich.  
Houghton, Mich. Sandusky, O.  
Ludington, Mich. Sault Ste. Marie, Mich.  
Manistee, Mich. Sheboygan, Wis.  
Erie, Pa. Superior, Wis.  
Menominee, Mich. Toledo, O.



## WEEKLY NEWS LETTER.

(Continued from Page 3.)

more than 500 graduate students, mature men and women, who are here to do serious study and investigation.

"As graduate students, expecting to spend our lives in the pursuit of study and research along the lines in which we are now specializing, we regard the freedom of speech of our instructors as of first importance. As a basis for future research, it is essential that we be familiarized with every important school of thought, no matter how new or how contrary to current preconceptions it may be. Professors, therefore, must be wholly free, after careful study and analysis, to tell the truth as they themselves see it.

"Recent events have lent color to a growing suspicion which has gained the widest currency, especially in academic circles, during the last few months, that only in those fields of learning which are removed from the consideration of present-day social and industrial conditions could instructors in the University of Pennsylvania express their honest opinions without fear of consequences, while in the economic, social and political sciences, instructors could, with safety, promulgate only the doctrines pleasing to one class.

"The currency of such an idea lessens for us as students the value of our associations with the University of Pennsylvania and greatly impairs a degree from this institution."

## Canadian Unionists Watching Labor Law.

Canadian trade unionists are showing no inclination to accept certain amendments to the industrial disputes act, which was intended to further conciliation and arbitration between employer and employee. The act now applies to public utilities and mining and also where both sides accept its provisions.

Under the act the Government, together with employer and employee, appoint representatives on a board that investigates disputes and it is unlawful to enforce a strike or lockout pending this investigation.

The Government now proposes to extend the act to include other industries and the plan is opposed as follows by the Industrial Banner of Toronto:

"The feeling is generally prevalent among the workers in callings outside of public utility enterprises that they have no desire or inclination to be covered by the industrial disputes act, and many of them believe it would be to their decided disadvantage.

"Several big organizations have a system of settling their disputes by a system of impartial arbitration, as, for instance, the Boot and Shoe Workers and the Typographical Union. To bring such organizations under the act would be neither necessary or advantageous, and would undoubtedly be warmly resented upon their part.

"Under these circumstances organized labor must be ready to assume a watchful attitude, determined to scrutinize and weigh every change that it is proposed to make in the present law, for there are so many bad clauses in it that the Minister of Labor has apparently no intention of improving, that the workers have a perfect right to be somewhat doubtful of any proposed tinkering with it.

"It is worthy of note that up to the pres-

ent time no employer has ever been called upon to suffer for any act committed upon his part, either for wantonly aggressive acts or the violation of any contract with employees, but in many cases the law has been invoked, unjustly, we believe, to penalize the workers, fully bearing out the predictions that were made by the Industrial Banner when the measure first became law.

"Honestly speaking, dissatisfaction with the present industrial disputes act has been steadily growing upon the part of trades unionists, who have had to suffer because of its many defects, it apparently being a net that is so elastic that it allows the employer who really does offend to escape while it enmeshes the luckless workers whom it holds secure."

## Teachers Again Attacked.

The Chicago Board of Education, which was recently ordered to refrain from enforcing its anti-union rule against members of the Teachers' Federation, has passed another resolution which, it is hoped, will overcome Judge O'Connor's objection to their trade-union antagonism. Members of the board believe that with the change they will have an easier time in their fight to gain a dissolution of the injunction in a higher court.

Judge O'Connor held that the first resolution passed by the board included membership in the National Education Association, the Illinois State Teachers' Association and the pension fund.

To remove this objection, the board is forced to take a positive stand, and declare, by the following change, that the fight is solely a denial of the right of teachers to join a trade union:

"Membership by teachers in labor unions or in organizations of teachers affiliated with a trade union or a federation or association of trade unions is inimical to proper discipline, prejudicial to the efficiency of the teaching force, and detrimental to the welfare of the public school system; therefore such membership or affiliation is hereby prohibited, as well as teachers' organizations which have officers, business agents, or other representatives who are not members of the teaching force."

## "Eastland" Was Mismanaged.

"The 'Eastland' tipped over because of improper ballast and improper management. There is no mystery about the accident, which simply shows up the typical American careless and irresponsible methods, also the typical American disregard of technical analysis and reliance on the motto on the silver dollar, 'In God we trust.'"

The above statements were made by Andrew Allen, a mining engineer, in a recent address before the Engineers' Club at Chicago. The speaker was also a member of the State Grand Jury. He ridiculed the theory that piling in the river caused the ship to turn over and cause the death of 812 excursionists last July. He declared that "the piling would have sunk into the mud or dented the bottom."

The mining engineer said the boat should not have been permitted to carry more than 1700 or 1800 persons, if nine square feet for each passenger was allowed. This rule was ignored and the boat was allowed to carry 2500.

"There were 2412 tickets turned in by the Transportation company," said the

speaker. "Out of 500 tickets examined we found 152 coupons held by passengers who were not on the 'Eastland,' for which there were no tickets turned in. This would suggest that many tickets had been destroyed and that there must have been 25 to 30 per cent. more passengers on the boat than reported.

"On the morning of the accident the ballast tanks were pumped dry. When the boat listed to starboard they started to fill the port tanks. When it began to list to port, they began to pump out the port tanks instead of filling the starboard tanks, too; in fact, this was attempted only at the last moment. The ballast tanks were, therefore, only partially filled and the water could surge with every movement of the boat. The instability was doubtless increased instead of decreased thereby. The single ballast tank system is very defective and when the boat began to get away from the crew they had no means of righting it.

"There is no mystery about the accident. It is a thing that might have happened, and almost did happen many times before. It is a thing that is bound to happen sooner or later in a boat operated as was the 'Eastland.'"

## ROCKEFELLER'S UNION!

(Continued from page 7.)

age, the paternal control they seek to exercise through the medium of the 'plan' would be proper; to grown men of independent thought it cannot be other than repugnant.

"A certain degree of social betterment is a poor substitute for the privileges that can only be secured through industrial democracy and collective action on the part of the wage workers."

## "The Public," of Chicago.

John D. Rockefeller, Jr., is giving another demonstration of the truth of Tolstoy's pathetic words: "The rich are willing to do anything for the poor, except to get off their backs." Is it not passing strange that an intelligent American, who knows the history of the struggle against tyranny should attempt to re-establish it in this country? Will it be any more tolerable when accomplished by largesses? Will the chains be less galling, though covered with velvet? The new social machinery that Mr. Rockefeller is setting up may work well enough at first. There may follow an era of good feeling after he has returned to his home, two thousand miles distant. But that whole machinery will be in the hands of men who have the arbitrary power to say "yes" and "no," without appeal. Living conditions in the camp may be bettered; there may be shorter hours and better pay, and so long as the mass of the men are fresh from Europe, where only tyranny is known, there may be peace and contentment. But free men are self-willed. They grow impatient at dictation. And those accustomed to bow to another's will in Europe become restless in free America. So long as any man with a grievance knows that the dispute between himself and his fellow can be decided by his fellow he will be dissatisfied, even though he knows the decision to be just. He will never rest until he has reached the plane of equality.

As an individual citizen and neighbor, Mr. Rockefeller's kindness of heart is most praiseworthy; but as a holder of special privileges, his offer of benevolence in place of justice will be futile. "Association in equality is the law of progress." There is no substitute.

## AFTER FIFTY YEARS.

In the fiscal year ended June 30 last the Government paid to civil war pensioners more than \$156,000,000. This was, however, a substantial decrease, as the payments for the preceding year were \$172,417,546. Since the civil war ended payments to pensioners have aggregated \$4,614,643,267. The number of pensioners on the rolls at the end of June was 33,255 less than a year before.

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## WOMEN WHO TOIL ON FARMS.

Our Government never faced so tremendous a problem as that now lying dormant at the doors of Congress and the Legislatures, and which, when aroused, will shake this nation from center to circumference, and make civilization hide its face in shame. That problem is—women in the field.

The last Federal census reports show we now have 1,514,000 women working in the field, most of them south of the Mason and Dixon line. There were approximately a million negro slaves working in the fields when liberated by the emancipation proclamation. We have freed our slaves and our women have taken their places in bondage. We have broken the shackles off the negroes and welded them upon our daughters.

A million women in bondage in the Southern fields form the chain-gang of civilization—the industrial tragedy of the age. There is no overseer quite so cruel as that of unrestricted greed, no whip that stings like the lash of suborned destiny, and no auctioneer's block quite so revolting as that of organized avarice.

The President of the United States was recently lauded by the press, and very properly so, for suggesting mediation between the engineers and railroad managers in adjusting their schedule of time and pay. The engineers threatened to strike if their wages were not increased from approximately ten to eleven dollars per day and service reduced from ten to eight hours and a similar readjustment of the overtime schedule. Our women are working in the field, many of them barefooted, for less than 50 cents per day, and their schedule is the rising sun and the evening star, and after the day's work is over they milk the cows, slop the hogs and rock the baby to sleep. Is anyone mediating over their problems and to whom shall they threaten a strike?

Congress has listened approvingly to those who toil at the forge and behind the counter, and many of our statesmen have smiled at the threats and have fanned the flame of unrest among industrial laborers. But women are as surely the final victims of industrial warfare as they are the burden-bearers in the war between nations, and those who arbitrate and mediate the differences between capital and labor should not forget that when the expenses of any industry are unnecessarily increased, society foots the bill by drafting a new consignment of women from the home to the field.

No financial award can be made without someone footing the bill, and we commend to those who accept the responsibility of the distribution of industrial justice, the still small voice of the woman in the field as she pleads for mercy, and we beg that they pinch no crumb from her crust of bread or put another patch upon her ragged garments.

We beg that they listen to the scream of horror from the eagle on every American dollar that is wrung from the brow of toiling women and hear the Goddess of Justice hiss at a verdict that increases the want of woman to satisfy the greed of man.

The women behind the counter and in the factory cry aloud for sympathy and the press thunders out in their defense and the pulpit pleads for mercy, but how about the woman in the field? Will not these powerful exponents of human rights turn their

talent, energies and influence to her relief? Will the Goddess of Liberty enthroned at Washington told the calloused hand and soothe the feverish brow of her sex who sows and reaps the nation's harvest or will she permit the male of the species to shove women—weak and weary—from the bread-line of industry to the back alleys of poverty?

The census enumerators tell us that of the 1,514,000 women who work in the fields as farm hands, 409,000 are 16 years of age and under. What is the final destiny of a nation whose future mothers spend their girlhood days behind the plow, pitching hay and hauling manure, and what is to become of womanly culture and refinement that grace the home, charm society and enthuse men to leap to glory in noble achievements if our daughters are raised in the society of the ox and the companionship of the plow?

In that strain between the ages of 16 and 45 are 950,000 women working as farm hands and many of them with suckling babes tugging at their breasts, as drenched in perspiration, they wield the scythe and guide the plow. What is to become of that nation where poverty breaks the crowns of the queens of the home; despair hurls a mother's love from its throne and hunger drives innocent children from the school-room to the hoe?

The census bureau shows that 155,000 of these women are 45 years of age and over. There is no more pitiful sight in civilization than these saintly mothers of Israel stooped with age, drudging in the field from sun until sun, and at night drenching their dingy pillows with the tears of despair as their aching hearts take it all to God in prayer. Civilization strikes them a blow when it should give them a crown, and their only friend is He who broke bread with beggars and said: "Come unto me all ye that are weary and heavy laden and I will give you rest."

Oh, America! The land of the free and the home of the brave, the world's custodian of chivalry, the champion of human rights and the defender of the oppressed—shall we permit our maidens fair to be torn from the hearthstone by the ruthless hand of destiny and chained to the plow? Shall we permit our faithful wives whom we covenanted with God to cherish and protect, to be hurled from the home to the harvest field, and our mothers dear to be driven from the old arm chair to the cotton patch?

In rescuing our citizens from the forces of civilization, can we not apply to our fair Dixieland the rule of the sea—"women and children first?"

There must be a readjustment of the wage scale of industry so that the women can be taken from the field or given a reasonable wage for her services. Perhaps the issue has never been fairly raised, but the Farmers' Union, with a membership of ten million, puts its organized forces squarely behind the issue and we now enter upon the docket of civilization the case of "The Woman in the Field," and demand an immediate trial.—Peter Rudford.

What is said to be the largest smelter in the world is being constructed in this country for operation in Belgian Congo.

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## Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

## International Seamen's Union of America

(Continued from Page 5.)

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## The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia  
29 ERSKINE STREET, SYDNEY, N. S. W.



## Labor News.

About 150 members of Upholsterers' Union 37, of Boston, Mass., have gone on strike to secure a 50-hour week. They demand that the firms involved sign an agreement that they will not in dull periods take away privileges gained by the strikers.

The strike at the New Departure Manufacturing Company of Bristol, Conn., was settled when the employees voted to accept a compromise offer made by the company of a 50-hour week, with 57½ hours' pay. The 1600 employees have returned to work.

The raincoat makers of Cleveland, Ohio, held a fine meeting to discuss the question of organizing, and as a result the entire number signed the charter application. Organizer Solomon sent in the document, and it bore the names of three-fourths of all the raincoat makers in the city.

The Pawtucket, R. I., steam-fitters who have been on strike for a week have returned to work following an agreement made with their employers to the effect that they finish existing contracts at the old wage rate and that on subsequent contracts they receive 50 cents a day additional, making \$4 a day.

The strike of Chicago painters, the last of the building trade troubles which began last spring, has ended with a substantial victory for the union. A three-year agreement has been entered into which provides for a union shop, arbitration and a 72½ cents per hour wage in the last year of the agreement. More than 10,000 men are affected by the settlement.

All station agents and telegraphers employed by the Wabash Railroad system will receive salary increases of nine per cent., beginning with November 1, it was announced at the executive offices of the road. In addition the working day of station agents will be reduced from twelve to ten hours and telegraphers will work eight hours a day. Overtime pay will be increased from twenty-five to thirty-five cents an hour. The new schedule will increase the payroll by \$40,000 annually.

Judge Paul Little of Fort Smith, Ark., has declared the minimum wage law for women unconstitutional. A laundry proprietor who had been found guilty in a justice's court took an appeal to the circuit court, with the result noted. State officials announce they will appeal the case to the State Supreme Court. The law was passed by the last Legislature, and was intended "to regulate the hours of labor, safeguard the health and establish a minimum wage for females in the State of Arkansas."

Eight thousand men are now involved in the strike at Clifton, Morenci and Metcalf, Ariz., against the Detroit Copper Company, the Arizona Copper Company and the Sherman Copper Company. The electricians, machinists and boilermakers have joined the miners. The strike resulted from the organization of a Western Federation of Miners' Union in the camps and the refusal of operators to deal with its representatives. The strike has closed the mines of the Arizona and Detroit companies at Morenci and the mines of the Arizona and Shannon company at Metcalf, also the smelters of the Shannon and Arizona Company at Clifton, the smelter of the Detroit Company at Morenci and the concentrators of the Detroit and Arizona companies at Morenci.

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## Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

|                     |                      |
|---------------------|----------------------|
| Abrahamsen, Halp-   | Lawson, J. J.        |
| tan                 | Larsen, Emanuel      |
| Andersen, Hjalmar   | Lundgren, F.         |
| Andersen, Alfred    | Mjones, John         |
| Andersen, Albin     | Moyer, Wm.           |
| -1388               | Martensen, Ingvald   |
| Brower, Geo.        | Martinson, P. A.     |
| Bucknam, J. W.      | Mathisen, Sigurd     |
| Berg, Fred          | Moore, C. R.         |
| Brown, D. C.        | Mattson, Erick       |
| Christensen, Anton  | Mattson, J. -1328    |
| Christensen, Albert | Mikkelsen, A. W.     |
| Donovan, J.         | Morgan, W.           |
| Dougherty, J.       | Nass, T. M.          |
| Dyrnes, L. E.       | Newland, Ernest      |
| Edvords, John       | Nelson, Axel         |
| Eggers, John        | Nordstrom, E. V.     |
| Engelbreten, Ed.    | Nevlin, Georg        |
| Edson, Frank        | Olson, J. E.         |
| Endresen, Marius    | Ona, Sam             |
| Eugen, T.           | Petersen, A. -1223   |
| Fenes, I.           | Petterson, Harry     |
| Farridane, P.       | Peterson, Hans       |
| Glademo, Lars       | Pederson, Carl       |
| Gundersen, Peter    | Pederson, Carl -1300 |
| Gustafson, Karl     | Peterson, Carl -1653 |
| Grant, Dave         | Quains, Nick         |
| Hansen, Alex M.     | Ramberg, Barney      |
| Hansen, John        | Rosenwald, Isaac     |
| Hansen, Olaf        | Ruiter, J.           |
| Hansen, E. -1437    | Schweistous, W.      |
| Hill, C.            | Shankat, Hans        |
| Hernes, K.          | Simmingshlin, G.     |
| Jakobson, Waldemar  | Speller, Henry       |
| Jorgensen, Fred     | Salvesen, Salve      |
| Johanson, Wm.       | Samuelson, Leonard   |
| Jacobson, Johan     | Seppola, Emil        |
| Johnson, Andrew     | Selken, H.           |
| Johnson, Ernest     | Sinclair, Emanuel    |
| Johnson, P. M.      | Smith, T.            |
| Johnson, Ole        | Swensen, Jorgen      |
| Johnson, Jorgen     | Strandevus, Jack     |
| Junge, H.           | Sverd, C. P.         |
| Kalning, Jacob      | Telchert, Karl       |
| Karell, J.          | Thomsen, Einar       |
| Karlson, Ingvald    | Torjusen, G. T.      |
| Krager, Johan       | Voss, H.             |
| Kressman, Karl      | Vick, Tom            |
| Larsen, Albin       | Ween, Ole            |
| Larsen, Olaf        | Wenneke, A.          |
| Leonard, John       | Wick, J.             |
| Lindeman, C. H. O.  |                      |

## Tacoma Letter List.

|                      |                    |
|----------------------|--------------------|
| Cords, W. A.         | Olsen, Martin E.   |
| Evertsen, Olof       | Paterson, John     |
| Farrell, William     | Person, Fritz Leo- |
| Haugan, Arthur       | nard               |
| Johannsen, Christian | Schmidt, Louis     |
| Linea, W.            | Thomas, Paul       |
| Line, Wictor         | Ullman, Emil       |
| Murphy, Danlal       |                    |

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## Eureka, Cal., Letter List

|                  |                      |
|------------------|----------------------|
| Contreras, Julio | Lawrence, Harry      |
| Eriksen, Anton   | Lomas, Richard       |
| Kyrkslatt, Lars  | Nilsen, Nils         |
| McKeating, R.    | Thorsen, Fredrick N. |

## INFORMATION WANTED.

Johan Hilmar Hansen, a seaman who was last heard from in Seattle, Wash., in 1911, is inquired for by his father, Anton Hansen, Nygaten 34, Moss, Norway. 5-13-14

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. 5-13-14

Knut Jensen No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Tangemunde, A/Elbe Ostenerweg, No. 7, Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis. 4-14-15

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks Ave., Pasadena, Cal. 7-29-14

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Charles Anderson, alias Helmik Helgesen, a native of Alvestad, Stavanger, Norway, age 70, is inquired for; last time heard from in 1904. Anyone knowing his whereabouts please notify his brother, B. H. Alvestad, Jewal, Iowa.

## INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuanu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden. 5-13-14

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y. 6-24-14



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## Portland, Or., Letter List.

Bese, F.  
Bernardsen, Chas.  
Bjornlund, Axel  
Bugge, Mr.  
Christensen, H. P.  
Decas, O.  
Dolany, Willie  
Edstrom, John  
Ekberg, Hugo  
Fernandez, Frank  
Geiger, Joe  
Hecker, Wm.  
Halbeck, J. O.  
Holmstrom, Chas. A.  
Henriks, Waldemar  
Ingelbrigsten, O.  
Jensen, Christ  
Jensen, Wm.  
Jegstrup, Harold  
Johnson, Nils  
Jonsson, Karl  
Knopp, Fritz  
Kristiansen, Wm.  
Kling, J. L.  
Kelly, Patric  
Kjer, Magnus  
Knudsen, Richard E.  
Larsen, H.  
Leonhard, George  
Letchford, A.  
Lindblad, Konrad  
Lindberg, A. C.  
Lindholt, John  
Loescher, Joseph  
Miller, E.  
McKeating, R.  
Munchmeyer, H.  
Miller, Andy M.  
Morgan, Tlm

Muller, P.  
Metts, John  
Moller, L. D.  
McConnell, David S.  
Mark, Thorwald  
Meckermann, Ernst  
Neuling, George  
Nielsen, H. -1253  
Olsen, Arthur  
Ohlsson, J. W.  
Osterberg, Henry  
Oglive, Wm. A.  
Palm, P. A.  
Pedersen, J. A.  
-1515  
Perkins, Paul  
Peterson, M.  
Rabel, John  
Reskran, George  
Rinkel, H.  
Rimmer, Chas.  
Schneider, J.  
Schneider, Fritz  
Swanson, Emil  
Soderlund, Uno  
Sorensen, Jorgen  
Shea, Oscar  
Schacht, H.  
Schultz, John N.  
Selin, Joe  
Salmelin, H.  
Saarinen, W.  
Tuhkanen, J. J.  
Urso, Geozep  
Vinx, H.  
Windblad, M.  
Wheatcroft, L. E.  
White, Harry  
Westengren, C. W.

## Aberdeen, Wash., Letter List.

Albers, Geo. L.  
Andersen, -1118  
Arntzen, W., reg.  
Andersen, Andrew  
Arnell, John  
Burmester, T.  
Byman, Alf.  
Bjorklund, G.  
Bowen, J. J.  
Davls, Frank  
Eriksson, -333  
Evensen, Krist  
Gustafsson, Chas.  
Gronros, Oswald  
Gueno, Plerre  
Hansen, -2275  
Hansen, Halfdan  
Holmroos, W.  
Hansen, Ove Max  
Hylander, Gustaf  
Jacobson, J.  
Kallas, August  
Kerr, Wm.  
Knappe, Adolph  
Kristiansen, Nils  
Kustel, V. J.  
Ladwig, Otto  
Ludtke, Emil  
Machado, Henry  
Munsen, Fred

Nielsen, N. C.  
Nilsen, -1054  
Nilsen, Harry  
Nordgren, Chas.  
Peitson, J.  
Peters, Walter  
Paaso, Andrew  
Pettersen, Karl  
Peterson, J.  
Peterson, Nels  
Risenius, Sven  
Rundblad, Oscar  
Schmidt, Heinrich  
Simensen, Isak  
Scheftner, Bernhard  
Thorn, A. L. -70  
Toves, H. C.  
Thorne, John  
Thompson, S. K.  
Udby, Harold  
Wehrman, John  
Wiksten, Arvid  
Willson, John  
Walder, Olsen N.  
Packages.  
Glazer, Y.  
Gorgensen, Olaf  
Hansen, John  
MacGuire, O. F.  
Stanners, W. S.

When making purchases from our  
advertisers, always mention the Coast  
Seamen's Journal.



Named shoes are frequently made in  
Non-Union factories

## DO NOT BUY ANY SHOE

no matter what its name, unless it bears  
a plain and readable impression of this  
UNION STAMP.

All shoes without the UNION STAMP  
are always Non-Union.

Do not accept any excuse for absence  
of the UNION STAMP.

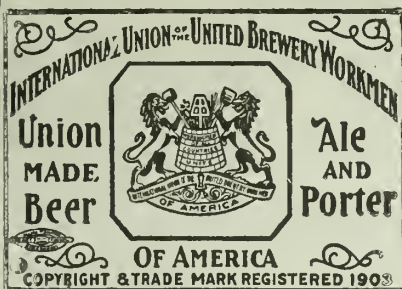
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WILL DRINK

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purchasing Beer, Ale  
or Porter,

As a guarantee that it is  
Union Made

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Shoes, Underwear, Beddings, Tobac-  
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SHOES, COLLARS, SUSPENDERS,  
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- on -

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Between Embarcadero & Drumm Sts.,  
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## INFORMATION WANTED.

Iwar Westerberg, age about 50,  
sailing second mate on some steam  
schooner on the Pacific Coast, is in-  
quired for by Gus Englund. Any in-  
formation regarding the above named  
will be gladly received at 214 Jack-  
son street, San Francisco, Cal.

1-27-15

Theodore Krakan, last heard of in  
September 1911, at New Orleans, La.,  
is inquired for by his mother. Any  
one knowing his whereabouts please  
notify Mrs. Ad. Krakan, Langenehm  
38 I, Hamburg 22, Germany.—8-25-15.

## Home News.

The Interstate Commerce Commis-  
sion has postponed putting in effect  
of its order in the case of the West-  
ern railroads until December 31.  
This was done at the request of the  
roads to give them time to file a plea  
for a rehearing.

The Toledo Ship Building Com-  
pany has placed a contract for 2,000  
tons of steel plates to be used in the  
construction of two lake boats of  
Welland Canal size, for Atlantic  
coast interests. Four other boats,  
schooner rigged, provided with aux-  
iliary oil engines, will be constructed  
at the Toledo yard.

Wireless telephonic communication  
took place recently between Arling-  
ton and Mare Island, California, a  
distance of 2500 miles. On the 30th  
it was announced by the American  
Telephone and Telegraph Company  
that wireless telephone communica-  
tion between Arlington and Hawaii,  
a distance of 4600 miles had taken  
place.

The Federal grand jury at Chicago  
on September 21 indicted eight indi-  
viduals and two corporations on  
charges relating to the "Eastland"  
disaster. The indicted ones include  
the chief officials of the St. Joseph-  
Chicago Steamship Company and of  
the Indiana Transportation Company,  
the two indicted corporations. Other  
indictments are against the Federal  
inspectors and the master and chief  
engineer of the "Eastland."

An initiative petition was filed re-  
cently with the Oklahoma Secretary  
of State, submitting a proposed  
amendment to the constitution for  
reform in the election laws. The  
proposition provides for State, county  
and precinct election boards of three  
members, one from each of the three  
powerful parties. The members are  
to be chosen by the parties to be  
represented. At present local elec-  
tion boards are appointed by a State  
board, which is appointed by the  
Governor. The initiative petition was  
pushed by the Socialists and received  
60,037 signatures.

The half billion dollar loan nego-  
tiated in the United States by repre-  
sentatives of France and England  
has been over subscribed and the  
books have been closed. This money  
is to remain in the United States to  
be drawn against in payment of  
supplies other than ammunition. The  
terms are five-year 5 per cent. bonds  
payable jointly by the two govern-  
ments. The public subscription price  
is placed at 98, which means almost  
5½ per cent. for the investor. The  
borrowers will receive 96 per cent.  
of the face value of the bonds, the  
difference of 2 per cent. will go to  
the syndicate underwriting the loan.

A poll of Congressmen and Sena-  
tors shows that President Wilson's  
program for a bigger army and navy  
will have the almost unanimous sup-  
port of both houses during the com-  
ing session. The question, "Do you  
favor an increase in the army and  
navy for defense preparedness?" was  
put to all Senators and Congress-  
men. Thirty-five Senators answered  
the question, and only one, Varda-  
man of Mississippi, is opposed to an  
increase. John Sharp Williams, the  
other Mississippi Senator, favored a  
bigger navy, but not a bigger army.  
One hundred and ninety-four Con-  
gressmen answered. One hundred  
and forty-six voted "yes," twelve  
were against the program and two  
favored a bigger navy, but no in-  
crease in the army.

## Port Townsend, Wash.

## FRANK STHEVENS

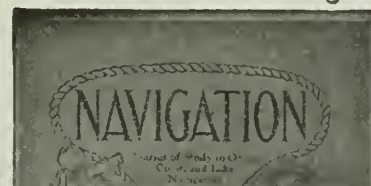
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## INFORMATION WANTED.

Ingvald Andreas Hansen, alias  
Andrew Hansen, a native of Nor-  
way, age about 36; tall, dark; last  
heard of July, 1905. His address  
then was, Andrew Hansen, Karluk,  
Kodiak Island, Alaska. He is in-  
quired for by his mother. Anyone  
knowing his whereabouts please  
notify Staff Captain Robert Smith,  
district officer, native work, Alaska,  
Box 925, Wrangell. 4-3-15

Wilhelm Ekelund, a native of  
Sweden, is inquired for by his  
brother, Axel Ekelund, New Harbor  
Hotel, Drumm street, San Francisco,  
Cal. Anyone knowing his where-  
abouts please notify the above ad-  
dress. 3-10-15



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If you want to know more  
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City

State



## Domestic and Naval.

The lake steamer "Onoko," which foundered off Knife Island owing to a bad leak in the engine-room, while bound from Duluth to Buffalo, with a cargo of wheat, was valued at \$22,722, and was built in 1882, of 2,164 tons, being owned by Mr. W. Gerlack, of Cleveland.

To satisfy the claims of the owner and crew of the tugboat "Della," the Uruguayan bark "Carolina," has been seized at Galveston for a salvage claim of \$20,000. The "Carolina" went aground in the hurricane, was abandoned by captain and crew and was pulled off the shore near the mouth of the Brazos by the "Della." She is valued by various individuals at from \$50,000 to \$68,000.

St. Louis business men recently turned down an offer of the Barrett Line, of Cincinnati, to put up \$300,000 for the establishment of a packet barge line between St. Louis and New Orleans, according to the "Waterways Journal" (St. Louis). Manager Oscar Barrett is quoted as saying that the offer stands open, and will be made effective as soon as the company is assured of enough trade to justify the investment.

When the American liner "St. Louis" arrived at New York recently it was reported that the delay in her schedule from Liverpool was due to "sabotage." It appears that some one, before she left New York on her last trip, loaded her lubricating oil with emery powder. When she reached Liverpool an examination showed that the bearings had been entirely worn away. Repairs entailed a week's delay.

It is reported that William J. Connors, newspaper owner and capitalist, of Buffalo, is trying to effect a merger of the Great Lakes steamship lines, which must be divorced from the railroads by December 1, under a decision of the Interstate Commerce Commission. The new corporation, to be capitalized at \$20,000,000, will, if organized, be an independent enterprise, and control about forty vessels.

The Department of Commerce has furnished collectors of customs and shipping commissioners with regulations covering the section in the Seamen's Act that, except on rivers and small inland lakes, vessels shall not be cleared from any port unless they have on board "a crew not less than 75 per cent. of which in each department thereof are able to understand any order given by the officers of such vessel."

The Navy Department has abolished the old policy of a three months' annual overhaul period for warships, and in lieu thereof overhaul will be authorized only after recommendation by the Board of Inspection and Survey when extensive repairs become necessary to maintain fighting efficiency. There will be two docking periods each year, not to exceed two weeks each, during which time minor repairs may be made.

Rear-Admiral Fullam has been relieved of his assignment as Superintendent of the United States Naval Academy, and will be succeeded by Captain E. W. Eberle, now commandant of the Washington Navy Yard. Admiral Fullam will succeed Rear-Admiral Pond as commander of the Pacific reserve fleet in Puget Sound. The transfer of the superintendent is one outcome of the recent "cribbing" inquiry at the academy.

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### San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination

Abmeyer, Henry  
Abrahamson, Anton  
Acorn, Albert  
Adams, Billy  
Adams, Hugo  
Adamsson, John  
Aderman, E.  
Ahlfors, Arthur  
Ahlstrom, Ellis  
Ahokos, Ilmori  
Akman, Joseph  
Almer, John G.  
Andersen, Alfred  
Olaf  
Andersen, A. M.  
Andersen, John  
Andersen, N. -1549

Baardsen, Tellif  
Backman, Axel  
Backman, Aug  
Bakkenson, P. J.  
Ban, Martin  
Barrell, George  
Behrendt, Carl  
Behrens, W. J.  
Belnarowicz, Felix  
Berry, David J.  
Bertelsen, Kristian  
Bessesen, Olof  
Beyerle, Rupert  
Biedeman, Aug.

Caen, P.  
Calnan, George I.  
Campbell, D. C.  
Campbell, S.  
Campbell, Martin  
Carlera, Peter  
Carlson, C. O.  
Carlson, Joe  
Carlson, Martin  
Carlsson, John  
Catt, Frederick  
Cellan, John  
Cherovsky, M.  
Dahlgren, Pete  
Dahlkvist, Fred  
Dalstrom, A.  
Danielsen, Eric  
Danielsen, David  
Day, William  
De Freitas, J. Inacio  
Dehlen, Gus  
Egenas, Nils  
Eisenhart, N.  
Elsner, Max  
Ellenius, Axel  
Ellason, E. -396  
Ellassen, Sigurd

Falcon, M.  
Fane, James  
Ferguson, B.  
Fischer, P.  
Fitzgerald, Wm.  
Fitzpatrick, Patrick  
Fjellman, George  
Foss, John  
Foss, Lauritz  
Foster, Chas.  
Gahrielsen, Elling  
Gallagher, Jas.  
Gart, George  
Geary, A.  
Gerner, Hans  
Gibbs, James  
Gihert, A.  
Gjerdal, Elling  
Gordon, George  
Grantley, C. W.  
Grantstrom, Nestor

Haak, Reinhold  
Haave, Norwald  
Hageros, Sam  
Halbeek, O.  
Hall, H.  
Hammergren, Oscar  
Hammerquish, A. E.  
Hannus, Alex  
Hansen, C. F. -1576  
Hansen, Emanuel  
Hansen, F. -1735  
Hansen, H. P.  
Hansen, L. -2156  
Hansen, Jeremias  
Hansen, L. P.  
Hansen, P.  
Hanson, Harold  
Hawkins, F.  
Hecker, Wilhelm

Holm, Peter  
Hilger, Gustave  
Jackson, Peter  
Jacobson, J.  
Jaesch, Magnus  
Jakish, Max  
Jakobsen, Alfred

Helberger, M.  
Heinen, Charles  
Hejen, H.  
Heldt, John  
Heldt, Charles F.  
Helmer, Fred  
Helsten, John  
Henriksen, T.  
Higgins, F.  
Hildebrand, A.  
Hofmann, Hans  
Holberg, Oluf  
Holm, Arthur  
Holmes, Chas. P.  
Hoose, Frank  
Hove, Haakon  
Hubertz, Emil  
Hubner, C. F. W.

Ingebrechtsen, Olaf  
Insunso, Francisco  
Jakobsen, Joakim  
Jansen, Jakob  
Jansson, Jonas  
Jensen, Carl  
Jensen, C.

Jensen, C. E.  
Jensen, Hans  
Jensen, Henry  
Jensen, Jack  
Jensen, Thoyus  
Jespersen, Christ  
Johansen, Johan  
Johansen, E. A.  
-2247  
Johansen, S. A.  
Johansen, Edward  
Johanson, H. R. O.

Kaktin, Ed.  
Kallberg, Arvid  
Kalm, Antony  
Kargan, F.  
Kayser, Chas.  
Kasvi, Theodore  
Kerr, Wm.  
Kingstrim, G. G.  
Kluock, Wm.  
Kipste, Chas.  
Kive, Conrad

Laakso, Frank  
Laine, Alex V.  
Lala, August  
Larsen, A. C.  
Larsen, C. A. -1904  
Larsen, Finwald  
Larsen, Herman  
Larsen, John  
Larsen, Julius  
Larsen, Pete  
Larsen, Alfred  
Larsen, C. E.  
Larsen, P. -1271  
Larsen, S. G.  
Larsen, Karl  
Larsen, K. E.  
Larsen, K. E.  
Lauritzen, Georg

Laws, Harry  
Lawson, J. P.  
Leedham, Mace  
Leekahn, Martin  
Leganger, Benj.  
Lellevaag, H. J.  
Leroen, Lars  
Leveridge, H.  
Lewald, Harry A.

Maki, Ivar  
Macomber, Herbert  
Manfred, Elmar  
Manse, Peter  
Markwardt, Carl  
Martens, Hans  
Martin, H.  
Martin, John  
Martin, John B.  
Marx, Thorwald  
Mathiasen, Nils  
Mathiasen, Sigurd  
Mattson, Charles  
McKenzie, John  
McKenzie, M. C.

Nagel, A.  
Nedsen, John B.  
Nelsen, Albin C.  
Nelson, Alvin  
Nelson, A. W.  
Nelson, C.  
Nelson, C. A.  
Nelson, John B.  
Nerby, Kristian  
Newbert, H.  
Nielsen, C.  
Nielsen, C. F. -1025  
Nielsen, Edwin N.

Oberg, Oscar  
O'Brien, I. S.  
O'Brien, F.  
Ohlsen, P. -370  
Oleman, Henry  
Olson, Albert  
Olson, B. O. L.  
Olson, C. 1315  
Olson, G. N.  
Olson, G. W.  
Olson, Ingvald  
Olson, John  
Olson, Jno.  
Olson, N. -502  
Olson, O. -1283  
Olson, O.

Para, E. H.  
Parsons, Herman  
Pash, Paul  
Paul, George  
Paulman, Geo.  
Paulsen, A.  
Paulsen, Martin  
Pearson, Fred  
Pedersen, Halfdan  
Pedersen, L. -1167  
Pedersen, P. -896  
Pedersen, Petter  
Pergher, Charles  
Perkins, Paul  
Persson, John  
Pestoff, S.  
Peters, Wm.  
Petersen, A. L. -1589  
Petersen, Einar  
Petersen, O. -1595

Quigley, Robert E.  
Raalsen, F.  
Raum, Henrik  
Randrop, J.  
Rasmussen, J. A.  
Rasmussen, Paul  
Reinhardt, Werner

Rivera, Ben  
Rivera, John  
Roberts, Grif  
Roberts, John  
Roden, Knut  
Saarinen, Henning  
Sandberg, John  
Sanders, Robert  
Sanderson, Alfred  
Sandstrom, Ivar  
Sanne, Rudolf  
Sanne, Thorsten  
Sass, John  
Saunders, James  
Savage, Roland  
Saxby, C. H.  
Schager, Ernst  
Schroder, E.  
Schroder, P. R.  
Schmidt, Theodore  
Scott, A.  
Seberg, G.  
Sellers, Wm. G.  
Silman, E.  
Simmonds, J.  
Simonsen, S. -2046  
Simpson, L. C.  
Sivers, Frank  
Skoglund, Harry  
Skold, C. A.  
Skjoldenborg, Fred

Tamman, K.  
Thewas, E. J.  
Tho, John  
Thompson, Emil  
Thompson, Oloof  
Thomson, Max  
Thoren, Gus  
Thoren, Victor  
Tidderkull, C.  
Tidrick, Christian  
Van Frank, W. O.  
Verney, Paul  
Viljanen, Arvo  
Wagner, Wm.  
Waldman, Edward  
Wallen, John  
Walter, Gustaf  
Walter, John  
Wang, E.  
Weber, Fredrick  
Weiss, Kar  
Wheatcroft, L. E.  
White, J. D.  
Zechel, Walter  
Zerket, B. W.  
Ziehr, Ernst

Whiteside, Fred  
Whitot, J.  
Williams, J. C.  
Williams, John  
Williamson, W. A.  
William, C.  
Wilson, J. W.  
Witt, Otto  
Wittberg, A.  
Wollesen, A. Chr.  
Zurenberg, Fritz  
Zwartz, M. C.  
Zweyberg, John

## PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, A.  
Berling, J. B.  
Ceelan, John  
Ellefsen, Otto  
Furth, Richard  
Gulbransen, Bjorn  
Hansen, Karl  
Hansen, Marlus  
Hansen, O.  
Hendriksen, Hag-  
bart  
Hietman, Walter  
Hillig, Albert  
Jansson, A. L.  
Johansen, Emil  
Johnson, A. K.

## INFORMATION WANTED.

Any member or members of the crew of the steam-schooner "Cuzco" who were on board of her in August, 1912, at Victoria, B. C., when Joseph H. O'Brien met with an accident, are requested to communicate with George Olson, attorney and counselor-at-law, 300-308 Central Bldg., Seattle, Wash.—4-7-15.

Patrick McFee, who was cook on board the schooner "Robert Henry" on a voyage to Mexico last year, is inquired for by the U. S. Shipping Commissioner, at San Francisco, Cal. 9-15-15

George Alexander Sharman, a native of Brooklyn, N. Y. About 28 years of age, height 5 feet 9 inches, supposed to have sailed on the Great Lakes in 1907, is inquired for by M. L. Kinvan, 1211 Mosher street, Baltimore, Md. 7-14-15

Nils Edmund Johansen, a native of Tonsberg, Norway, age about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Chas. Maywell, a sailor, last heard of in New York City in 1892, is enquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y.—12-23-14

Phones: Office, Franklin 7756

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Reserve & Contingent Funds 1,958,443.69  
Employees' Pension Fund..... 199,164.12  
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### INFORMATION WANTED.

Fred Marjama, a native of Russia, age 36, has not been heard from since 1908, at Buffalo, N. Y. Anyone knowing his whereabouts please notify his brother, J. Marjama, 51 South St., New York, N. Y. 9-1-15

# Capt. Chas. J. Swanson

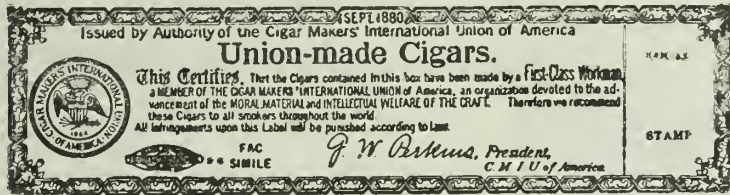
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### The Story of Our Growth

As Shown by a Comparative Statement of Our Resources.

|                   |                 |
|-------------------|-----------------|
| December 31, 1904 | \$285,436.97    |
| December 31, 1905 | \$1,021,290.80  |
| December 31, 1906 | \$1,899,947.28  |
| December 31, 1907 | \$2,221,347.35  |
| December 31, 1908 | \$2,574,004.90  |
| December 31, 1909 | \$3,817,217.79  |
| December 31, 1910 | \$6,539,861.49  |
| December 31, 1911 | \$8,379,347.02  |
| December 31, 1912 | \$11,228,814.56 |
| December 31, 1913 | \$15,882,911.61 |
| Dec. 31, 1914     | \$18,030,401.59 |
| June 30, 1915     | \$19,080,264.20 |

NUMBER OF DEPOSITORS, 53,946

## News from Abroad.

In future seamen employed on board the Anchor, Allan and Donaldson liners will receive £6 10s. per month as wages and £1 war bonus. In the past they have received £5 10s. wages and £2 war bonus.

The White Star liner "Lapland" and the Cunard liner "Orduna" have been chartered by the British Admiralty for transport purposes. This makes a further reduction in the transatlantic mail service.

Two Chicago German papers, the Illinois Staats Zeitung and the Abendpost, have been barred from the Canadian mails. The Gaelic American of New York City has also been barred. These papers are all pro-German.

The Spanish embassy in Paris denies in the most categorical manner all the reports which have appeared in the press, which it characterizes as inexplicable, regarding the presence of, and the supplying of stores to, German submarines in Spanish waters.

Preparations are now being made by the Canadian Government to chart the whole Labrador coast in the interests of the Hudson Bay route. The stretch of coast to be charted is about three hundred miles long. The greater part of the work has been deferred till next year and will, when completed, be of great service to ships entering those regions in future.

An agreement between Haitian rebel officers and the officers of the American expeditionary force has been entered into for the delivery of all rebel arms. The surrender took place at Quartier Morin, six miles from the city of Cape Haitien.

Holland is displaying much energy in extending her fleet, some 260,000 tons of new ships having, it is said, been ordered. This is about 30 per cent. of her present aggregate tonnage. Of these 260,000 tons, more than 200,000 tons are being built in Dutch yards.

The Postmaster-General of Canada has informed an English correspondent that, so far as his department is concerned, it would not seem that there is any likelihood of further attempts being made to recover the balance of the mails lost in the wrecks of the "Empress of Ireland."

In a letter to Secretary of State Lansing, on October 5, Count von Bernstorff announced that the German government disavows the act of Commander Schneider of the submarine which sank the "Arabic." Strict orders have been issued to prevent repetition of such acts, and an indemnity will be paid for lives lost.

The resignation of Theophile Delcasse, Foreign Minister of France, was announced on October 13. Premier Viviani presented the resignation of M. Delcasse at a conference of Cabinet Ministers and the retirement was sanctioned. Premier Viviani will take the portfolio of Foreign Affairs with the presidency of the council. Foreign Minister Delcasse's resignation aroused widespread comment in Parliamentary quarters, owing to the prominent part he had taken in the shaping the foreign policy of the Government since the beginning of the war, when he resumed his old place at the head of the Foreign Office. His retirement at this particular moment when the Balkan crisis has become acute caused great surprise.

### INFORMATION WANTED.

Samuel Dickson, a seaman, age about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winipeg, Manitoba, Canada.



### With the Wits.

Try This, Daughters.—Papa—Why, hang it, girl, that fellow only earns nine dollars a week!

Pleading Daughter—Yes; but, daddy, dear, a week passes so quickly when you're fond of one another.—Judge.

Nothing Personal.—"I have often stood in a slaughter-house," observed the man from Chicago, "while the butchers were killing hogs on all sides of me."

"Oh," exclaimed the tender-hearted girl, "weren't you dreadfully afraid?"—Puck.

A Forecast.—Mr. Bryan says his next statement will be divided into three parts. Instinctively we recall the announcement of a mountaineer preacher who said to his flock:

"Brethren, I hev decided t' divide my sermon into three parts. Th' fust part I'll understand an' you won't. Th' second part you'll understand an' I won't. Th' third part nobody'll understand."—Montgomery Advertiser.

Merciful Dispensation.—A guest called upon to return thanks for the distinguished strangers at a public dinner, said:

"This is quite unexpected; in fact, when I came into this room I felt much like Daniel in the lions' den. When Daniel got into that place and looked around he thought to himself, 'Whoever's got to do the after-dinner speaking, it won't be me!'"—Seattle Times.

Useful Knowledge.—"Some of the grandest discoveries of the ages," said the great scientist, sonorously, "have been the result of accidents."

"I can readily believe that," said the fair lady. "I once made one that way myself."

The great man blinked his amazement.

"May I ask what it was?"

"Certainly," replied the fair one. "I found that by keeping a bottle of ink handy you can use a fountain pen just like any other pen—without all the trouble of filling it."—Christian Register.

### Joint Accounts

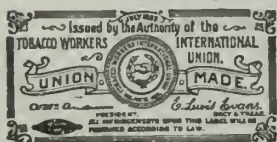
This bank will open accounts in the name of two individuals, for instance, man and wife, either of whom may deposit money for or draw against the account.

### HUMBOLDT SAVINGS BANK

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SAN FRANCISCO

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TOBACCO PACKED IN  
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The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar. There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



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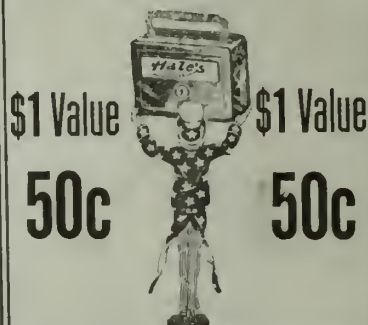
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James R. Sorensen,  
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Boots, Shoes, Rubber Boots and  
Oil Clothing of All Kinds,  
Watches, Jewelry, Etc.

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and You Will Be Convinced.

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San Francisco

Union Hats

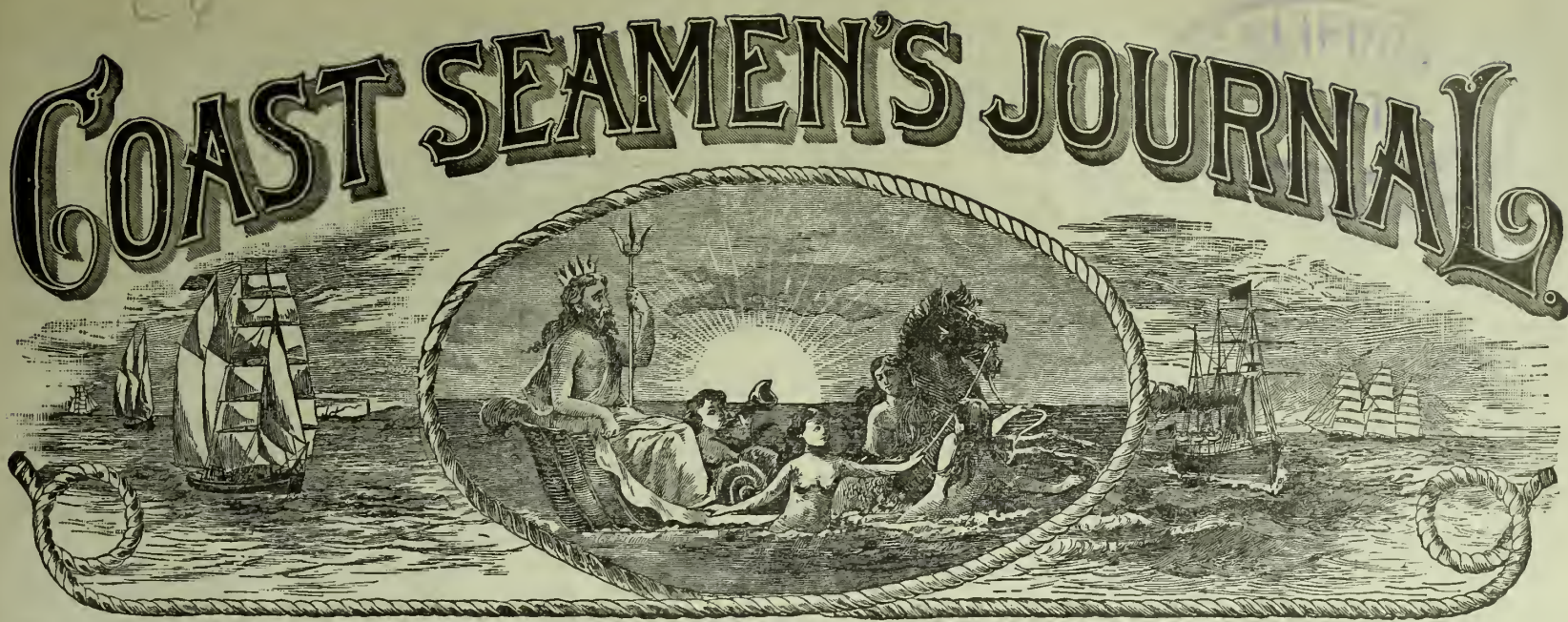
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OVERALLS & PANTS

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FOR THE SEAFARING PEOPLE OF THE WORLD.  
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXIX, No. 7.

SAN FRANCISCO, WEDNESDAY, OCTOBER 27, 1915.

Whole No. 2353.

## PACIFIC MAIL EXPOSED.

### Secretary Redfield Strips Mask from Schwerin's Specious Statements.

Secretary of Commerce Redfield has contributed a most interesting chapter to the volume, entitled "Why Did the Pacific Mail Steamship Company Withdraw From the Trade to the Orient?"

The discredited stories told by Mr. Kruttschnitt's man "Friday" (Schwerin) to the effect that the Pacific Mail was compelled to sell five of its ships because of the provisions of the La Follette Seamen's Act, have received another body blow by the Redfield letter.

The letter was addressed to Secretary of the Treasury McAdoo and given to the press by the latter with the consent of Mr. Redfield.

The letter follows in full:

Dear Mr. Secretary:

The sale of some of its ships by the Pacific Mail Steamship Company has been made the basis of such statements both by that company and in the press generally that it may be well to place before you such facts as are at this time readily available.

It has been alleged that the Seamen's law forced the company out of business, and in particular that the so-called language clause would require the abandonment of Asiatic crews and the substitution for them of English-speaking crews, with a consequent prohibitive cost of wage and food, and that since, therefore, the company could not operate profitably it had, in fact, been obliged to sell its vessels and withdraw from business. Its attitude may be compressed into the statement made to me by Mr. R. P. Schwerin, vice-president and general manager, who said: "I know when I am licked."

It should be said, however, that the Department of Commerce is charged with the duty of making the regulations required by the Seamen's law, and with enforcing the law through those regulations. These regulations had not been prepared at the time when the company's action was taken. The company did not ask the department anything respecting the nature or tenor of the regulations and did not, so far as the department knows, seek in any way to learn the spirit in which the law would be administered. It acted, so far as the department knows, upon an assumed interpretation of the law which had no official sanction.

It seems, I confess, an extraordinary thing that a company which at the time of its withdrawal was doing a business which was probably more prosperous than ever in its history, should withdraw from that business and make the sacrifice this would seem to imply because of the alleged future effects of a law, concerning which law it asked no questions whatever of the department charged with interpreting and enforcing that law.

It seemed to me so astonishing that a great business should be thus sacrificed (if this indeed were the case) without the least inquiry upon the subject from the sole available certain source of information that I took occasion before the matter was concluded, to inform Mr. R. P. Schwerin personally that while the department had not then reached a conclusion as

to how the language clause would be construed it was its opinion, so far as the matter had then gone, that this clause would not bear the construction that the company had put upon it, and that in this respect, as in at least one other element of the statements published on behalf of the company, there was, to say the least, a strong probability that the alleged basis of their proposed action was not a basis which existed in fact.

I furthermore pointed out to Mr. Schwerin at this same time, which was somewhat prior to July 15, that if the company desired to avoid the alleged sacrifice of its business and wished to secure consideration of a change in the law, its position before Congress would be much stronger if it in good faith complied with the law for a period of not less than six months

#### SEAMEN—ATTENTION.

The La Follette Seamen's Act will take effect on Thursday, Nov. 4.

Application blanks for Able Seaman Certificates are now available at the offices of the respective Seamen's Unions.

Be sure to secure a copy of these Application blanks at once; have it properly filled in and sworn to, and be prepared to file the affidavit with local inspectors as soon as the latter are authorized to issue Able Seaman Certificates.

The Secretaries and all other employees of the three District Unions will gladly aid and advise with all seamen employed in the deck department who desire assistance in filling the Application blanks.

Remember, the new law will be in full force and effect eight days from date on all American ships of 100 tons gross and upward.

Don't delay. Do it now!

after learning how the department construed the law and would then come before Congress with the actual results of such experience. I suggested that a Congressional committee could hardly fail to give thoughtful heed to actual demonstrated facts presented by a company which had in good faith and with carefully ascertained knowledge striven to comply with the law in letter and spirit.

It was suggested, on the other hand, that for the company to throw up its hands in advance without so much as asking what the law meant from those who alone could tell it and to withdraw without giving the matter a trial, would not commend itself to public opinion as an argument against the law, which the company refused to try. I was at that time informed that the company was negotiating for the sale of its

ships, which sale, as you know, was later concluded as regards five of them.

I now ask your attention to Department Circular No. 265, dated September 18, 1915, which construes the language clause as I told Mr. Schwerin more than two months earlier it would, in my judgment, be construed. The final clauses of this circular are the department's answer to certain fears expressed by Mr. Schwerin, that the law would be so administered as to be a means of oppression apart from its actual tenor.

In view of the construction of the language clause of the law certain other suggestions made to Mr. Schwerin became pertinent. The dining-room stewards, stateroom stewards, bath and deck stewards on the Pacific Mail ships were Chinese, comprising a large percentage of the total crews. A passenger, however, on those ships did not need to speak Chinese to order his dinner, to have his berth made up, to take his bath, or to transfer his steamer chair about the deck. Hundreds of passengers speaking no Chinese have for years had these operations carried on without difficulty. The reason, of course, was that this large percentage of the vessel's complement understood English sufficiently well for all these varied purposes.

It was suggested to Mr. Schwerin that if a former thought on the part of the company to alter the vessels from coal burners to oil burners were carried out, a large reduction would take place in the fireroom and bunker force. This he admitted, saying, if I recall correctly, such reduction would be from about eighty to ninety persons, differing in different ships, to perhaps eighteen. I am not so much concerned with the exact figures, which I am not sure of recalling correctly, as with the fact that there was a very large reduction of the fireroom and bunker force possible by this means. Mr. Schwerin, however, argued that the reduced force would cost more than the larger one, because it would be composed under the law of Americans, drawing larger pay. To this it was suggested that I knew nothing in the law which required Americans in this force.

With a very large proportion of the crew, therefore, already speaking a good deal of English, and with the fireroom and bunker force largely reduced, there would remain but a comparatively small proportion, namely, the deck force, with which to deal. As to this I suggested that it might either be possible to instruct that force or that English-speaking Chinese sailors could be engaged, for example, in an English port like Hongkong. Mr. Schwerin then showed me a primer or small printed book intended for teaching English to Chinese crews. I am advised that they have at times, if not regularly, employed instructors for that purpose. I am further and recently advised that it is possible through well-known sources to procure English-speaking Chinese crews.

I am unable, therefore, to see, in view of this official interpretation of the act, how it can longer be urged that the language clause can have been the cause of the company's withdrawal.

The suggestion made to me that while the



department's construction might be fair, it would be unable to enforce it. I need not discuss.

We may now consider whether there may have been any other motive on the part of the Pacific Mail Steamship Company for withdrawing from business. It was heavily overcapitalized, its balance sheet for ten years past showing a deficit in profit and loss account never so small as \$10,000,000, and on April 30, 1915, slightly in excess of \$11,000,000. The income account shows that, after marking off depreciation, there was a small but decreasing surplus in the two fiscal years prior to April 3, 1907, and thereafter a deficit for the five years ending April 30, 1912. This deficit, however, decreased in each of these five successive years, and in the fiscal year ending April 30, 1913, became a surplus of \$20,492. This grew the following year to a surplus of \$300,363, and for the fiscal year ending April 30, 1915, there was a surplus of \$478,304. This is rather more than 2 per cent. upon the company's capital stock and more than 4 per cent. upon the actual cash value of the company's investments.

In the year 1897 the company paid 2 per cent. dividends; in 1898, 2½ per cent.; in 1899, 3 per cent.; none since. It may be said to be widely known that the business of the company since April 30, 1915, substantially up to date has been very prosperous. The department has been advised of thousands of tons of freight left over at the ports from which the company's vessels sailed beyond its immediate capacity to carry. It was from this prosperous business the company withdrew without asking any questions.

Turning now to the New York Journal of Commerce for August 20, 1915, there appears a statement based upon the petition asking permission for the receiver of the International Mercantile Marine Company to purchase five ships from the Pacific Mail Steamship Company, in which some interesting facts appear. That statement says the "Manchuria" and "Mongolia," each eleven years old, were each built at a cost of \$2,600,000. It appears from the income account of the Pacific Mail Company that depreciation had been charged off upon its property. If we assume that but 5 per cent. annually was charged off from the cost of each of these vessels, their value would have been reduced in the eleven years by 55 per cent. If, however, following the practice of some of the best-known steamship companies, 6 per cent. per annum had been charged off, then in eleven years the value would have been reduced by 66 per cent. In the former case the present value of each ship would be \$1,170,000. In the latter case it would be \$866,667.

The vessels sold for \$1,500,000. The "Korea" and the "Siberia" are said in a report of the company to have cost together \$3,979,114.27. The "Korea" is thirteen years old, the "Siberia" twelve and one-half years old. Assuming both as twelve and one-half years old, their present valuation, taken together on the basis of 5 per cent. annual depreciation charged, would be 37½ per cent. of the above joint cost, or say, \$1,492,172. If the 6 per cent. annual depreciation charge were used, their present joint valuation would be 25 per cent. of their joint cost, or \$994,778. They sold for \$2,000,000.

The "China" is twenty-six years old, cost \$800,000 and would, upon the basis of 5 per cent. depreciation charged, have been entirely marked off six years ago. She sold for \$250,000.

Without drawing figures too finely in the absence of an examination of the company's books, here is an apparent profit in excess of a million dollars over what the normal valuation of the ships would have been if the custom had been practiced of reducing their value by 5 per cent. annually. If they followed a more conservative course in their accounting, the profit would have been correspondingly enhanced.

It would appear to be possible that the company, after doing business for sixteen years without a dividend, found that existing conditions gave them an opportunity of selling out a portion of their property at a price which would return them the full valuation of that property upon the company's books plus at least a million dollars more, and that a very natural desire with such a record behind them to achieve this desirable result may in some measure at least have prompted the transaction. Certainly it is a singular thing that the company's stock, which on March 17 last, at the close of the best fiscal year the company had had for ten years, sold at 18, should on August 3, 1915, long months after the Seamen's law had been enacted, and after the company's negotiations for selling its vessels were well forward, have sold for 38. In other words, a company which by an adverse law is forced out of a valuable business finds that its stock is more than doubled as a result of that transaction.

On October 4, 1915, the stock of the company sold as high as 33, despite the fact of its being forced out of a good and growing trade, as it alleges. Under the circumstances, the stockholders of the company, whose property has thus substantially doubled in value since the Seamen's law passed, must regard that law with mingled feelings when told it is the source of their woes.

Finally, I hand you copy of the Journal of Commerce of San Francisco, dated September 27, 1915, and another dated September 29, 1915, from which it would appear that others are eager to pick up the mantle which the Pacific Mail has set aside. I am even inclined to think

it may be found that vessels under the American flag will continue to transport the products of American manufacturers to the lands of the Orient.

With kindest regards, I am,

Yours very truly,

(Signed) WILLIAM C. REDFIELD,  
Secretary.

Hon. William G. McAdoo,  
Secretary of the Treasury.

### HEARD ON THE WATER-FRONT.

(By a San Pedro Yarn-spinner.)

"Yaas," snarled Jack Donovan, with a roar that was a cross between a Dublin brogue and a Hartford, Conn., twang. "we hear a lot about how the new Seamen's bill is goin' to drive the American sailor from the high seas! They drove him from the high seas long ago, feedin' him on poor grub and beatin' him up with knotted rope ends and belayin' pins. I've seen many of them le'p over the side and swim ashore, leavin' clothes, wages and iverythin' else they had behind them, rather than endure it anny longer.

"In the last days of th' big square-riggers on this coast they had t' shanghai even the lowest down bums in the counthry t' get min t' take their dugouts on a deep water voyage. It was a common sayin' in thim days that their crews were th' rakins and scrapin's of Hell, Bedlam and Newgate.

"Oh, I know their game. I've been through the mill and 'hammered and ground,' as the sawmakers in Philadelphia call it. That's meanin' that ye are the finished product, which I claim I am, as far as sailorizin' goes.

"It's not much better in foreign ships. The shipowner is a shipowner the world over. He has the pocket edition of the mint in a deep wather ship durin' this war. He's gettin' one hundred and five shillin's for takin' lumber to Australia now, and the price of charters is still risin'. If Bryan doesn't succeed in beatin' the swords into plowshares pretty soon, they'll be able to pay for the ship in one voyage.

"Do ye hear annythin' about thim a-raisin' the sailors' wages? Not much! They were gettin' ten dollars for haulin' lumber from Grays Harbor down here inside of six weeks after the fire in San Francisco, but the sailors were refused a raise of five dollars per month, and only got it after they had been on strike for half a year.

"That fight was some fight. Even the dock hands in San Pedro got a raise of five cents per hour out of the mix-up, but they don't seem to have found it out yet, and that's nine years ago.

"But what sticks in the foreign shipowner's crop is the fact that his sailors are no longer literally prisoners on board, while the ship is in port. Under the new law they can quit their jobs, the same as anny other workin' men, except that they can only demand half their pay. Our policemen no longer have to go out and hunt them down like dogs and bring them back in shackles, if necessary.

"Don't it stand to reason that they won't stay on board unless they can get American wages? And won't the foreign shipowner have to pay American wages in order to get a new crew? And won't that put the American shipowner on a level with Robert Dollar and all of the other patriots, including Schwerin of the Pacific Mail, who are sailing their ships with Chinamen?"

In the first four months of the current year Norway imported more than twice as much raw and refined sugar as in the corresponding period of 1914 or 1913.

### LEARNING FROM OUR BETTERS.

When all that radical malice can say about the British aristocracy has been said, it must be admitted that there are many good points about them. They not only know how to die in the trenches as well as the common slob, but they can work too when occasion requires, and they go about it with much more common sense and discretion than the regular workers. A dispatch from Glasgow intimates that a hundred young aristocrats of that city, in response to Kitchener's demand for more shells, have "voluntarily imposed upon themselves" the task of assisting in the making of them.

But with the wisdom distinctive of their class, they have by no means "imposed on themselves" too far. They temper their labor with prudence and discretion that it would be well for the ordinary workers to imitate. In its description of the conditions of labor these admirable young men have "imposed upon themselves," the dispatch says:

These volunteers belong to the best families of Glasgow, and most of them will go to the shell factories in their own automobiles. They have undertaken to work six-hour shifts after a preliminary course of training.

Now, that is what we call a most admirable example for the imitation of the labor unions. The members of these obstinate and ignorant bodies have always displayed an asinine stubbornness and prejudice against going to work in automobiles, although they make them. It seems to be impossible to convince them that a workman arrives at the factory much fresher and less fatigued if he uses an automobile than if he walks or is packed into a jammed-up street car or subway. But these young aristocrats knew it at once, though they had never before done a stroke of work in their lives. Probably the recognition is the result of the superior brains their class possesses.

And while the pig-headed unions have been working eight and ten hours a day, these gifted young men at once fix their daily stint at the altogether reasonable period of six hours, another testimony to their keen perception of what constitutes the time limits of a "fair" working day.

These things are advantages that accrue to the "best families." If the family, as a national asset, is to be preserved and improved, this is an example that cannot be ignored or neglected. If it be true that one-half of the world does not know how the other half lives, it is equally true that the superior half knows how they ought to live, if they only had sufficient brains to think it out. — New York Call.

The number of vessels that called at the island of St. Helena during the year 1914 was 80, with a tonnage of 296,956, as compared with 60 and tonnage of 210,609 in the previous year. This increase is due to the larger number of calls made by British men-of-war and merchant steamers in consequence of the state of war. Seventeen sailing vessels, of which only one was British, touched at the port. Of these, five were whalers, which put in for bunker coal and provisions. In addition to the above, 13 vessels called off the port to signal and to trade with licensed boatmen. Thirty-seven vessels entered and cleared at the port of Jamestown during the year.



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## Carpenters' Chief Is Dead.

James Kirby, general President of the Brotherhood of Carpenters and Joiners, died suddenly Friday, October 8, in a hospital in Indianapolis as the result of an operation because of appendicitis.

Deceased was one of the strong figures in the American labor movement, with which he was actively identified since he joined the Carpenters' Union, in Chicago, years ago. Prior to that time, and in his earlier youth, he was connected with the Knights of Labor in his birthplace in central Illinois.

In May, 1905, he was elected President of the Structural Building Trades Alliance, and began devoting every energy to federate unions of the building crafts. In 1908 the present building trades department of the A. F. of L. was organized. He was elected the first president of that body and held office until 1910, when internal differences between the department and the Brotherhood of Carpenters caused the retirement of that organization.

Five years ago he was elected general President of the Carpenters and held that office continuously until the time of his death. He leaves a wife and two sons. The funeral was held in Indianapolis and was attended by President Gompers and a large number of other trade unionists.

The sudden death of General President James Kirby of the Brotherhood of Carpenters and Joiners was a shock to President Gompers, Secretary Morrison and other A. F. of L. officials, whose intimate acquaintance with the dead trade unionist gave them an insight into his many sterling qualities. These officials, together with executives of the various A. F. of L. departments, jointly forwarded telegrams of condolence to Mrs. Kirby and to Secretary Duffy of the Brotherhood of Carpenters and Joiners. In the latter telegram, the A. F. of L. officials said:

"Jim Kirby was a real man, a magnificent character, a staunch advocate of the toilers' cause, a stout defender of the trade-union movement and a great president of your brotherhood. His loss is a severe blow to all. In the name of the American Federation of Labor, its departments, as well as our own, we extend sincere sympathy to his family, his hosts of friends, your brotherhood and the labor movement in general."

For years President Kirby has been closely associated with Secretary Spencer of the A. F. of L. building trades department. This official said:

"James Kirby was one of the biggest men I ever knew; he grew with acquaintance. His strong trait was a refusal to become excited in a fight. He was not a vindictive man, and on many occasions he made excuses for those who differed with the policies of the department."

## Must Pay For Police.

City officials have notified the Fort Wayne and Northern Traction Company that if it wants police to protect its property and its employees from "anticipated violence" against striking street car men, it must pay for same. The company re-

quested the city to detail special policemen around its property and on each car during the noon and evening hours.

In a letter signed jointly by the Mayor, Chief of Police and the Board of Public Safety, the company is notified that:

"The Mayor has sought your co-operation to make a final attempt to have your difficulties settled for the benefit of the traveling public who are entitled to adequate street car service as provided in your franchise, for the benefit of business men of our city so that there shall not be a continuation of business depression produced by this controversy and for the benefit of our taxpayers that they may receive the adequate and normal police protection of which they are now being deprived by using the same mostly for your benefit. But you did not see fit, when it involved the interest and right of our public, to co-operate. You now ask us to assist you by the expenditure of the public's money after you refused to co-operate for the benefit of the public, and we feel that we are not justified in so doing, when the statute provides that in this character of difficulties you should pay the additional police service you request."

## Subway Builders Blamed.

Commissioner of Accounts Leonard Wallstein has made an official report to Mayor Mitchel of New York in which the construction company is blamed for the two recent subway cave-ins that resulted in the loss of many lives and the injury of over 100 persons. The report states the timbering consisted "of a combination of wood and steel loosely constructed," placed in such positions that "the knocking out of any post below the steel or any steel beam was sufficient to collapse the whole structure."

"As to the physical causes of the accidents, my conclusions as to both is that the progressive collapses of roadway were due to inadequate supporting structure beneath the surface."

The Central Federated Union, representing organized labor in New York city, had previously declared the accidents were caused by cheap labor and to the "greed, avariciousness and criminal carelessness of contractors and city officials alike."

## John D. Was Not Visited.

It is an open secret that John D. Rockefeller, Jr., expected to be visited by delegations of unionists while on his visit to Colorado. Newspapers carefully noted every move of this young man and trained publicity agents gave wide circulation to his announced plans, which would have a fine background if the story could be told how he received committees representing organized workers and how they listened with bated breath to the visitor's theory of "a new democracy of labor."

But no unionists appeared. In fact, these workers exhibited an aggravated amount of independence and seemed to yet remember Ludlow and the brutal anti-union policy of the Colorado Fuel and Iron Company, which has not been repudiated by Mr.

(Continued on Page 10.)

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

## AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

## GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekland Bldgs., 22 Canning Place, Liverpool.

## BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

## GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

## FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

## NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

## SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

## DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

## HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

## ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

## AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonna 15, Austria.

## SPAIN.

Sociedad Sindicate de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

## URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

## ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

## BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

## SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



## World's Workers.

A special meeting of the representatives of New South Wales coal miners met in Sydney to consider the refusal of the coal barons to grant an increase in wages.

The London "Dockers' Record" is calling on the Government of Great Britain to perform a national service by removing the food of the people from the gambling dens of the capitalists.

According to Australian exchanges a large number of mechanics in Sydney have booked passages for England, for the purpose of helping the old country in the manufacture of munitions.

A meeting of representatives of the National Sailors and Firemen's Union of Great Britain and Ireland passed a resolution expressing indignation at the "machinations of a portion of the press in endeavoring to enforce compulsory service."

The chairman of the Australian Commonwealth Portland Cement Company's Employees' Wages Board has granted the men employed on Sunday work in the continuous process, at the cement works, an increase of 3s. per shift for that day.

There is one simple method by which the Government may settle the South Wales coal dispute, says George Lansbury in London "Herald." Let them take their courage in both hands and put the coal-owners under lock and key until the end of the war.

The managers of all the collieries in the Newcastle and Maitland districts (N.S.W.) have received notices asking that the wages of employees be increased. The claim is based on the increased cost of living, and the mine employees in Victoria and Queensland are parties to the request.

Where female labor is used as a substitute for male (says the Brisbane Worker) the great danger lies in the fact that employers almost invariably take advantage of their unorganized condition to pay cheaper wages. Concrete instances are coming to light in England. A soldier's wife was appointed to replace a male attendant at a London railway station. She was paid 4s. less a week for a ten-hour shift. The British Railway Workers' Union is bringing the women into the fold, and they will then have a good chance of receiving equal pay for equal work.

The number of workpeople, exclusive of seamen, reported to the British Board of Trade as killed in the course of their employment in August, 1915, was 246, an increase of 30 on a month ago, and of 35 on a year ago. The mean number for August during the five years 1910-1914 was 243, the maximum being 273 and the minimum 211. Fatal accidents in the railway service during August, 1915, numbered 31, a decrease of 5 on a month ago, and of 3 on a year ago. The total number of fatal accidents at mines was 98, an increase of 14 on July, and of 33 on August, 1914. There were 3 fatal accidents at quarries, compared with 7 a month ago, and 2 a year ago. The total number of accidents reported under the Factory and Workshop Act in August, 1915, was 112, compared with 87 in July, 1915, and 108 in August, 1914. The total number of fatal accidents to seamen during August, 1915, was 182, a decrease of 30 on a month ago, and an increase of 144 on a year ago.

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SIXTH AND BEACON STREETS  
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— Dealers in —

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UNION LABEL CIGARS

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### INFORMATION WANTED.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

Oscar Olsen, age 37, a native of Hallarna, near Gothenborg, Sweden, who was sailing on the Great Lakes about three years ago, is inquired for by John V. Olsen, Sun Company, Marcus Hook, Pa. 5-26-15

Adolph Godfred Eriksen, born in Moss, Norway, is inquired for by his brother, Herman Eriksen. Any one knowing his whereabouts please notify W. Nielsen, 206 Moravian St., Philadelphia, Pa. 5-26-15

### M. BROWN and SONS

have moved to

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Opposite Sailors' Union Hall

SAN PEDRO, CAL.

### INFORMATION WANTED.

Ned Kirchheimer, a native of Germany, weight about 215 pounds, age 49, blue eyes and dark curly hair, who left his home April 24, 1915, to look for work, is inquired for by his wife.

Anyone knowing the whereabouts of the above named, please notify Mrs. Elsie Kirchheimer, 712 Rush Ave., Houston, Tex. 9-29-15

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

Vencelus Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolamo Durbich, Zurich, Switzerland. 7-28-15

Herman Sigfrid Persson, a native of Malmo, Sweden, supposed to be sailing on the Pacific Coast, who has not been heard of for two years, is inquired for by his brother, Gustav Persson. Address 13 Stenbarksgatan Malmo, Sweden. 7-28-15

Adolf Krakan, last heard of at Port Pirie, January 1912, and again in March 1913, from Warumbro, 118 miles from Adelaide, South Australia, is inquired for by his mother at Hamburg, Germany.—8-25-15.

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## San Pedro Letter List.

|                      |                    |
|----------------------|--------------------|
| Anderson, Emanuel    | Lindberg, Ernst    |
| Anderson, Edw.       | Latz, Konstant     |
| -1739                | Lundstedt, Chris.  |
| Anderson, John -1968 | Lutzen, Valdemar   |
| Anderson, Martin     | Lalan, Joe         |
| -1894                | Lindberg, C.       |
| Anderson, Sven.      | Larsen, L. K.      |
| (Reg. Letter.)       | Lindholm, A.       |
| Anderson, Oscar      | Matson, Johan      |
| Anderson, Ernest     | Mikalsen, Andreas  |
| Andersson, Enkan     | Malm, Gustaf       |
| Apekist, Otto        | McGuire, E.        |
| Baxter, Arthur       | Messk, E.          |
| Berg, Eorge          | Martinson, P. A.   |
| Bunnik, L.           | Nyhaugen, Julius   |
| Brein, Hans          | Nohr, Niels        |
| Bensen, Ray          | Olsen, John        |
| Bergman, Leo         | Olsen, Ludvig      |
| Benrowitz, Felix     | Olsen, Olaf        |
| Carera, Pete         | Owen, Fred         |
| Dahlgren, Pete       | Ophaug, Wilhelm    |
| Doyle, William       | Olin, Emil         |
| Duval, William       | Penningrud, Ludvik |
| Eriasson, Otto       | Peterson, Hans.    |
| Eklund, Sven         | -1064              |
| Fisher, Wm.          | Peterson, N.       |
| Hansen, Oskar        | Peterson, Otto     |
| Hansen, Charly       | Posset, P.         |
| Hansen, M.           | Philips, Charley   |
| Hansen, Hilmar       | Richardson, A.     |
| Hacker, William      | Parsons, Olaf      |
| Hannus, Alex.        | Ross, A.           |
| Jensen, H. -1555     | Renwall, Anshelm   |
| Johansson, Victor    | Smith, Lawrence    |
| Johanson, T.         | Sutse, Michael     |
| Jacobs, August       | Sanders, Charles   |
| Johansson, Geo. W.   | Stromsberg, Ivar   |
| -1219                | Sevenson, Paul z   |
| Johanson, Geo.       | Sievers, G. P.     |
| Johnson, Edvard A.   | Tamsar, P.         |
| Johnson, Chas.       | Toren, Gustaf A.   |
| Johnson, Herman      | Uhlsg, Richard     |
| Johansson, John A.   | Vernoy, M. O.      |
| -1659                | Verdonk, Peter     |
| Johnson, Gus.        | Warkkala, John     |
| Johnson, K. H.       | Package.           |
| Kalin, Ed.           | Johnson, K. H.     |

## Honolulu, H. T.

|                      |                   |
|----------------------|-------------------|
| Anderson, John E.    | Nelsen, C. F.     |
| Burk, Harry -1284    | Petersen, Carl    |
| Crantly, C. W.       | Peters, Walter    |
| Eugenio, John        | Reither, Fritz    |
| Ekelund, Rickhard    | Solberg, B. P.    |
| Ivertsen, Sigvald B. | Strand, Conrad    |
| Langvenus, W. L.     | Thompson, Emil N. |
| Möller, F.           |                   |

### INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio.—3-24-15.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 106 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Any one knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St.—8-11-1915.

Olai Ingebrigtsen (Brock), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American bark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469—49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Stenart street, San Francisco, Cal.—8-4-15.



# Pacific Coast Marine.

Louis W. Hill, president of the Hill railroads, confirmed in a telegram received at San Francisco recently the report that the steamer "Great Northern" will be placed on the San Francisco-Honolulu run for the winter. According to Hill, she will return to the Portland-San Francisco run next spring.

Work on a new power schooner designed for service in Mexican waters, has been started by the United Engineering Works, Oakland. The new vessel, to be of 150 tons capacity, will be equipped with semi-Diesel engines and will be used by an American firm operating in Mexico. She will be delivered within the next three and one-half months.

The coast guard cutter "Snohomish" is in search of a derelict reported drifting with the tides off Swifsure light, near Cape Flattery. There is no knowledge of the identity of the hulk. There is said to be a possibility that it is that of the steam schooner "Graywood," which was supposed to have gone down just inside Cape Flattery a few weeks ago.

The American barkentine "Echo" has been purchased by A. F. Thane & Co. from the Simpson Lumber Company, on private terms. The sale will not affect the vessel's forthcoming trip to Melbourne with a cargo of lumber loaded at northern ports. The "Echo" has a capacity for about 1,000,000 feet of lumber. She is a vessel of 650 tons net register and was built at North Bend, Ore., in 1896.

For the first time in its history Oakland is without the "codfish fleet," the flotilla of vessels used in the codfishing industry. The vessels usually used for the purpose have been transferred to the Australian run with lumber cargoes aboard, after being in port for two months, following a season in the Alaskan waters. High freight rates are said to have been responsible for the change.

Captain A. F. Asplund, formerly master of the "Greywood," which recently was abandoned by the captain and crew of twenty-three off Puget Sound, has been deprived of his license for sixty days by Inspectors of Hulls and Boilers Guthrie and Dolan for ramming and sinking the launch "Helen" in Oakland Creek on September 26. The ramming resulted in the death of Alfred Everett, a one-armed man.

Demand for lumber and grain carriers from this Coast continues active and charters are available for every vessel that can get into the trade. The highest rates now quoted are for lumber carriers to Australian and South African ports. To the former the rate is 90 shillings to Sydney and 100 to 105 shillings to Melbourne or Adelaide. To South African ports the rate on lumber charters is 142s 6d to all ports from either Puget Sound or Oregon ports.

Major F. C. Boggs, chief of the Washington office of the Panama Canal, makes the following announcement: "A cablegram has been received from the Governor of the Panama Canal, advising that continued movements of sliding material make it impossible to predict any approximate date of reopening the canal. The Governor states he does not advise sailing via the Panama route until further notice, which will be given as soon as material is removed sufficiently to insure stable conditions."

Owing to the great output of petroleum in California and its use as a manufacturing, railroad, and steamer fuel, the production of coal in Washington has been considerably reduced during recent years. It is estimated that the consumption of California oil for fuel on the Pacific Coast is equivalent to about 21,000,000 tons of coal, or between six and seven times the output of coal in Washington, or for that matter in all the Pacific Coast States combined, in 1914.

The famous old whaling bark "Bowhead" disguised as a "battle cruiser," was blown to pieces by shells from the United States ship "San Diego," assisted by the destroyers "Stewart" and "Davis," off San Clemente Island on October 12. The "San Diego" opened fire with her eight-inch batteries at a range of 12,000 yards, gradually closing in and firing her six- and three-inch guns. The final blow was delivered with a Whitehead torpedo. The old ship refused to sink, but splintered lumber is about all that is left of her.

The steamer "S. V. Luckenbach" was sold in New York during the week by the Luckenbach Steamship Company to Barber & Co., and will hereafter be in the service of the Atlantic coast shipping men. The freighter has made many trips between this port and New York. She was built in 1880 and is of 2276 net tons register. The last trip of the vessel from San Francisco was when she steamed for New York August 28, arriving at the Eastern port September 23. Under the new owners the craft will be known as the "Anega."

Hard luck attended the departure of the schooner "Defender" for Papeete, Tahiti, for when Captain Erickson had his command three

miles inside the lightship and still under tow Mate Charles Kurst fell overboard from the forecandle head. Seaman Richard Eklund put out in a small boat to save the mate, but the little craft capsized and Eklund was able to hang on to the bottom of the boat until rescue came from the schooner. In the meantime Kurst had disappeared. The "Defender" put back into port for another mate.

Orders have been cabled by the Navy Department to the commandant at Honolulu to send a vessel to Midway Island and pick up nine men and a woman, the ship's company of the American schooner "O. M. Kellogg," who reached the island on October 13. A message to the department told of the arrival of the party on a small sloop they had borrowed at Laysan Island, to which they made their way in an open boat after the "Kellogg" was wrecked on Maro reef September 24. Atkins, Kroll & Co., owners of the schooner "O. M. Kellogg" and her cargo, received a brief cable from Captain Lunn telling of the wreck and of the safety of the crew.

After having served on the new floating drydock at Prince Rupert, the former Pacific Coast Company's steamer "Delhi" has been declared not worth repairing, and no attempt will be made to rehabilitate what is now but a hulk. It appears that when the "Delhi" was lifted on the drydock it was found that she had no bottom left and her machinery had collapsed. The "Delhi" was abandoned by the original salvors, the British Columbia Salvage Company, as a hopeless wreck, after they had surveyed her on Strait Island, Sumner Strait. She was later salvaged by Ketchikan amateur wreckers who will lose a lot of money in the undertaking.

As a result of a recent hearing held on the Seattle port commission's new estimates for its 1916 budget, representatives of the steamship companies, privately owned piers and shippers, will meet with the commission November 3 in a conference at which the questions of wharfage, dockage and other terminal charges at Seattle will be threshed out. An effort will be made to bring about an adjustment of rates satisfactory to all concerned. At the present time cargoes bear all the charges at Seattle piers, the ship paying nothing. This places Seattle in the class of what are known as "free ports." J. S. Goldsmith, speaking in behalf of the shippers, says that the shippers believe the vessels should bear part of the charges, thereby dividing the burden between the ship and cargo. J. C. Ford, president of the Pacific Coast Steamship Company, and other steamship men argue that the existing system is the best for the port.

Eight lives were sacrificed in the wreck of the gasoline schooner "Alliance" near Point Arena, Cal., on October 18. The Alliance was bound from Vancouver, B. C., to Guaymas, Mexico. According to one of the survivors it was shortly before 2 o'clock when the power schooner struck the rock and soon after broke in two. The voyage of the "Alliance" was undertaken with the expectation on the part of Jean Albia, her owner, that he would receive in Mexico a mining concession promised him by Carranza, with whom he had been friends for a number of years, and whose cause he purposed aiding upon arrival at Guaymas. The "Alliance" was formerly the Seattle fishing schooner "Charles Levi Woodbury," and was captured on the fishing banks by the Canadian Government steamer "Kestrel." She was subsequently sold in the admiralty court and afterward operated on the halibut banks, but had been tied up for some time at Victoria when Albia bought her.

Plans for the new steamer to be added to the Matson fleet have been decided upon by Captain William Matson, who announced during the week that the new vessel would be a duplicate of the "Matsonia," the present flagship of the fleet. The new liner will be built in San Francisco at a cost of \$1,750,000. Specifications of the new vessel call for a steamer of 17,250 tons, with a sea speed of sixteen knots. The liner will be 501 feet over all, 58 feet beam and 45 feet depth. She will have accommodations for 250 saloon passengers. "The new steamer will be the acme of luxury in sea travel," said Captain Matson recently. "We plan to put on the run a steamer which will be a duplicate of the 'Matsonia' in many ways, but which will have refinements of furnishing and service not thought of when the 'Matsonia' was built just a short while ago." It is planned to have the new vessel complete and ready for service in about a year and a half, and she will then be put in the regular service with the "Matsonia," "Manoa," "Wilhelmina" and "Lurline" between San Francisco and Honolulu.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

## International Seamen's Union of America

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and  
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

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570 West Lake St., Chicago, Ill.  
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P. O. Box 314.

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# Coast Seamen's Journal

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I. M. HOLT.....Manager

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## NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, OCTOBER 27, 1915.

## IMPORTANT ANNOUNCEMENT.

The new Seamen's law will take effect on all American ships, of 100 tons gross or over, on Thursday, Nov. 4.

On and after that date 40 per cent. of the deck crew of each vessel must be composed of able seamen, properly certificated by the Department of Commerce. All seamen who have had three years' service on deck at sea, or on the Great Lakes, and who are not physically disqualified, are entitled to such certificates.

An effort will probably be made by the opponents of the new law to make it appear that a sufficient number of able seamen are not available in American ports.

It is the duty of all seamen, therefore, to be prepared for the day when the law takes effect.

Now is the time to secure your Application blank for an Able Seaman Certificate.

Without the active and intelligent cooperation of all seamen we can not expect to secure the full result of the many beneficial features in the new law.

Have you done your share in that cooperation?

If not, get busy at once.

When Walter Macarthur, United States Shipping Commissioner at San Francisco, issued his "Handbook on Navigation Laws of the United States," the JOURNAL predicted that the booklet would fill a "long-felt want" because nothing of the kind had ever been issued, though badly needed. The JOURNAL's prediction has been amply fulfilled. If proof were needed it is only necessary to refer to the fact that the National Marine Engineers' Beneficial Association has had the Handbook reprinted and is selling it to members at cost price.

## LA FOLLETTE AT THE HELM.

Almost the entire issue of La Follette's Magazine for October is devoted to an exposé of the shipping interests' dishonest, sordid campaign against the Seamen's law. Senator La Follette never does anything by halves and his reputation for thoroughness has been fully sustained in this instance.

In addition to the very able leading editorial under the signature of Senator La Follette there are a number of timely and especially well-prepared articles by well-known public-spirited men and women.

Mrs. Florence Kelley discusses the law from the standpoint of the traveling public. Mrs. Kelley has been secretary of the National Consumers' League since 1899, and in this capacity as well as through her writings she has done much real service for humanity. Congressman Rufus Hardy of Texas, whose portrait appeared in a recent issue of the JOURNAL, uncovers the shallowness and dishonesty of the printed matter circulated by the shipping interest and quoted parrot-like by a subservient press. Philip Manson contributes a strong statement from the point of view of a patriotic shipowner. Mr. Manson knows whereof he writes and it must be conceded by all that he most convincingly exposes the bluff and bluster about the alleged injurious effects of the Seamen's law. V. A. Olander, secretary of the Lake Seamen's Union, in his usual convincing style makes clear the pressing need of applying this measure to the Great Lakes as well as to the oceans.

Altogether, the contents of La Follette's Magazine for October will go a long way in exposing the conspiracy against a great humanitarian law. Get a copy of that issue. It is worth while reading. Or, better still, send along a dollar to La Follette's Magazine, Madison, Wis., and become a regular subscriber to one of the most fearless, independent and interesting periodicals on the American continent.

## "NEFARIOUS SCHEMES."

The current issue of "American Industries," official publication of the organized national labor skimmers, expresses great alarm and indignation about alleged pernicious "alien influences" in plants manufacturing munitions of war.

If the smug manufacturers, for whom "American Industries" presumes to speak, had not always given preference to cheap alien labor, that awful alien influence would not find such fertile soil. But such thoughts never suggest themselves to the professional "American" exploiters.

An unceasing and plentiful supply of cheap alien labor has ever been demanded by these patriots. And when the unfortunate aliens make use of the first opportunity ever offered to improve their miserable wages and working conditions, our patriotic American exploiters have the audacity to complain about "nefarious schemes to cripple an American (?) industry."

Here's luck to the "aliens" employed in "American" industries.

May their "nefarious schemes" succeed in securing for themselves American wages and American conditions.

The criticism of the "labor leader" on the ground of his failure to lead his union into politics is rather a compliment to his attentiveness to his own business.

## CONCENTRATED REAL WEALTH.

There are approximately 1,100,000 families in Greater New York, and it is said that thirteen of them—the Astor, Vanderbilt, J. P. Morgan, E. H. Van Ingen, Wendel, Goet, Ehret, Gerry, Charles F. Hoffman, William R. H. Martin, Eugene Hoffman, O. B. Potter, and Rhinelander families—own real estate in Manhattan with an assessed valuation of \$205,000,000, or about one-fifteenth of the total assessed value of the island.

The foregoing facts are truly startling. In addition it is said the New York Lower Rents Society will issue a report shortly showing all families, persons or corporations owning \$500,000 or over of land in the city, and the monopoly of acreage land in the outlying district. It will make it clear that New York City has a government of the land speculators, by the land speculators, for the land speculators. Whether this shall be changed will be the big issue in the next municipal campaign.

But New York is not the only place where such conditions exist. In Chicago and other big cities the tendency toward concentration is just as strong. One-twelfth of Chicago's real estate is owned by ten families. That is on the basis of assessed valuables. These ten families own real estate assessed at \$189,250,000 of a total assessed valuation of \$2,437,739,034. As a matter of fact they own an even larger share than these figures indicate. The property of these ten families is notoriously under-assessed. The property of small owners is assessed at nearly its true value. So assessment figures do not show the full extent to which concentration has gone.

Just how long the sovereign citizens of this Republic will sit idly by while the process of land concentration is continuing, remains yet to be seen.

It would seem, though, that the facts briefly presented herein ought to set some plain folks thinking.

## WOMEN UPHOLD SEAMEN'S ACT.

Numerous societies and organizations of public spirited men and women have adopted resolutions anent the nation-wide campaigns financed by the "Interests" to repeal the Seamen's Act.

The resolutions which follow are typical of the many received to date:

Whereas, On the morning of July 24th, 1915, the people of Chicago were shocked by the terrible tragedy of the capsizing of the "Eastland" at her dock in the Chicago River; and

Whereas, Nearly a thousand lives were lost, many of them our fellow workers; and

Whereas, Had the Seamen's Act been in force at that time it would have prevented the very overcrowding which made the "Eastland" capsize; and

Whereas, At the time that the tragedy occurred the ship-owners, including the owners of the "Eastland," were conducting a persistent and systematic misrepresentation of the La Follette Seamen's Act to bring about the repeal of that law at the next session of Congress; therefore, be it

Resolved, That we, the delegates to the Second Annual City Conference of Women Trade Unionists of Chicago in meeting assembled, October 2, 1915, earnestly appeal to you to do all in your power to help keep the present Seamen's Act on the statute books.

Altogether, it would seem as if the carefully planned campaign of misrepresentation is not likely to bring the results so fondly hoped for.

Demand the union label upon all purchases!



## NORWEGIAN SEAMEN CONFER.

Continued vigorous activity characterizes the Seamen's Unions of Europe during the war period.

The Norsk Matros-og Fyrboterunion (Norwegian Seamen's and Firemen's Union) held its third conference from August 10 to 13 at Christiania. Twenty representatives appeared from eight divisions. Knut Ring of the Swedish Seamen's Union with headquarters at Gothenburg, Sverre Iversen of the Norwegian National Centre of Trade Unions, and P. Andersen of the Norwegian Dockers' and Transportworkers' Union were present as fraternal delegates. The president, Mr. Gulbrandsen, declared in his opening speech that the union could look back on a favorable development since the last conference. The funds in the treasury had risen from 3513 crowns in 1912, to 31,131 crowns.

A number of important amendments to the constitution were adopted. One of these amendments provides that strike benefits are to be raised to 10 crowns a week for single men, and 12 crowns for heads of families besides 0.75 crown for each child under 15. A mutual agreement with the transportworkers in Scandinavia and Finland was also adopted. According to this agreement, each union which gets mixed up in a strike has the right to be supported by the rest of the unions participating if the strike lasts longer than two weeks. The agreement has already been accepted by the Danish Seamen's Union and by the Norwegian Dockers' and Transportworkers' Union.

The monthly dues were raised to 2 crowns a month for members paying the full subscription and to 1.40 for members paying half the subscription. An increase of salary for the officers of the union was resolved on and a retroactive allowance granted beginning with the war crisis up to August 1, 1915.

Comrade Gulbrandsen, the president, was unanimously re-elected. The next conference is to take place at Christiania in July, 1918.

It will be of particular interest to all seamen to learn that the Executive Committee of the union was authorized to purchase the premises at Skippergaten No. 4, Christiania, where the headquarters are situated. Thus another Seamen's Union will be added to the list of those owning their own homes.

The Daily Journal of Commerce, the recognized commercial paper of San Francisco, contains the following illuminating paragraphs (in display) on the front page of a recent issue:

Simultaneously with the receipt of Secretary Redfield's letter exposing the Pacific Mail Steamship Company's alleged withdrawal from the Oriental trade, Mayor James Rolph, Jr., to-day expressed his entire satisfaction with the Seamen's Act and declared that the Hind-Rolph Company, of which he is the head, would go on building ships for world's commerce to sail under the American flag.

"The firm of Hind, Rolph & Co. does not belong to the calamity howlers," said Mayor Rolph to-day. "We are satisfied with the Seamen's Act and its provisions and will continue to do business at a profit. Our new ships will be placed in the trade that offers the best advantages, whether it be the Oriental trade or some other. They will always be operated under the American flag and the Seamen's Act will be no deterrent to our future business."

The Hind-Rolph Company, which has just placed a contract with the Union Iron Works for the construction of a new oil-burning liner, is among the largest steamship owners on the Pacific Coast.

Comment upon the foregoing seems wholly unnecessary. Mayor Rolph has again acquitted himself in the fashion of a "man."

## SEAMAN AWARDED DAMAGES.

Pacific Coast Steamship Company's Failure to Give Proper Care to Injured Fireman Is Costly.

Judge Dooling recently gave judgment for Thomas Morgan in the sum of \$1200 as damages for the failure of the steamship "Governor" to furnish Morgan with proper care and attention after he was injured. Morgan was represented by F. R. Wall. The Pacific Coast Steamship Company, the claimant of the "Governor," was represented by Ira A. Campbell and McCutchen, Olney & Willard.

The opinion follows:

The libellant, Thomas Morgan, a fireman on the steamship "Governor," was injured by falling astride a pipe, the external nature of the injury being a severe and visible laceration and its internal nature a rupture and laceration of the urethra. The accident occurred about 10 a. m., an hour before the vessel arrived at Victoria, where she remained over 3 hours. From Victoria she proceeded to Seattle, arriving there about 9 p. m., 11 hours after libellant was injured. There was no doctor on board, and none was called at Victoria. Nothing was done to the wound before the vessel arrived at Seattle, other than to cleanse it with warm water and peroxide and dress it with gauze. At Seattle libellant was taken to a hospital where the wound was properly treated. The master did not visit libellant at any time after the injury, and whatever was done looking to his care was done by the first assistant engineer, though the chief engineer visited and had some conversation with him, the time of such conversation and its tenor being in dispute. He did not examine the injury.

This action is to recover damages because the libellant was not cared for at Victoria. There is no claim that the ship was responsible for the original injury or that libellant was not properly cared for after he reached Seattle. I have no doubt, from the testimony that the injury was aggravated and rendered more difficult of treatment by the delay ensuing from the time of the accident and the time that libellant reached the hospital at Seattle. That libellant was seriously injured is beyond question. The location and character of the injury and the severe shock to libellant's system rendered it imperative that he should receive treatment at the earliest possible moment. The wound was bleeding profusely and libellant was in great pain, and although the serious nature of the injury was not made clear to the first assistant engineer, who was the only officer that really concerned himself about the matter, until after the vessel left Victoria on its way to Seattle, it seems to me that ordinary care and prudence required that during the three-hours' stay at Victoria a physician should have been called. I know the rule is that the ship will not be held responsible for an error of judgment on the part of the officers if their judgment is conscientiously exercised with reference to the conditions existing at the time. But I do not believe that when the real conditions may be so easily ascertained, as they could have been at Victoria in the present case, the officers should rely upon their own unskilful judgment to the detriment of the seaman under their care. The very location and external effect of the injury in question should have moved them to ascertain its real nature, when that could have been done so easily and

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## OFFICIAL.

## SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Oct. 25, 1915.

Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping dull; a number of men around the Hall.

JOHN H. TENNISON, Secretary pro tem.  
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., Oct. 18, 1915.

No meeting. Shipping and prospects poor.  
REGINALD TOWNSEND, Agent.  
Room 11, De Cosmos Block, 1424 Government St.

Vancouver, B. C., Oct. 18, 1915.

Shipping and prospects fair.  
W. S. BURNS, Agent.  
213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Oct. 18, 1915.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.  
2218 North 30th St. Tel. Main 808.

Seattle Agency, Oct. 18, 1915.

Shipping and prospects poor.  
P. B. GILL, Agent.  
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Oct. 18, 1915.

Shipping and prospects poor.  
J. PEARSON, Agent.  
P. O. Box 6. Tel. Main 557.

Portland Agency, Oct. 18, 1915.

Shipping dull; prospects uncertain.  
JACK ROSEN, Agent.  
44 Union Ave. North. Tel. East 4912.

Eureka Agency, Oct. 18, 1915.

No meeting; no quorum. Shipping and prospects poor.

OTTO DITTMAR, Agent.  
227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Oct. 18, 1915.

Shipping and prospects poor.  
HARRY OHLSEN, Agent.  
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Oct. 11, 1915.

Shipping and prospects poor.  
JACK EDWARDSON, Agent.  
P. O. Box 314. Tel. 2526.

## MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Oct. 21, 1915.  
Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping slow, plenty of men ashore. Shipwreck Benefits were ordered paid to 16 members wrecked on the steamship "Marpessa."

EUGENE STEIDLE, Secretary.  
42 Market St. Phone Kearny 5955.

Seattle Agency, Oct. 14, 1915.

Shipping slow; plenty of men ashore.  
LEONARD NORKGAUER, Agent.  
Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Oct. 13, 1915.

No meeting. Shipping very dull; prospects poor; many men ashore.  
HARRY POTHOFF, Agent.  
P. O. Box 54.

Portland Agency, Oct. 18, 1915.

No meeting. Shipping very poor; plenty of men ashore.  
THOMAS BAKER, Agent.  
89 Second St. N. Phone Broadway 2306.

## DIED.

William Day, No. 411, a native of Ireland, age 40, died at Seattle, Wash., Sept. 27, 1915.  
Leander Koski, No. 469, a native of Finland, age 41, died at San Francisco, Cal., Oct. 22, 1915.  
Henry Bryndahl, No. 1030, a native of Norway, age 37, died at San Francisco, Cal., Oct. 23, 1915.

The published proceedings of the recent International Seamen's Union of America convention are now available at the respective offices of the district unions. Every member should secure a copy and obtain first-hand information upon the doings of the International movement.



### THE CANAL AND ITS SLIDES.

Once in a while you read a small item in the paper telling that slides have blocked the Panama Canal. This gives no idea of the tremendous toil, the ever-recurrent discouragement of the struggle with Culebra mountain. Putting the ships across the Isthmus of Panama is a striking example of a great task just barely accomplished. For twenty-two hours every day the dredges crowd into the cut, digging and sucking the mud and broken rock out of its bottom. For two hours, if the work is lucky, they back out, and with definite care the long procession of waiting vessels is towed through a channel just barely big enough to hold them.

Once the canal lifted its bottom two feet between the time the dredges withdrew and the first great vessel entered the cut. The steamer "Arizonan" of the American-Hawaiian Company, drawing twenty-eight feet, suddenly stopped dead, as though a great hand had reached up through the waters and clutched her keel. It took five tugboats to pull the vessel off the mud and take her through.

The best thing that can be said for the slides is that they work in turns. If all of them began pushing mud and rock into the canal at once, all the dredges that could find room to work could not possibly keep a channel. Cucaracha is the most famous of the slides, but it is about dead. Its last strenuous activity occurred about six months ago. But just as Cucaracha slowed down and Col. Comber, who commands the fight against the slides, began to shake hands with himself, the east and west Culebra slides came to life one night and pitched several thousand cubic yards of earth and rock into the canal on the other side of the mountain. It is these two slides on either bank of the canal on the Atlantic side of the continental divide, that are causing all of the trouble now.

As you sail between the two Culebra slides, you see on either hand a great red gash on the mountainside, reaching up hundreds of feet above you. Imagine that some Titan a mile tall has plowed a furrow across the earth, that you are sailing across a puddle of rain water in the bottom of it, and you have a picture of the two Culebra slides. Far above you can see where fresh slices of earth are just cracking away from the mountain, carrying bits of the jungle with them. You can see the abandoned houses of the workmen, relics of construction days, tottering dizzily on the edge before they fall to destruction.

Scattered over the face of this great, red bruise on the mountainside are groups of men that look tiny as flies on a quarter of beef. They are the operators of the steam drills. They are boring holes in the great mass of rock that the slides bring down with them. Each of these rocks must be dynamited into little pieces; else it would choke the dredge. The fact that it takes half a dozen men and a steam drill to break up a single crumb of the moving mass so that it can be carried away, gives a good idea of the immensity of this task.

To understand the action of the slides you must know that Culebra Mountain, like every other continental divide, has a core of solid igneous rock. The deepest and most laborious part of the Panama Canal is cut right through this rock. Gold and Contractor's hills are simply the two

sides of this cut, standing as sheer and solid as though built by some herculean mason. These great masses of igneous rock have never moved. It is presumed that they will stand forever. Should they slip and come together, the Panama Canal would be entirely squeezed out of existence and the cut would have to be done all over again.

On the shoulders of Culebra Mountain, however, this igneous rock has been weathered; hence, there are great strata of soil and clay broken and metamorphosed rock lying like a cape over the shoulders of the mountain. Take a round iron bar to represent the igneous core of Culebra Mountain and pour a handful of earth over it, and you will see exactly the relation of this soft material to the core of the range.

You will likewise see that if you file a cut through this bar you would have a nice clean hole through the iron, but the dirt would come sliding down. Thus you would have a perfect miniature of the slides at Culebra.

This is the situation to-day. For twenty-two hours out of twenty-four they are digging mud out of the cut with four dipper dredges, one suction dredge and one ladder dredge. There are three shifts of men for each dredge, and they have been working from twenty-two to twenty-four hours a day, seven days in the week, ever since October, 1913. This equipment is digging out 30,000 cubic yards of earth and rock every day at an expense of about \$12,000. This \$12,000 is almost half of the operating expense of the canal. The cost per cubic yard is from 30 to 40 cents, which is about one-half that of dry excavation. The spoil of the dipper dredges is hauled to Gatun Lake and dumped. That from the suction dredges is pumped into the Rio Grande, a river over the hill from the canal.

But, in addition to eating up all the profits, the slides are holding up the ships. Sometimes the channel is clear for weeks at a time. Sometimes it is choked for two days, sometimes for a week, once for nine days. Every day that an ocean-going vessel has to wait for passage through the canal costs it hundreds of dollars in lost time, in provisions and up-keep.

So the slides are the crux of the whole situation. When they are conquered, the biggest operating expense will be done away with, and all delay and hindrance to navigation will be gone. What, then, are the prospects for complete and final conquest of the slides at Culebra Cut?

The engineers who have been working on these slides through all the years from the early construction days, who have thought again and again that they had them stopped, only to meet with fresh discouragements and begin the herculean task all over, still assert that the slides must and will be ultimately conquered. This confident assertion they base upon the fact that every material must have its angle of repose.

As new material breaks away from the mountain at the top of the slides, while that lowest down pushes into the canal itself, the angle of the slope is being constantly made smaller. In the course of time the whole mountainside, or all of it that is not solid rock, would slide into the canal. That, perhaps, would take centuries. But there must be a point at which the

material of the slides will reach its natural angle of repose.

Long ago the slides had been reduced to an angle at which almost any known material would stand, but still for some mysterious reason they moved. This fact is explained upon the ground that the material of the slides is not homogeneous. Masses of solid material are slipping over other masses of slippery, wet clay, so that the movement requires very little slope. Still, the engineers insist, any material on earth, no matter how composed, has some angle of repose, and that in time this will be reached. In eighteen months, at the present rate of work, according to these engineers, the slides will be practically stopped. In three years they will be inert forever.—Frederick J. Haskin, in the United Mine Workers' Journal.

### STEAM SOUNDING MACHINES.

Steam engines for operating the Cosmos sounding machine have been installed by C. G. Quillian on the steamer "McArthur" and launch "Delta," of the United States Coast and Geodetic Survey, and are reported a decided success.

The device consists of the ordinary type of Cosmos machine, equipped with a three-cylinder, self-contained, Ingersoll-Rand steam engine of the brotherhood type, mounted on same base. Rope-drive pulleys are attached to the shaft of the wire drum and to the engine shaft. A friction brake acts against the inner rim of the wire drum and a heavy idler wheel on a swinging arm gives necessary tension in the rope drive.

On the ship the machine is mounted abreast the bridge on the port side, and the sounding wire leads from the drum through a sheave on the weighted end of a long arm, then through a registering sheave on the bridge, thence to a fair-lead on pipe davit and to water. The tension of the lead on the arm holds the arm out of vertical. The arm swings to a vertical position when the lead strikes bottom and takes up slack in the wire until the brake is applied.

The machine and registering sheave are advantageously located, as the position adopted on the "McArthur" enables the officer on the bridge to verify the depth on register and check the verticality of the wire. Using a 12-pound lead, soundings of 150 fathoms were obtained in two minutes, and the engine reels in 120 fathoms per minute. The ship goes ahead with 100 fathoms of wire out, except when turning with a port helm. On the "Delta" the machine is mounted on the stern and the wire leads over a registering sheave to the water. The machine has been used in depths up to 130 fathoms, and the lead was up long before the stop for the next sounding.

The machines are serving the purpose intended, viz., to reduce the number of men required and make the force available for another field party. The machine has also increased the speed of sounding with the "Delta."

The Panama Canal has offered the American Seamen's Friend Society the lease of a lot on the waterfront of Cristobal, in the area reserved for the buildings of steamship companies and other shipping interests, at a nominal rental of \$1 per year, for the erection of a building to house a Seamen's Institute.

Demand the union label upon all purchases!



## BUILDING GERMAN SUBMARINES.

According to the Dutch newspaper "Telegraaf," the keels of nine submarines have been laid down at Hoboken, near Antwerp, since March 19. The men employed in the construction of the boats number 800. The main entrance to the yard is on the northern side. Since the aerial attack carried out by the British, the Germans have taken measures against a renewed attack. Above two parts of the yard they have built a roof formed of steel plates, covered by sand bags. The yard is, further, closed in by a thick wall provided with iron doors which can be instantly closed from the inside. By these means, the boats and the men are efficiently protected against any bombardment. There is, moreover, no risk of a fire spreading to the yard, and this is important, since two very large tanks containing naphtha and engine oil are close by. The smaller of these tanks is on the northern side, the other is to the south and in the ground; it measures 8 m. (26 ft.) in length, 6 m. (19 ft. 8 in.) in width, and 4 m. (13 ft.) in depth. Between this and the river are located two buildings, the canteen, and the ambulance. There is, further, a small bay between the "naval yard" and the Cockerill yard, which the Germans have almost entirely covered over by means of tree trunks tied together, so as to afford a passage to the Cockerill yard. They have found use for a building called "La Chapelle" in which they have mounted anti-aircraft guns. The hulls of submarines alone are built at Hoboken; the whole of the machinery and outfit is manufactured in Germany.

## ABOUT JAPANESE LESSEES.

(By Wm. T. Bonsor.)

Much has been said relative to a trait of dishonesty peculiar to Japanese in contractual relations. Various excuses are presented by defenders of Japanese immigration and competition which seek to alleviate this delinquency on the part of the little brown men.

H. A. Millis, Professor of Economics in the University of Kansas, in his recent book, "The Japanese Problem in the United States," discusses at some length this peculiar Japanese characteristic. He reaches the conclusion that these violations were most pronounced some ten or more years ago and were caused mainly because of a misunderstanding by Japanese of the provisions of the contracts entered into. Mr. Millis also treats of other minor reasons for contractual violations but states that at the present time much care is exercised to see that all of the terms are clearly understood and that the violations are much more exceptional now than heretofore.

A few days ago the writer was discussing the Japanese problem with a prominent banker of Auburn, California, and received the following information:

The fruit houses or shippers of that locality lease large tracts of land and in turn sub-lease acreage to Japanese tenants. The Japanese lessee contracts with the lessor to give proper care to the fruit, etc., on his acreage, to harvest same and ship through the fruit house of the lessor. Heretofore the rule in this locality has been that the Japanese have been able to make money under these contracts. The housing conditions under which they exist are intolerable for white men, as seven or eight are often

found huddled together in miserable two-room shacks. Because of Japanese under-standard methods, Caucasian competition has been eliminated.

This year peculiar circumstances surrounding the market have made it unprofitable for the Japanese tenants or agriculturists to fulfill the contracts long since entered into by them. The result is that there is a wholesale breaking of contracts by the Japanese lessees. They are simply walking away over night leaving the crop hanging high and dry and unharvested.

During the good years when profits were coming in—and the white man had been driven off the land—the Japanese lessees were faithful to their contractual obligations, but when one lean year arrived, with profits minus, the Japanese—Arab like—stole away and the lessors have on hand some beautiful souvenir contracts suitable for framing as a reminder of contractual integrity. It is akin to the little game of matching pennies on the principle of "Heads, I win; tails, you lose."

## RADIO STATIONS IN THE U. S.

The United States Bureau of Navigation has in the hands of the Public Printer its annual edition of the "List of radio stations of the United States," containing a list of 5,073 stations. The table here given shows the number of land, ship, special land, and amateur stations in this publication, as compared with that of 1914:

| Classes of Stations.                         | 1914. | 1915. | Increase. |
|--|-------|-------|-----------|
| Government and commercial land stations..... | 189   | 224   | 35        |
| Government and commercial ship stations..... | 895   | 895   | 0         |
| Special land stations.....                   | 54    | 118   | 64        |
| General and restricted amateur stations..... | 2,796 | 3,836 | 1,040     |
| Total.....                                   | 3,934 | 5,073 | 1,139     |

The appendix to this list contains several articles of interest to radio operators. The books, which will be available by November 1, may be procured from the Superintendent of Documents, Washington, D. C., at 15 cents per copy. Copies of the "Radio-communication laws and regulations" may be procured from the Superintendent of Documents at 15 cents per copy.

Although Oregon pine costs 70 or 75 per cent. more than the native pine, it is preferred for shipbuilding purposes in Japan. It is seldom used, however, for other construction. It is chiefly employed where long, straight poles are needed, and is the only kind used for tall masts. It is said to be about equal in hardness to the native wood, but many Japanese shipbuilders complain that it cracks more easily. As Oregon pine has fewer knots than the native wood and has a more regular grain, it is much easier to work with and requires less labor. This is an important factor in Japan, where the cost of labor is very high, compared with other places in the Far East. A ship carpenter in Japan receives the equivalent of 30 cents to \$2 per day according to his degree of skill, while in certain parts of China an expert carpenter receives less than 10 cents U. S. currency.

The man that makes bread is hungry; the man that makes clothes is naked; the man that makes shoes is barefoot; and all stand looking bewildered while the land speculator, the profit-monger, usurer, market rigger, and hoodler in general, walks past with shoes on his feet, clothes on his back, and the loaf of bread under his arm.—The Queensland "Worker."

## NOTICE TO SEAMEN.

## IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,  
V. A. OLANDER, Secretary.

## LAKE DISTRICT, I. S. U. of A.

## HEADQUARTERS:

LAKE SEAMEN'S UNION,  
570 West Lake Street, Chicago, Ill.

## BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street  
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CLEVELAND, O.....1401 W. Ninth Street  
Telephone Bell Main 1842.  
MILWAUKEE, WIS.....133 Clinton Street  
Telephone South 240.  
ASHTABULA, O.....21 High Street  
Telephone 552.  
NORTH TONAWANDA, N. Y.....152 Main Street  
Telephone Bell 2762.  
DETROIT, MICH.....15 Twelfth Street  
Telephone 3724.  
SUPERIOR, WIS.....1721 N. Third Street  
Telephone, New, Broad 385.  
BAY CITY, MICH.....108 Fifth Avenue  
OGDENSEBURG, N. Y.....70 Isabella Street  
CONNEAUT, O.....922 Day Street  
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue  
FORT HURON, MICH.....517 Water Street  
ERIE, PA.....107 E. Third Street

## MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

## HEADQUARTERS:

71 Main Street, Buffalo, N. Y.  
Telephone Seneca 48.

## BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street  
CHICAGO, ILL.....445 LaSalle Avenue  
MILWAUKEE, WIS.....151 Reed Street  
DETROIT, MICH.....27 Jefferson Ave., East  
SUPERIOR, WIS.....1814 Fourth Street  
OGDENSEBURG, N. Y.....70 Isabella Street  
BAY CITY, MICH.....108 Fifth Avenue

## MARINE COOKS AND STEWARDS' UNION.

## HEADQUARTERS:

406 N. Clark St., Chicago, Ill.  
Telephone Main 365.

## BRANCHES:

Buffalo, N. Y. Toledo, O.  
Cleveland, O. North Tonawanda, N. Y.  
Milwaukee, Wis. Superior, Wis.  
Ashtabula, O. Erie, Pa.

## UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

## MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

## RELIEF STATIONS:

Ashland, Wis. Ogdensburg, N. Y.  
Ashtabula Harbor, O. Oswego, N. Y.  
Buffalo, N. Y. Port Huron, Mich.  
Duluth, Minn. Manitowoc, Wis.  
Escanaba, Mich. Marquette, Mich.  
Grand Haven, Mich. Milwaukee, Wis.  
Green Bay, Mich. Saginaw, Mich.  
Houghton, Mich. Sandusky, O.  
Ludington, Mich. Sault Ste. Marie, Mich.  
Manistee, Mich. Sheboygan, Wis.  
Erie, Pa. Superior, Wis.  
Menominee, Mich. Toledo, O.



## WEEKLY NEWS LETTER.

(Continued from Page 3.)

Rockefeller. The organized workers took the position that if he was in Colorado to find the facts it was up to him to ask a conference. This position was practically the same as that of the State Federation of Labor convention, which almost unanimously rejected a resolution to invite him to address that body.

## Secured Wage Restoration.

William Glockling, representing the International Brotherhood of Bookbinders, has returned to Toronto, Can., after putting in a strenuous month's work in the cities of Montreal and Quebec. In conjunction with Organizer Drury, of the International Typographical Union, he was successful in reaching an agreement with one of the largest firms in the former city who employ a large staff of bookbinders and printers.

This firm had put into operation a 10 per cent. reduction in wages which affected its entire working staff of men, women and girls.

Negotiations with the firm were carried on for some time, and finally resulted in the whole matter being amicably adjusted, the firm agreeing to restore the former rate of wages and the amounts which had been held back would be returned to the employees upon the first regular fortnightly pay day.

## Says Commons' Plan Is Not Scientific.

The press bureau of the American Economic League makes this comment on the Manly and the Commons' reports to the Commission on Industrial Relations:

"Walsh finds industrial unrest to be due to (1) unjust distribution of wealth and income; (2) unemployment and denial of opportunity to earn a living; (3) denial of justice in the creation, in the adjudication and in the administration of law; (4) denial of right and opportunity to form effective organizations.

"Commons finds the cause to be the breakdown in the administration of labor laws.

"It is clear that Walsh has made a deeper investigation than Prof. Commons into the cause of unrest. One need not be a trained economist to note the absurdity of Commons' explanation. There must have been industrial unrest before there were any labor laws, probably long before. It was to allay such unrest that these laws have been enacted. Then how can industrial unrest be correctly attributed to a cause that was not in existence when it first arose?

"Illogical and unscientific is Prof. Commons in suggesting a remedy. He would put administration of laws regarding industrial matters in the hands of a commission. This commission is to be a sort of benevolent despot, and under it workers will be about in the same position as convicts in a penitentiary managed by a humane, liberal, just and enlightened warden. How many workers would be contented under such conditions?

## A Living Wage Demanded.

Discussing dividends of the Pullman Company, the Racine, Wis., Call says:

"It is a noteworthy fact that the mammoth earnings of the Pullman company

have been made by the capitalization of its employees' ability to secure gratuities from its customers in sufficient amount to make their salary a mere matter of formality.

"Pullman employees live on their tips, not on what the Pullman company pays them, for the amount is so insignificant as to render that feat impossible.

"In addition to paying the Pullman company for the use of its cars the traveling public, through the tipping system, is made to contribute a very large proportion of its payroll.

"It is becoming evident of late that the people are getting tired of such a system and will either demand that the charge for Pullman accommodations be reduced so as to allow for a tip to the porter, or that the tip be eliminated and the porter paid a wage on which he can live. The system as it stands is un-American and vicious and the light thrown on it by the report of the Industrial Relations Commission should have a beneficial effect in securing legislation for the curbing of those evils which are now peculiar to this company alone."

## Railroaders Act Together.

Included in a circular issued by President Perham of the Order of Railroad Telegraphers is a record of recent co-operative agreements between several railroads and the brotherhoods of engineers, firemen, conductors, trainmen and telegraphers.

President Perham says:

"Similar agreements are being arranged on many other railroads.

"Unwritten co-operative agreements have been entered into upon still other railroad systems, all of which shows an increased spirit of fraternalism and an inclination towards mutual helpfulness that is extremely gratifying.

"It is by such means that we expect to arrive at a better understanding with the train and enginemen about handling train orders by telephone, also head off various employers who are trying to institute a plan of annual physical examinations, which may have disastrous results in weeding out representative employees."

## Roebing a Company Town.

Labor and living conditions in Roebing, near Trenton, N. J., has been investigated by a special committee appointed by the Central Labor Union, which reports that that place is a "company" town in all the term implies.

"Serfdom resurrected and systematized to fit modern capitalistic convenience," is the verdict on this town, owned and controlled by the Roebing company, and populated by men, women and children employed in the wire and steel mills. About 3000 people are in Roebing, which consists, says the report, of Hungarians, Rumanians, Swedes and about 70 Americans.

The company owns all the houses, and rents, which are based on city standards, are taken from the workers' envelopes. It is stated that "according to reliable figures, they prove that after the town of Roebing has existed 15 years, there will be enough rents collected from the workmen of Roebing to pay for the cost of the whole town, including the mill buildings."

Twenty cents an hour is the highest price paid day workers, and the lowest is 17 cents. The workers employed in what is known as the "cleaning house," are the

lowest paid, and their work is dirty, dangerous and unhealthy, on account of powerful acids used. The men who work in this department, in order to get a decent living wage and support their families as become men, work as many as 94 hours per week.

The men say that the treatment accorded them by the foremen, of which there are too many, is unbearable. Workers are compelled to patronize the company stores, and all bills, after one week, are deducted from the pay envelope. There are fine stores on the edge of the town, "but poorly patronized by the workers, because of fear."

There are no amusements of any kind, the workers just lie around a bit, go to bed when they are not working, and wait for the next day to roll around.

The committee recommends that it be enlarged and the investigation be continued for the purpose of "remedying the existing deplorable conditions of the workmen of Roebing and vicinity."

## Unionists Are Not Guilty.

After a trial at New York that lasted two weeks, five officers and members of the International Ladies' Garment Workers' Union were declared not guilty of murder. Secretary-Treasurer Morris Sigman was one of the defendants. The case of two other members did not go to the jury, as the prosecution asked that these workers be dismissed. The jury's verdict marks the complete collapse of an attack against the Garment Workers' Union.

Last spring the employers abrogated an agreement with this union and announced that no more contracts would be signed by them. This was followed by the arrest of seven active workers on the charge of murder.

The union replied to these assaults in a vigorous manner. At one of the largest protest meetings held in New York City President Gompers gave this answer to the employers' policy:

"You can't destroy unions by breaking agreements. We favor contracts, but we do not depend upon them to live. In the fight for freedom we are going to stand shoulder to shoulder, not for war, but for peace. Any assault on our ranks or on the meanest among us, will find us ready to fight to maintain the lives of the toilers of our country."

While preparing to defend their fellow workers, the unionists strengthened their lines to meet the employers' repudiation of a contract. This activity resulted in the employers agreeing to arbitrate the question, which resulted in wage increases and a declaration by the arbiters that some system must be devised whereby claims of workers that they are unjustly discharged may be considered.

The board expressed the following views on the employers' theory that "every man has the right to run his own business":

"No human being is wise enough to be able to trust his sole judgment in decisions that affect the welfare of others; he needs to be protected, and, if he is truly wise, will welcome protection against the errors to which he is liable in common with his kind, as well as against the inspirations of passions and selfishness. For this reason a tribunal of some kind is necessary, in case either of the parties to this covenant believes itself to be unjustly aggrieved."



The all but universal cry of labor for higher wages, shorter hours, and better working conditions, has been so constant of late years that it seems almost like finding the non-existent to discover a place on the earth where labor is content. British East Africa, with its area of 189,838 square miles, and a population of a little over 4,000,000, presents this unique condition. Says the Melbourne "Progress" of April first:

Thus the Labor Commission of this East African Protectorate has undertaken to find not how labor can get jobs, but how employers can get labor. The commission has taken testimony of the more important of the 3200 European inhabitants, and has found a most remarkable agreement in the minds of the white men. Lord Delamere, owner of 150,000 acres, said:

"If the policy was to be continued that every native was to be a landholder of a sufficient area on which to establish himself, then the question of obtaining a satisfactory labor supply would never be settled. He considered the soundest policy would be to curtail the reserves. And, although it might take a few years before the effect on the labor supply was apparent, the results would be permanent."

This was the gist of the testimony given before the commission by the white men who complained that they could get no labor. The reserves mentioned correspond to our Indian Reservations, and embrace the lands upon which the 4,000,000 natives reside under the tribal conditions. Upon these lands they are able to make a living now, as they were before the white men came to their country; and being able thus to support themselves by a little labor on their own land, they decline to work for the white man on his land.

Some of the white land owners declared themselves in favor of forcing the natives to come out of their reserves and work for them. But this would amount to slavery; and slavery, as every one knows, would not do in this day and age. The wiser men asked merely that the reserves be closed, or restricted, or that their location be changed to poorer land; they asked, in a word, that conditions be made so uncomfortable for the natives in their free conditions that they will willingly work upon the lands of the white men. Among the reasons given by the commission for the shortage of labor was:

"The wealth of certain tribes arising from the large quantity of land at their disposal."

And the commissioners add:

"It is clearly recognized that there are practically no natives who need to work for wages in order to live."

Here is the essence of the labor problem, the world over. Everywhere man is a land

animal. Where he has access to his native element he is independent. Where he is arbitrarily shut out from his element he must make terms with those who shut him out. Has not this a lesson for our own people? If the free tribal lands in Africa make the Negroes independent, would not free land in this country do the same for all men? Unions, closed shops, minimum wage laws, an eight-hour day, and various other arbitrary enactments may protect labor a little; but it will be free, and will enjoy its natural rights only when it has free land to go upon. Out of Darkest Africa comes light.—The Public.

(Continued from page 7.)

at such a comparatively trifling expense. I think that due care requires that the judgment of the officers when dealing with an injured seaman should be exercised not only with such knowledge as they possess, but also with such as they can readily acquire. There is some testimony that libelant expressed a desire to be carried to Seattle. In view of the uncertainty of the recollection of the first assistant engineer upon this point, I cannot find that this is true. But if it were true, it would not, in my judgment, absolve the ship from the failure of the master, or those acting for him, to ascertain libelant's real condition at Victoria. I am firmly of the opinion that a due regard for the rights of the seaman should require, and does require, that in a case like the present, when an early opportunity is presented of easily ascertaining the nature and extent of an injury, the location and external appearance of which show that it may be serious, the officers should take advantage of such opportunity, and failing to do so, they fail to accord to the seaman the care to which he is entitled. The amount which should be awarded to libelant is not easy to determine. I think, however, that for the increased pain and suffering and the probable longer duration thereof due to the delay in treatment, it should be not less than \$1200, and a decree will be entered for such sum.

Oct. 19, 1915.

M. T. DOOLING, Judge.

As is generally known, the royal children of Europe as they reach marriageable age are paired off purely on a diplomatic and territorial basis. Mostly, too, religious scruples are carefully heeded, though the decreasing field for royal wives and husbands made England match Princess Ena of Battenberg with Spanish King Alfonso.

The parties to the marriage have very little to say in the matter, though a large section of the European Conservative Press generally rake up a romance story about the couples with "love at first sight" and similar pathetic details.

However, the marriage market for European royalty, owing to the present war has been closed. The interchange of regal brides and bridegrooms between some countries is off for a number of years. Matters in this direction will soon become so acute that we may yet see an American heiress break all records and ascend a throne.—The Brisbane, Queensland, "Worker."

Labor will never realize its rights until it recognizes its wrongs.

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

## (Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-  
TENDERS OF THE PACIFIC.

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SAN FRANCISCO, Cal., 58 Commercial St.

**Branches:**

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.  
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SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION  
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Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Pler No. 1, Room 63, P. O.  
Box 214.  
PORTLAND, Ore., Room 10, Bickle Bldg., 27½  
Second St.  
SAN PEDRO, Cal., P. O. Box 54.

## ALASKA FISHERMEN'S UNION.

**Headquarters:**

SAN FRANCISCO, Cal., 49 Clay St.

**Agencies:**

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.  
ASTORIA, Ore., P. O. Box 138.

## The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia  
29 ERSKINE STREET, SYDNEY, N. S. W.



## Labor News.

The Seattle (Wash.) Labor Council is opposing an effort of a majority of the Civil Service Commission to establish a forty-year age limit for city laborers. Civil Service Commissioner George P. Listman, a trade-unionist, states that if the "efficiency expert" on the commission had his way the limit would be 35 years.

Stage Employees and Moving Picture Operators' Local No. 137, of Springfield, Mo., have succeeded in signing up all moving picture and show houses in the city, making their organization 100 per cent. The contract runs for one year and went into effect September 1, and carries with it several advantages not heretofore enjoyed and an increase in salary of \$2.00 per week.

Soon after a strike was declared against the American Chain Company at Bridgeport, Conn., a number of Yale students were secured to take the places of those who were demanding shorter hours and better wages. They recently left the chain works and returned to the college. The strike is still on and the leaving of the students has badly crippled the company.

During the month of August the union-label output of Bakery and Confectionery Workers' International Union amounted to 67,996,000 against 49,965,000 during the month of July. This means an increase of 18,031,000 for the month, or a little over a half a million each day. The union is proud of this showing and urges all trade unionists to assist in boosting union-labeled bread.

Two more manufacturing concerns of Springfield have granted the eight-hour working day to their employees, posting notices to that effect, which became effective immediately. The Knox Motors Company, employing 400 machinists, and Barney & Berry, Inc., skate makers, employing 160 men, announced that an eight-hour schedule would also go into effect October 4 and will be granted without loss of pay.

An adjustment of the differences between the employers and Lady Garment Workers of Chicago has been reached and no strike will be called. An arbitration board has awarded the workers nine hours five days and five hours on Saturday. Overtime conditions were agreed upon, and the matter of sanitary conditions settled. The manufacturers agree to exact no deposits and to make no charge for power, oil, needles or belts, and there is to be no sub-contracting. The dispute involved over 6000 workers. The question of wages is yet to be disposed of by the arbitration board. An official of the organization is credited with asserting that it is a great victory.

Trade unionists and sympathizers at Worcester, Mass., are resisting the proposed city ordinance which is intended to "regulate" public speaking, but which, in fact, gives the chief of police complete authority over all public speaking. The objectionable section in the ordinance provides that "the chief of police shall issue written permits authorizing any person or persons to hold a public meeting for such purposes, at such times and in such places in or near any street as he considers reasonable and proper; and such meetings, when conducted in an orderly manner, shall not be deemed in violation of the foregoing section."

## SEATTLE, WASH.

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## Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

|                     |                       |
|---------------------|-----------------------|
| Abrahamsen, Halp-   | Lawson, J. J.         |
| tan                 | Larsen, Emanuel       |
| Andersen, Hjalmar   | Lundgren, F.          |
| Andersen, Alfred    | Mjones, John          |
| Andersen, Albin     | Moyer, Wm.            |
| -1388               | Martensen, Ingoald    |
| Brower, Geo.        | Martinsohn, P. A.     |
| Bucknam, J. W.      | Mathisen, Sigurd      |
| Berg, Fred          | Moore, C. R.          |
| Brown, D. C.        | Mattson, Erick        |
| Christensen, Anton  | Mattson, J. -1328     |
| Christensen, Albert | Mikkelsen, A. W.      |
| Douvan, J.          | Morgan, W.            |
| Dougherty, J.       | Nass, T. M.           |
| Dyres, L. E.        | Newland, Ernest       |
| Edvords, John       | Nelson, Axel          |
| Eggers, John        | Nordstrom, E. V.      |
| Engelbreten, Ed.    | Nevlin, Georg         |
| Edson, Frank        | Olson, J. E.          |
| Endresen, Marius    | Ona, Sam              |
| Eugen, T.           | Petersen, A. -1223    |
| Fenes, I.           | Petterson, Harry      |
| Farridane, P.       | Peterson, Hans        |
| Glademo, Lars       | Pederson, Carl        |
| Gundersen, Peter    | Pederson, Carl. -1200 |
| Gustafson, Karl     | Peterson, Carl. -1653 |
| Grant, Dave         | Qualns, Nick          |
| Hansen, Alex M.     | Ramberg, Barney       |
| Hansen, John        | Rosenwald, Isach      |
| Hansen, Olaf        | Ruiter, J.            |
| Hansen, E. -1437    | Schwelstous, W.       |
| Hill, C.            | Shankat, Hans         |
| Hernes, K.          | Simmlinghlin, G.      |
| Jakobson, Valdemar  | Spiller, Henry        |
| Jorgensen, Fred     | Salvesen, Salve       |
| Johanson, Wm.       | Samuelson, Leonard    |
| Jacobson, Johan     | Seppola, Emil         |
| Johnson, Andrew     | Seliken, H.           |
| Johnson, Ernest     | Sinclair, Emanuel     |
| Johnson, P. M.      | Smith, T.             |
| Johnson, Ole        | Swensen, Jorgen       |
| Johnson, Jorgen     | Strandevus, Jack      |
| Junge, H.           | Sverd, C. P.          |
| Kalning, Jacob      | Telehert, Karl        |
| Karell, J.          | Thomsen, Einar        |
| Karlson, Ingvald    | Torjusen, G. T.       |
| Krager, Johan       | Voss, H.              |
| Kressman, Karl      | Vick, Tom             |
| Larsen, Albin       | Ween, Ole             |
| Larsen, Olaf        | Wennecke, A.          |
| Leonard, John       | Wick, J.              |
| Lindeman, C. H. O.  |                       |

## Tacoma Letter List.

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| Cords, W. A.         | Olsen, Martin E.   |
| Evertsen, Olof       | Paterson, John     |
| Farrell, William     | Person, Fritz Leo- |
| Haugan, Arthur       | nard               |
| Johannsen, Christian | Schmidt, Louis     |
| Linea, W.            | Thomas, Paul       |
| Line, Victor         | Ullman, Emil       |
| Murphy, Danial       |                    |

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## INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuau" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden. 5-13-14

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y. 6-24-14

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## Eureka, Cal., Letter List

|                  |                      |
|------------------|----------------------|
| Contreras, Julio | Lawrence, Harry      |
| Eriksen, Anton   | Lomas, Richard       |
| Kyrkslatt, Lars  | Nilsen, Nils         |
| McKeating, R.    | Thorsen, Fredrick N. |

## INFORMATION WANTED.

Johan Hilmar Hansen, a seaman who was last heard from in Seattle, Wash., in 1911, is inquired for by his father, Anton Hansen, Nygaten 34, Moss, Norway. 5-13-14

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. 5-13-14

Knut Jensen No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Tangenmunde, A/Elbe Ostenerweg, No. 7, Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis. 4-14-15

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks Ave., Pasadena, Cal. 7-29-14

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Charles Anderson, alias Helmi Helgesen, a native of Alvestad, Stavanger, Norway, age 70, is inquired for: last time heard from in 1904. Anyone knowing his whereabouts please notify his brother, B. H. Alvestad, Jewal, Iowa.



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## Portland, Or., Letter List.

Bese, F.  
Bernardsen, Chas.  
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Bugge, Mr.  
Christensen, H. P.  
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Edstrom, John  
Ekberg, Hugo  
Fernandez, Frank  
Geiger, Joe  
Hecker, Wm.  
Halbeck, J. O.  
Holmstrom, Chas. A.  
Henriks, Waldemar  
Ingelbrigsten, O.  
Jensen, Christ  
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Jonsson, Karl  
Knopp, Fritz  
Kristiansen, Wm.  
King, J. L.  
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Kjer, Magnus  
Knudsen, Richard E.  
Larsen, H.  
Leonhard, George  
Letchford, A.  
Lindblad, Konrad  
Lindberg, A. C.  
Lindholm, John  
Loescher, Joseph  
Miller, E.  
McKeating, R.  
Munchmeyer, H.  
Miller, Andy M.  
Morgan, Tim

Muller, P.  
Metts, John  
Moller, L. D.  
McConnell, David S.  
Mark, Thorwald  
Meckermann, Ernst  
Neuling, George  
Nielsen, H. -1253  
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Osterberg, Henry  
Oglive, Wm. A.  
Palm, P. A.  
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Rabel, John  
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Rimmer, Chas.  
Schneider, J.  
Schneider, Fritz  
Swanson, Emil  
Soderlund, Uno  
Sorensen, Jorgen  
Shea, Oscar  
Schacht, H.  
Schultz, John N.  
Selin, Joe  
Salmelin, H.  
Saarinen, W.  
Tuhkanen, J. J.  
Urso, Geozzep  
Vinx, H.  
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## Aberdeen, Wash., Letter List.

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Anderson, Anton  
Andersen, -1118  
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Kallas, August  
Karlsen, Victor  
Ludtke, Emil  
Machado, Henry  
Magnusson, Walde-  
mar  
Munsen, Fred  
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Pettersen, Karl  
Peterson, J.  
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Risenius, Sven  
Rundblad, Oscar  
Schmidt, Heinrich  
Simensen, Isak  
Scheftner, Bernhard  
Thorn, A. L. -70  
Toves, H. C.  
Thorne, John  
Thompson, S. K.  
Udby, Harold  
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Walder, Olsen N.  
Packages.  
Glazer, Y.  
Gorgensen, Olaf  
Hansen, John  
MacGuire, O. F.  
Stanners, W. S.

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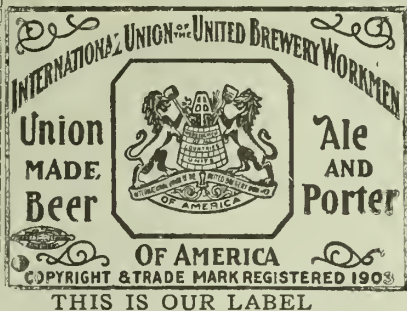
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## INFORMATION WANTED.

Iwar Westerberg, age about 50,  
sailing second mate on some steam  
schooner on the Pacific Coast, is in-  
quired for by Gus Englund. Any in-  
formation regarding the above named  
will be gladly received at 214 Jack-  
son street, San Francisco, Cal.

1-27-15

Theodore Krakan, last heard of in  
September 1911, at New Orleans, La.,  
is inquired for by his mother. Any  
one knowing his whereabouts please  
notify Mrs. Ad. Krakan, Langenehm  
38 I, Hamburg 22, Germany.—8-25-15.

## Home News.

Suit against the Rock Island rail-  
road directors to recover \$7,500,000  
was begun by Receiver Dickinson at  
Chicago.Hennepin County, Minnesota, con-  
taining the city of Minneapolis, went  
wet on October 4 by about 9,000  
majority. Charges of fraud have  
been made by the drys.The City Council of Terre Haute,  
Indiana, sustained impeachment  
charges against Mayor James M.  
Gossom by a vote of 6 to 3 and de-  
clared the office vacant.Assessments of personal property  
in New York City for this year show  
an increase of \$3,347,948,245 over last  
year, when they amounted to \$340,-  
295,560. More than 500 persons are  
assessed for more than \$1,000,000 in  
personal property.Federal Judge Clarke of Cleveland  
admitted to naturalization an alien  
who refused on religious grounds to  
promise to fight in case of war. The  
judge held that citizenship should not  
be withheld as a penalty for refusal  
to violate religious scruples.Three officials of the Riggs Na-  
tional Bank of Washington, which  
recently brought injunction proceed-  
ings against the Treasury Depart-  
ment, were indicted for perjury. The  
specific charge relates to a denial in  
the plea for injunction that the bank  
ever engaged in stock market trans-  
actions.George Uhler, Supervising Inspect-  
or General of the United States  
Steamboat Inspection Service, an-  
nounces that Robert Reid and  
Charles S. Eckliffe, the two in-  
spectors who gave the "Eastland,"  
Chicago excursion steamboat, her last  
license, have been suspended pend-  
ing the outcome of indictments re-  
turned against them.Chicago street railways were  
ordered by the State Public Utilities  
Commission to provide seats for all  
passengers during all but the rush  
hours. During the rush hours there  
must be at least 17 seats for every  
20 persons during the height of the  
rush, and for 18 out of 20 during  
the remainder. The company must  
work out a plan to put the order in  
operation within sixty days. The  
decision is the result of action taken  
by the Cook County Real Estate  
Board.A new high record was established  
by the transportation of 10,979,451  
short tons of freight through the  
American and Canadian canals at the  
Soo in the month of September. The  
increase over September, 1914, was  
2,561,735 tons, and over the same  
month in 1913, which previously had  
the record for the month, 69,086  
tons. The entire gain was in east-  
bound traffic, the western movement  
of freight being lighter than in 1914  
or 1913. The eastbound shipments  
were 9,917,771 tons, as compared with  
6,368,408 tons last year.The United States Government  
does not consider that its neutrality  
is violated by the fact that motor  
boats built in this country are being  
shipped to England and France, pre-  
sumably for service in the scout pa-  
trols against German submarines. The  
State Department has so informed  
the German Embassy. This action  
was taken because the German Em-  
bassy asked that a shipment of six  
such vessels be held up at Boston.  
The neutrality board found that the  
boats were unarmed and unarmored  
and were not, when ready for ship-  
ment, available for service as vessels  
of war.

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## INFORMATION WANTED.

Ingvald Andreas Hansen, alias  
Andrew Hansen, a native of Nor-  
way, age about 36; tall, dark; last  
heard of July, 1905. His address  
then was, Andrew Hansen, Karluk,  
Kodiak Island, Alaska. He is in-  
quired for by his mother. Anyone  
knowing his whereabouts please  
notify Staff Captain Robert Smith,  
district officer, native work, Alaska,  
Box 925, Wrangell. 4-3-15Wilhelm Ekelund, a native of  
Sweden, is inquired for by his  
brother, Axel Ekelund, New Harbor  
Hotel, Drumm street, San Francisco,  
Cal. Anyone knowing his where-  
abouts please notify the above ad-  
dress. 3-10-15A Sad Omission.—Dorothy was  
so homesick at her first party that  
the hostess's mother suggested that  
it would be better for her to go  
home. Dorothy gladly accepted the  
idea, but a few minutes later, an-  
swering a timid knock at the door,  
the hostess's mother found Dorothy  
bathed in tears."Well, Dorothy, I am glad to see  
you again. Did you decide to come  
back?""No, m'm, I f-f-forgot t-to say I  
ha-had such a nice time!"—Christian  
Register.A gallon of gas, a pint of oil,  
A piece of wire (they call it a  
coil),  
A roll of tin and a piece of board,  
Stick them together and call it a  
Ford.Now Mary has a little Ford,  
You can imagine her elation;  
She don't have to buy any gasoline,  
Because it runs on its reputation.



## Domestic and Naval.

The Secretary of the Navy has announced the selection of names for six destroyers now under construction. They are to be designated as the "Sampson," "Rowan," "Davis," "Allen," "Wilkes" and "Shaw."

R. A. C. Smith, Dock Commissioner of New York, has awarded to Post & McCord a contract for building a pier at the foot of Thirty-fifth street, Brooklyn. The bid amounted to \$297,000. Three piers in that section are now under contract.

P. A. S. Franklin, receiver for the International Mercantile Marine, has filed suit in the Federal District Court of New York, against the Hamburg-American line for \$25,000 damages to the steamship "New York," which was struck in a fog by the "Pretoria" on June 13, 1914.

The Japanese steamer "Indo Maru," which was towed to the Azores disabled by the "Moorish Prince," while bound from London to Philadelphia, was formerly the Liverpool steamer "Indrapura," 5,312 tons, built in 1897. She is now owned by the Osaka Shosen Kaisha and is insured on a value of \$22,300.

The City Council of Milwaukee has approved the recommendation of the Harbor Commission for the condemnation of lands for a \$2,000,000 harbor improvement. Municipal wharves will be built along the entire lake front from Wisconsin street south to the Illinois Steel Company's land. The courts have been asked to condemn land on Jones Island and along the lower Menominee River.

The following is a list of vessels whose names have been changed by the Bureau of Navigation under the act of March 2, 1881, to date: The "Orion" to "Aquila," "Sirocco" to "Charlott," "Mildred" to "Texaco," "Edamena" to "Millie K. 11," "Nautilus" to "Hazel," "John C. Colwell" to "Florence Thurlow," "General G. Mott" to "D. J. Conroy," "Mariba" to "Francelia," "Eleanore" to "Ramblor III," "Monoweta" to "Kittie-Anne," "Vulcan" to "Lancaster."

The Greek steamer "Athinai," which was abandoned on fire in the North Atlantic, on a voyage from New York to Piraeus with general cargo, was insured on a value of \$80,000, being a twin-screw steamer of 6,742 tons, built in 1908. She was one of the fleet operated by Messrs. Embaricos Bros. as the National Steamship Company of Greece. Cases of total destruction by fire on eastward transatlantic voyages have been exceedingly rare. On the passage across from Europe the "St. Cuthbert" was abandoned on fire in 1908, the "Lord Londonderry" in 1909, the "West Point" in 1910, the "Vulturo" in 1913 and the "Columbian" in 1914.

It is reported in Washington that Government officers are watching with interest the experiment of Richard Wagner, of New York, who organized the American Transatlantic Company, and obtained a fleet of freight vessels it is claimed, through the sale of stock. A number of the vessels are believed to have been purchased from German owners since the outbreak of war in Europe, and it is possible that the British or French will attempt to capture them when they start out in trade. It will be recalled that the "Dacia," which was purchased outright from the German owners after the outbreak of war, was condemned by a French prize court.

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Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

|                       |                     |
|-----------------------|---------------------|
| Abmeyer, Henry        | Andersen, N. -1549  |
| Abrahamson, Anton     | Andersen, Peter     |
| Acorn, Albert         | Andersen, V. -992   |
| Adams, Billy          | Anderson, Fritz     |
| Adams, Hugo           | Anderson, Geo.      |
| Adamson, John         | Anderson, Gust      |
| Aderman, E.           | Anderson, Harry     |
| Ahlstrom, Ellis       | Anderson, Hilding   |
| Alkman, Joseph        | Anderson, John C.   |
| Albrecht, Chas. M.    | Anderson, Oscar     |
| Almer, J.             | Anderson, Victor    |
| Almer, John G.        | Andersen, A. -1635  |
| Andersen, Alfred      | Antonsen, H. -1372  |
| Andersen, John        | Antonsen, H. -1783  |
| Andersen, A. M.       | Ashlund, Jas. H.    |
| Andersen, John        | Augustin, Hermann   |
| Backman, Axel         | Bjorklund, E. S.    |
| Backman, Aug.         | Blair, Frank        |
| Baker, H.             | Blutcher, John      |
| Bakkenson, P. J.      | Boers, M.           |
| Barrell, George       | Boro, Severin S.    |
| Behrendt, Carl        | Boy, George         |
| Behrens, W. J.        | Brandt, B.          |
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| Berry, David J.       | Bruce, A.           |
| Bertelsen, Kristian   | Brunst, Frank       |
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| Caen, P.              | Christensen, Erling |
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| Carlsson, Adolf M.    | Clausen, Cha        |
| Carlsson, S. -1474    | Clausen, Chr.       |
| Carlsson, John        | Collier, H. S.      |
| Carlstrom, John       | Crawford, F.        |
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| Dahlgren, Pete        | Dehnen, Gus         |
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| De Bruin, B.          | Dovle, Wm.          |
| De Freitas, J. Inacio | Dully, John         |
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| Egenas, Nils          | Engelhardt, F.      |
| Eisenhart, N.         | Erickson, Bert J.   |
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| Ellson, Sam           |                     |
| Falcon, M.            | Fierberg, Frank     |
| Ferguson, B.          | Friedrich, H.       |
| Fischer, P.           | Frig, W.            |
| Fjellman, George      | Fritsch, Leonard    |
| Foster, Chas.         | Funk, Bruno         |
| Frelberg, Peter       | Furth, Rich.        |
| Gallagher, Jas.       | Graves, Edward      |
| Gart, George          | Gudmundsen, B.      |
| Geary, A.             | Gudmundsen, L.      |
| Gibbs, James          | Gundersen, Kristian |
| Gilbert, A.           | Gundersen, L. I.    |
| Gordon, George        | Gunderson, J. C.    |
| Grantley, C. W.       | Gunderson, M.       |
| Grantstrom, Nestor    | Guthre, R.          |
| Graugaard, L. J.      | Gutman, C.          |
|                       |                     |
| Haak, Reinhold        | Hedenskog, John     |
| Haave, Norwald        | Heiberger, M.       |
| Halbeck, O.           | Heinen, Charles     |
| Hall, H.              | Helander, John      |
| Hammergren, Oscar     | Heldt, Charles F.   |
| Hammerquish, A. E.    | Helmer, Fred        |
| Hansen, Carl M.       | Helsten, John       |
| Hansen, C. F. -1576   | Henrikson, T.       |
| Hansen, Chris. -965   | Higgins, F.         |
| Hansen, Emanuel       | Hilderbranch, A.    |
| Hansen, F. -1735      | Hofgaard, Hans      |
| Hansen, H. P.         | Holberg, Oluf       |
| Hansen, H. O. -2418   | Holm, Arthur        |
| Hansen, John          | Holmes, Chas. P.    |
| Hansen, I. -2156      | Holmstrom, C. A.    |
| Hansen, Jeremias      | Hoosc, Frank        |
| Hansen, L. P.         | Hoye, Harkon        |
| Hansen, P.            | Huhertz, Emil       |
| Haseth, Kristian      | Hubner, C. F. W.    |
| Haugen, Hans C.       | Huse, Ed.           |
|                       |                     |
| Ikonom, Joe           | Ingehrtsen, Olaf    |
| Illig, Gustave        | Insunso, Francisco  |
| Jackson, Peter        | Jensen, Jack        |
| Jacobson, J.          | Jensen, Thovus      |
| Jansen, Hans          | Jesperson, Christ   |
| Jansen, Jakob         | Johansen, Johan     |
| Jensen, Carl          | Johansen, E. A.     |
| Jensen, C.            | Johansen, S. A.     |
| Jensen, C. E.         | Johanson, Edward    |
| Jensen, Hans          | Johanson, N. A.     |
| Jensen, Henry         |                     |

|                       |                       |
|-----------------------|-----------------------|
| Johanson, Nathaniel   | Johnson, J. -2369     |
| Johannson, Nils       | Johnson, A. -2077     |
| Johansson, C. -2431   | Johnson, Gus          |
| Johansson, J. R.      | Johnson, H. R. O.     |
| Johansson, N. A.      | Johnson, John         |
| Johansen, C. B.       | Jordan, Henry S.      |
| Johansen, C. B.       | Jorgensen, Fred       |
| Kakin, Ed.            | Kleishman, Frank      |
| Kallberg, Arvid       | Klepzig, Otto         |
| Kahn, Antony          | Knohl, Louie          |
| Kagan, F.             | Konstalin, Anst       |
| Kayser, Chas.         | Koop, I. F. O.        |
| Kasvi, Theodore       | Korner, Fred          |
| Kernanson, C. P.      | Koso, Petter          |
| -1622                 | Kramer, Otto          |
| Kingstrim, G. G.      | Kristiansen, Jakob    |
| Kinlock, Wm.          | Kristensen, Vilhelm   |
| Kive, Conrad          | Kuhn, John            |
| Klebingat, F.         |                       |
| Laakso, Frank         | Lind, C.              |
| Laine, Alex V.        | Lindblad, Conrad      |
| Lala, August          | Lindeman, C. H. O.    |
| Larsen, A. C.         | Lindenkrantz, Chas.   |
| Larsen, Herman        | Lindh, N. W.          |
| Larsen, John          | Link, Geo.            |
| Larsen, Pete          | Ljung, Gustaf         |
| Larson, C. E.         | Lodland, Ludvig       |
| Larson, P. -1271      | Loland, Ludwik        |
| Larson, S. G.         | Lonau, John           |
| Larsson, Karl         | Loren, A. L.          |
| Larsson, K. E.        | Lorentsen, Karl       |
| Lauritzen, Georg      | Luberg, W.            |
| Laws, Harry           | Luckman, E.           |
| Lawson, J. P.         | Lundberg, Allen       |
| Leedham, Mace         | Lundberg, Torston     |
| Leekain, Martin       | Lundkvist, A.         |
| Leirevaag, H. J.      | Lundstrom, John       |
| Leiron, Lars          | Lutten, Theo.         |
| Leweridge, H.         | Lybeck, Thomas        |
| Lewald, Harry A.      | Lynch, James          |
| Lindahn, A. -1772     |                       |
|                       |                       |
| Mass, Rudolf          | McLellan, J.          |
| Maatta, John          | McMahon, Jack         |
| Maki, Ivar            | Meislahn, H.          |
| Macomber, Herbert     | Melba, Chas.          |
| Manfred, Einar        | Menk, Billy           |
| Manse, Peter          | Mertensen, Henry      |
| Markson, H.           | Meyer, F.             |
| Markus, Geo.          | Miller, Winford       |
| Martens, Hans         | Mogenssen, C.         |
| Martin, H.            | Moller, Hilding       |
| Martin, John          | Morgen, L.            |
| Martin, John B.       | Mortensen, M. P.      |
| Marx, Thorwald        | Moyer, W.             |
| Mathiasen, Nils       | Mulligan, Edward      |
| Mathiasen, Sigurd     | Munz, Max             |
| Mattson, Charles      | Munz, Fred            |
| McKenzie, John        | Murphy, M.            |
| McKenzie, M. C.       |                       |
| Nagel, A.             | Nielsen, Edwin N.     |
| Nedsen, John B.       | Nielsen, Nils         |
| Nelson, Albin C.      | Nielsen, Valdemar     |
| Nelson, Alvin         | Nilsen, Andreas       |
| Nelson, C.            | Nilsen, Julius        |
| Nelson, C. A.         | Nilsen, Harry         |
| Nelson, John          | Norberg, J. A.        |
| Nelson, John B.       | Nordman, John         |
| Nelson, Wm.           | Nordlof, Sigurd       |
| Nerby, Kristian       | Nunner, Albert A.     |
| Neumann, Joseph       | Nurme, Victor         |
| Nielsen, C. F. -1025  |                       |
| Oberg, Oscar          | Olsen, O. G. J. -1189 |
| Obrken, J. S.         | Olsen, Ole -1047      |
| O'Brien, R. F.        | Olsen, Ole            |
| Ohlsen, P. -370       | Olsen, Oscar          |
| Ohtjen, Fred          | Olsen, Gus. F.        |
| Oleman, Henry         | Olsen, Morten         |
| Olsen, Albert         | Olsen, Nick           |
| Olsen, B. O. L.       | Olsson, Adrian        |
| Olsen, C. 1315        | Olsson, A. V.         |
| Olsen, G. N.          | Olsson, B. O. S.      |
| Olsen, G. W.          | -1232                 |
| Olsen, Ingvald        | Olsson, Dolph         |
| Olsen, John           | Opderbeck, Eugen      |
| Olsen, Jno.           | Osterberg, Henry      |
| Olsen, Marinus        | Owen, Fred            |
| Olsen, O. -1283       |                       |
| Para, E. H.           | Peterson, G.          |
| Pash, Paul            | Peterson, Gottfried   |
| Paul, George          | Peterson, Johan       |
| Paulsen, A. E.        | Peterson, Mowritz     |
| Paulsen, O. E.        | Peterson, O. -1551    |
| Paultin, Martin       | Peterson, Oscar       |
| Pearson, Fred         | Peterson, Wm.         |
| Pedersen, Halfdan     | Peterson, C. -1301    |
| Pedersen, John        | Peterson, Conrad      |
| Pedersen, P. -896     | Peterson, Oscar       |
| Pedersen, Petter      | Pietzman, Geo.        |
| Pergher, Charles      | Pinkert, C. B.        |
| Persson, John         | Pinkanen, Victor      |
| Peterson, A. L. -1589 | Plottner, Alf         |
| Peterson, C.          | Poder, T.             |
| Peterson, C. -1492    | Preusse, Fred         |
| Peterson, O. -1595    | Punfa, Antoni         |
| Quigley, Robert E.    | Quinn, William        |
| Raalsen, F.           | Rickes, G. S.         |
| Raam, Henrik          | Ries, Rob             |
| Randrop, J.           | Rimmer, C. M.         |
| Rasmussen, J. A.      | Ritcher, J.           |
| Rasmussen, Paul       | Rivera, Ben           |
| Rautio, Jaakko        | Rivera, John          |
| Reinhardt, Werner     | Roden, Knut           |
| Reinhold, Ernst       | Rohde, Fritz          |
| Reinink, H.           | Rolland, Lars O.      |
| Retall, Otto          | Rosenquist, A.        |
|                       |                       |
| Saarinen Henning      | Sass, John            |
| Sandberg, John        | Saunders, James       |
| Sanders, Robert       | Savage, Roland        |
| Sanderson, Alfred     | Saxby, C. H.          |
| Sandstrom, Ivar       | Schaffer, Hugo        |
| Sanne, Rudolf         | Schatz, Gustav        |
| Sanne, Thorsten       | Schmidt, Louis        |

|                    |                    |
|--------------------|--------------------|
| Schroder, P. R.    | Sorensen, Jens     |
| Scott, A.          | Sorensen, Jorgen   |
| Seberg, G.         | Sorensen, L. A.    |
| Selbert, Henry     | Sorensen, Vigo     |
| Sellers, Wm. G.    | Spona, Emil        |
| Seppala, E.        | Stangeland, Peter  |
| Silman, E.         | Steger, Karl       |
| Silpy, Mike        | Stoltzman, Emil    |
| Simmonds, J.       | Strand, Charley    |
| Simonsen, S. -2046 | Strand, Konrad     |
| Simpson, L. C.     | Strand, Louis      |
| Sivers, Frank      | Strasdin, W.       |
| Skoglund, Harry    | Strömberg, O.      |
| Skold, C. A.       | Substad, Pete E.   |
| Skjoldenborg, Fred | Svensson, J.       |
| Slanning, John     | Svensen, Albert    |
| Smith, Donald      | Scindling, Knud    |
| Smith, L. K.       | Swansen, B.        |
| Smith, Lyman M.    | Swanson, E.        |
| Soderberg, R.      | Swanson, E.        |
| Solberg, Bernt     | Swanson, Martin    |
| Sorensen, Ed.      |                    |
| Tanman, K.         | Thorsen, Chr.      |
| Tammola, Vain      | Thorsen, Theodore  |
| Theorin, John E.   | Tierney, Michael   |
| Thewas, E. J.      | Tittman, A.        |
| Thompson, Emil     | Toft, Hans         |
| Thompson, Oloof    | Tollinger, A.      |
| Thomsen, Max       | Tortensson, Folke  |
| Thoren, Gus        | Triedrich, H.      |
| Thoren, Victor     | Tuppitz, C.        |
| Uderkull, C.       | Uppit, Walter      |
| Ulicks, Christian  | Ursini, J.         |
| Van Frank, W. O.   | Viljainen, Arvo    |
| Vartnow, Wm. M.    | Villemayer, Walter |
| Verney, Paul       | Vogel, Gus         |
| Wacner, Wm         | Whiteside, Fred    |
| Waldman, Edward    | Whitot, J.         |
| Wallen, John       | Williams, J. C.    |
| Walker, John       | Williams, John     |
| Wang, E.           | Williamson, W. A.  |
| Weber, Fredrick    | Williamson, C.     |
| Weiss, Kar         | Wilson, J. W.      |
| Wesemeyer, Herbert | Witt, Otto         |
| Wheatcroft, L. E.  | Wittenberg, A.     |
| White, J. D.       | Wollsen, A. Chr.   |
| Ziehr, Ernst       | Zwartz, M. C.      |
| Zimmler, Chas.     | Zweyberg, John     |

### PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

|                   |                    |
|-------------------|--------------------|
| Anderson, A.      | Olsen, Carl -1101  |
| Berling, J. B.    | Penningrud, Ludwik |
| Furth, Richard    | Petersen, Aage     |
| Gulbransen, Bjorn | Raam, Henry        |
| Hetman, Walter    | Rarly, Frans       |
| Jansson, A. L.    | Sponer, Emil       |
| Johnson, A. K.    | Vickery, Curtis I. |
| Milding, M.       |                    |

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Res. Park 6950  
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### INFORMATION WANTED.

Any member or members of the crew of the steam-schooner "Cuzco" who were on board of her in August, 1912, at Victoria, B. C., when Joseph H. O'Brien met with an accident, are requested to communicate with George Olson, attorney and counselor-at-law, 300-308 Central Bldg., Seattle, Wash.—4-7-15.

Patrick McFee, who was cook on board the schooner "Robert Henry" on a voyage to Mexico last year, is inquired for by the U. S. Shipping Commissioner, at San Francisco, Cal. 9-15-15

George Alexander Sharman, a native of Brooklyn, N. Y. About 28 years of age, height 5 feet 9 inches, supposed to have sailed on the Great Lakes in 1907, is inquired for by M. L. Kinvan, 121 Mosher street, Baltimore, Md. 7-14-15

Nils Edmund Johansen, a native of Tonsberg, Norway, age about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Chas. Maywell, a sailor, last heard of in New York City in 1892, is inquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y.—12-23-14

### Her Way.

"Did you see where a judge in New Jersey decided that a wife can not sue for wages?"

"Any fool knows that who has a wife. She doesn't sue for wages. She just takes 'em."—Baltimore American.



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Deposits ..... 67,362,899.35  
Capital actually paid up in cash ..... 1,000,000.00  
Reserve & Contingent Funds ..... 1,958,443.69  
Employees' Pension Fund.... 199,164.12  
Number of Depositors..... 66,965

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### INFORMATION WANTED.

Fred Marjama, a native of Russia, age 36, has not been heard from since 1908, at Buffalo, N. Y. Anyone knowing his whereabouts please notify his brother, J. Marjama, 51 South St., New York, N. Y. 9-1-15

# Capt. Chas. J. Swanson

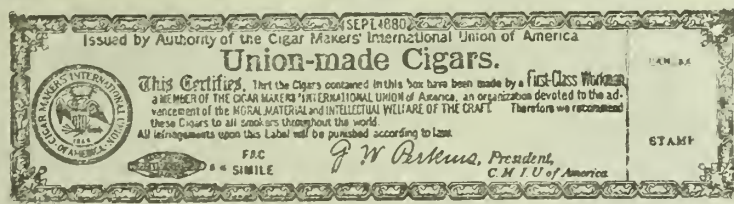
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|                   |                 |
|-------------------|-----------------|
| December 31, 1904 | \$285,436.97    |
| December 31, 1905 | \$1,021,290.80  |
| December 31, 1906 | \$1,899,947.28  |
| December 31, 1907 | \$2,221,347.35  |
| December 31, 1908 | \$2,574,004.90  |
| December 31, 1909 | \$3,817,217.79  |
| December 31, 1910 | \$6,539,861.49  |
| December 31, 1911 | \$8,379,347.02  |
| December 31, 1912 | \$11,228,814.56 |
| December 31, 1913 | \$15,882,911.61 |
| Dec. 31, 1914     | \$18,030,401.59 |
| June 30, 1915     | \$19,080,264.20 |

NUMBER OF DEPOSITORS, 53,946

## News from Abroad.

At a conference of the Anglican clergy of Canada at Toronto, a resolution was adopted to expunge from the hymn "God Save the King," the second verse expressing hatred for national enemies.

All Americans in Villa territory have been ordered to return to the United States for fear of reprisals from disappointed partisans. General Villa's forces are reported to be dwindling from desertions.

A giant memorial to Captain Otto von Weddigen, the commander of submarine "U-9" was to be unveiled September 22 at Kiel. The memorial takes the form of a huge wooden submarine model of the "U-9," into which the public was invited to drive gold and silver nails in accordance with the prevailing craze. The memorial is a gift from Herr Krupp and his wife.

Sir Edward Grey, the British Foreign Secretary, made a long statement in the House of Commons on the situation in the Balkans, but as he dealt with the diplomatic side of the question, he added little to the knowledge of the public and failed to satisfy curiosity as to the progress of the Anglo-French expedition landed at Saloniki. He did say, however, that Russian troops would co-operate "as soon as they were available."

So many German clergyman have gone to the front that there is a great and ever-increasing scarcity at home. The Government and a number of denominations are said to be perplexed regarding methods for meeting the situation. One plan proposed is to detail army officers who have been wounded and rendered unfit for military service. But objection is offered by some church members that these officers are lacking in proper piety for such religious work.

Compulsory education is being enforced in Belgium by German officials. Shortly before the war began the Belgian Parliament enacted a compulsory education law, but exempted from its provisions all children living at a greater distance than four kilometers from a school in which the religion or politics of the father would be taught. The German governor-general has ordered this exemption to be ignored and ordered all children of school age to be sent to whatever school may be in the district in which they reside.

Secretary of State Lansing reported of the conference between himself and the ambassadors and ministers of Argentina, Brazil, Chile, Bolivia, Uruguay and Guatemala: "The conferees, after careful consideration of the facts, have found that the Carranzista party is the only party possessing the essentials for recognition as the de facto government of Mexico, and they have so reported to their respective governments." In return it is understood that the Carranza government will protect the lives of Mexicans and foreigners; that general amnesty will be granted certain leaders opposed to the constitutional cause; that persons connected with any religion in Mexico will be secure if they do not participate in politics, and that the de facto government will take necessary steps to restore law and order, elect officers of the government, and restore a constitutional government in Mexico.

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### INFORMATION WANTED.

Samuel Dickson, a seaman, age about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winipeg, Manitoba, Canada.



### With the Wits.

"Don't you know that drink is your worst enemy?"

"Yes," replied Broncho Bob. "I know it. And ain't it funny that it's about the only enemy a man kin be relied on to have any real forgiveness fur?"—Border Exchange.

Mary and Tommy had been to hear a missionary talk at Sunday-school.

"Did he tell you about the poor heathen?" father inquired at the dinner table.

"Yes, sir," answered Mary. "He said that they were often hungry, and when they beat on their tum-tums it could be heard for miles."—New York Evening Post.

Grateful Papa.—Miss Curley kept a private school, and one morning was interviewing a new pupil.

"What does your father do to earn his living?" the teacher asked the little girl.

"Please, ma'am," was the prompt reply, "he doesn't live with us. My marna supports me."

"Well, then," asked the teacher, how does you mother earn her living?"

"Why," replied the little girl, in an artless manner, "she gets paid for staying away from father."—Argonaut.

Two Irishmen employed on a man-o'-war, finding things a bit slow one morning, decided to liven them up a little. So Dennis, instructed by Mike, placed himself astride one of the big guns and held a deck-pail over the muzzle.

"Now," said Dennis, "let 'er go!"

Whereupon Mike touched her off and she went, sure enough—likewise Dennis and the pail. When the officer in charge came running up, he said: "Michael, what has become of your friend?"

"Oh," said Mike, "he just wint afther a pail of water."

"I see, but when is he coming back?"

"Well," answered Mike, "I'm sure I can't tell exactly, but if he comes back as quick as he wint, he'll be back yisterday."—Pathfinder.

### Children's Accounts

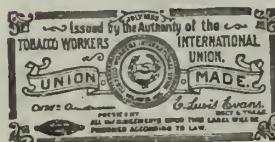
Your children should be taught to save. Open an account for each of them to-day. Show them by example that you believe in a savings account. They cannot start too soon.

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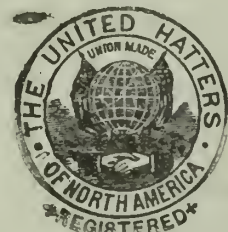
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the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

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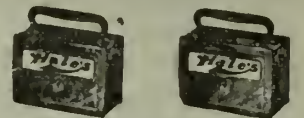
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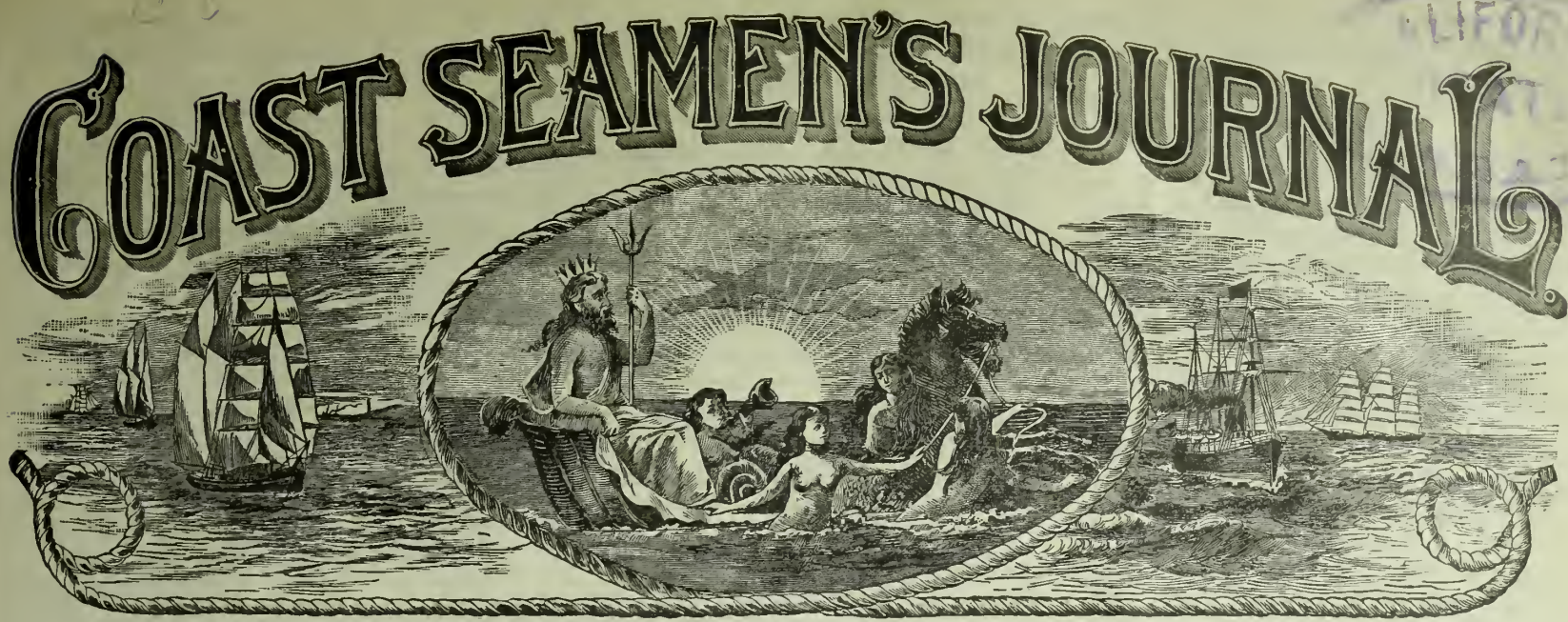
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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXIX, No. 8.

SAN FRANCISCO, WEDNESDAY, NOVEMBER 3, 1915.

Whole No. 2354.

## SEAMEN'S LAW TAKES EFFECT.

Thursday, November 4, A Red Letter Day Among American Seamen.

According to a ruling by the Secretary of Commerce, all the provisions of the new Seamen's law will go into force in American vessels on November 4, 1915.

A subsequent decision of the Attorney-General of the United States exempts from the operation of Section 14 those vessels admitted to U. S. registry under the Act of Congress known as the Emergency Shipping Act. Section 14 deals exclusively with life-saving appliances, manning of boats (certificated lifeboat men), muster rolls, drills, etc. Section 14 does not deal with the language test nor does it in any manner restrict the requirements as regards the "able seaman" certificates.

### "A. B." Certificates Issued.

Since Thursday, October 28, Able Seamen's Certificates have been issued at the principal ports in the United States.

As has been explained in these columns, from time to time, all seamen who are 19 years of age or upward, and have had three years' service on deck at sea, or on the Great Lakes, and who are not physically disqualified, are entitled to able seaman certificates for the "high sea and inland waters."

The service requirements for able seaman certificates on the "Great Lakes and other inland waters" are only eighteen months.

### Union's Blanks Accepted.

The local inspectors at San Francisco at first refused to accept the Application blanks for able seaman certificates issued by the Sailors' Union of the Pacific. However, after a protest had been made at Washington, the blanks issued by the Union were accepted. In the future seamen should use the blanks issued for that purpose by the Department of Commerce. These blanks are now available at the offices of the Steamboat-Inspection Service, as well as at the respective Union's headquarters.

During the first day or two the physical examination of applicants was made unrea-

sonably severe. One applicant, who had twice passed physical examinations for the United States Navy, testified to the fact that the examination for the Merchant service was far more exacting than for the Navy.

The boughten press then very promptly published fake news articles and editorials claiming that fully half of the "experienced seamen cannot meet physical tests." Nothing, of course, was further from the truth. After the first few days the physical tests were made reasonable and the vast majority of applicants stood the examination without the slightest difficulty.

### No Scarcity of Seamen.

Notwithstanding the prediction of calamity-howlers, it may be confidently stated at this time that there are more than sufficient competent and qualified seamen in ports of the United States; further, that the law may be put in operation without the slightest inconvenience if the facilities for examining seamen are adequate.

During the past week steps have also been taken by the Department of Commerce to issue lifeboat men's certificates to men in the fire-room and to those employed in the steward's department who can demonstrate by actual test that they are qualified boatmen.

In every case where seamen are in doubt as to their duties and privileges under the new law, they should consult with the accredited officers of the respective Seamen's Unions.

Following are the new provisions of the La Follette Seamen's law:

### Able Seamen's Requirement, Etc.

Beginning with November 4, no American vessel of 100 gross tons and upward (except those navigating rivers exclusively and the smaller inland lakes, and fishing or whaling vessels, or yachts) shall be permitted to leave a port of the United States unless 40 per cent. of her deck crew (exclusive of licensed officers and apprentices)

are of a rating not less than able seamen. The required percentage will increase every year, at the rate of 5 per cent., until the maximum of 65 per cent. is reached.

### Language Test.

Provides that 75 per cent. of the crew (in the class of vessels described in the preceding item) in each department of the ship must be able to understand the orders given by the officers.

### Working Hours in Port and At Sea.

Provides that sailors and firemen shall be divided into watches at sea (sailors into at least 2 watches, firemen into at least 3 watches); that seamen shall not be required to work on Sundays or on certain legal holidays in port, and fixing 9 hours as a day's work in port.

### Deckhands-Coalpassers.

Provides that seamen shall not be required to work alternately in the fireroom and on deck, and that those shipped for deck duty shall not be required to work in the fireroom, or vice versa.

### Life-Saving Regulations.

Provides that vessels shall carry a minimum number of lifeboats and liferafts, each of which shall be manned by a minimum number of certificated lifeboat men. (Note exceptions indicated according to opinion of Attorney-General.)

### Accidents to Tow-Barges.

Provides that all such accidents shall be reported and that such reports shall be submitted to Congress.

### Fellow-Servant Rule Abolished.

Provides that ships' officers shall not be held to be fellow-servants with the seamen, thus greatly facilitating the recovery of damages in case of accident.

Following are the provisions of the La Follette Seamen's Act which make changes in the existing law:

### Manning of Inspected Vessels.

Provides that the vessel's certificate of inspection shall show the number of certi-



ated lifeboatmen required to man the lifeboats and liferafts.

#### Scale of Provisions.

Increases the daily rations of water and butter.

#### Advance and Allotment.

Abolishes allotment to an original creditor (tailor, boarding-master, etc.), and permits the payment of allotment to certain relatives in the domestic as well as in the foreign trade.

#### Shipment in Place of Deserter.

Provides that substitutes shipped in place of deserters must be of the same or higher grade or rating.

#### Rules for Payment of Wages.

Provides that in cases of delay the seaman shall receive 2 days' pay (instead of 1 day's pay, as formerly) for each day's delay.

#### Money Due in Port.

Provides that the right to money in port cannot be signed away. Extending to foreign seamen the right to money in port.

#### Mutual Release.

Authorizes courts in case of dispute to set aside any release signed by the seaman and inquire into the facts as to the amount of wages remaining to be paid.

#### Attachment of Wages.

Extends to fishermen as well as other seamen protection against attachment of their wages. Permitting attachment in support of wife and minor children.

#### Discharge in Foreign Port.

Provides that a seaman injured in a foreign port may be discharged and sent to hospital by consul without the presence of the master.

#### Better Forecastles.

Provides for an increase in the size of forecastles, construction of hospital space, washing places, fumigation, and emergency exit.

#### Survey of Vessel.

Provides that in a foreign port a survey may be demanded by a majority of the crew, independently of the vessel's officers.

#### Offenses and Punishments.

Abolishes imprisonment for desertion or for absence without leave in foreign ports, and changes the penalty for wilful disobedience at sea.

#### Desertion in Foreign Port.

Abolishes the authority of consuls to reclaim deserters. The provisions of this and the preceding section complete the emancipation of the seaman from involuntary servitude and give him the right of personal liberty—the right to quit—in any port of the world.

#### Corporal Punishment Prohibited.

Provides that the vessel or the owner of the vessel (as well as the master of the vessel) shall be liable in damages to a seaman who may have been assaulted by a ship's officer.

Labor employed in the American industries hails from every part of the globe; some are sufficiently intelligent to unite into trades unions for protective purposes; some are working for a bare existence under slavish conditions, failing to avail themselves of the opportunity of organized effort. The enormous number of immigrants within the last ten years, sweeping over the whole country like a cyclone, had the tendency to lower the average standard of living, both as to housing and comforts of life, of the masses of the workers.—Cigar Makers' Journal.

### THAT TERRIBLE SEAMEN'S LAW.

There is more bad news from the front.

The Seamen's law, that must be, willy-nilly, changed, amended, repealed, wiped off the statute books and all that sort of stuff at the next session of Congress, or at a special session if it can be secured before it has a chance to wipe the American flag off all the coolie-manned steamers in the Pacific Ocean, is due for another broadside from the P.-I. and the Times and all the other special privilege advocates.

Last week Hind, Rolph & Co. let a contract to the Union Iron Works of San Francisco for the construction of a steamer to cost \$750,000 to ply between San Francisco and Oriental ports and to fly the American flag. The Matson Navigation Co. about the same time let a contract to the same company for a million-dollar ship to ply between San Francisco and Honolulu, to be finished in 1917, and the Standard Oil Co. ordered from the same firm a tank steamer to cost \$980,000. All of the boats will fly the American flag on the Pacific Ocean, and, incidentally, are being built in a union shop.

What's the matter with those fellows? Haven't they heard about the Seamen's law, or is it just possible that the law isn't as bad as it is painted by our esteemed Congressman Humphrey?—Seattle Union Record.

### PACIFIC SALMON ON ATLANTIC.

Numerous reports have been received by the United States Bureau of Fisheries, confirming early indications that a run of humpback salmon has been established on the coast of Maine. The fish that have been observed are the first results of plants made in February, 1914. The humpback salmon is a rapid grower, and attains full maturity in two years. For this reason and because of its high value as a food fish when taken in salt water or when fresh run from the sea the bureau selected this species for introduction into selected New England streams.

Many fish weighing 5 to 7½ pounds have been taken or seen in Penobscot River, Me., and 20 were captured alive by agents of the bureau near Bangor and held in an effort to obtain ripe eggs. From two of these fish 3,000 eggs were taken on September 6 and, after fertilization, sent to the Craig Brook hatchery for incubation.

Accounts of the appearance of this new fish in various minor rivers have come in, and in the Dennys River there was a noteworthy run, which began as early as August 15 and was continuing as late as September 24. The local fishermen caught and ate large numbers, and during the week of September 20 an employee of the Green Lake hatchery took 15 fish (8 males and 7 females) which had passed through the fishways in dams in Dennys River and were dropping downstream in a spent condition; at the same time both live and dead fish were observed below the dams.

There isn't much to choose between the union man who regards the payment of dues as his sole obligation to organized labor and the non-union man who assumes no obligation at all—and what choice there is favors the latter, rather.

### HEARD ON THE WATERFRONT.

(By a San Pedro Yarn Spinner.)

"Yaas," said Donovan, as we stood at the ferry landing one morning, "ye thought I was stringin' ye th' other day whin I told ye about the old times in deep wather ships. Well, let me tell ye sumthin'. I havn't even got started yet.

"I left home at th' age of fourteen, and I've been five times around th' world in sky-sail yarders. I was with Dewey when he went into Manila Bay, and the red mark on the side of me face was caused by workin' a machine gun overtime on the veldt in South Africa. I now carry a masther's license, good for anny tonnage, and on anny ocean; so ye can see that I have at least some of the credentials of a graduate from the 'school of hard knocks.' I have battered me way up from the hawse-pipe to the bridge, but I can tell ye it was mighty hard sleddin' in spots.

"Did ye ever read the story of the 256-day trip of the American ship 'Thomas F. Oakes,' from Hongkong to New York? No? Of course ye didn't, for it's never been written, and I'll tell ye right now that I'm only goin' t' give ye a few of the facts, for a frind of mine is writin' it, an' I'm not goin' t' throw him down. Ye can read it whin it's published, that is, if it ever is published. The poor divil is hungry half of th' time now from payin' postage on short stories he sends t' magazines that are said to be read and passed upon by clerks that only get \$6 per week. I sometimes think that the best stories are th' ones that get thrown into the waste basket.

"However, the T. F. Oakes, after being out about 200 days, was posted as 'overdue'; later as 'missing,' and finally Lloyd's was about to pay the owner the insurance when she hove in sight off Sandy Hook, with the best part of her riggin' carried away. When the pilot boat went alongside, they found Captain Reed's wife at the wheel, while he was in his cabin, stone blind. The four men left, out of an original crew of thirty-two, were in the fore-castle totally incapacitated by scurvy, aggravated by starvation. The New York fire-boat, the fastest thing afloat in the bay, was rushed to the rescue and three of them were nursed back to health at the U. S. Marine Hospital on Staten Island.

"Oh, I tell ye there were incidents enough on that trip to keep a good second-hand story writer agoin' for ten years."

Perhaps the most curious mineral found in the United States is staurolite, otherwise known as the "fairy stone." This is an iron-aluminum silicate found only in Virginia and North Carolina, the reddish-brown and brownish-black crystals occurring in well-defined single and double crosses. There is some commercial demand for the crosses as curios, which are worn as watch charms or on chains in the manner of a locket or lavalier—a demand perhaps stimulated by the quaint legend which is told of their origin; the fairies living in the caves of the mountains, on hearing the sad tidings of the death of Christ, fashioned these crosses as mementos of Him.

The trade-union that goes into politics resembles an anchored balloon, controllable only in proportion as it is tied down by forces which offset the natural tendency to fly away.



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## "White Plague" Kills Men in Prime of Life.

Tuberculosis in Ohio strikes men in the prime of life and an analysis of deaths from this dreaded disease disproves the popular theory that farmers and open-air workers are exempt from the scourge.

These sinister characteristics of the white plague are shown by Dr. W. W. Bland, Ohio State Register of Vital Statistics, in tables analyzing the number of deaths from tuberculosis in 1914, printed in the October number of the Journal of the Ohio State Medical Association.

The figures show that the larger number of males die from tuberculosis between the ages of 20 and 35, while the mortality rate is higher among females between the ages of 20 and 30. Comparatively few die from this disease before the age of 15 or after the age of 50.

In 1914, 397 males and 340 females died of tuberculosis between the ages of 25 and 29, while 352 males and 367 females died between the ages of 20 and 25.

During 1914, a total of 814 laborers and 396 farmers were included in the victims. The disease claimed 107 victims among clerks and stenographers and a like number among painters and paperhangers. The machine trades contributed 101 victims. A total of 41 teachers and professors succumbed to the disease, while it was the cause of death of 13 clergymen.

"The statistics present another reason why a permanent campaign should be carried on against tuberculosis," declared Dr. R. G. Peterson, director of the division of tuberculosis of the State Board of Health, in commenting on Dr. Bland's report. "Tuberculosis claims its victims at the time in their lives when they should be most useful to themselves, to their families and to the community. It strikes them down in their productive years and is therefore the most serious economic menace of all diseases."

## Opposes Illegal Strikes.

In a circular issued to the miners of the Illinois district, President Farrington denounces the tendency in certain sections of the State to start unauthorized strikes in violation of an agreement with employers. The union official calls attention to the constitutional penalties for such action, and makes these declarations:

"Such action never has won a single permanent concession for the Illinois miners' union, while it has brought discredit to the organization, made its expansion unnecessarily difficult, and has caused positive injury to the thousands of men who have confidence in the organization and who respect its policies and laws. Therefore, I kindly but firmly warn those who do not seem to have that confidence and respect that the practice of shutting down mines in violation of the agreement must be stopped—otherwise the penalty will be applied.

"To plead for and accept clemency for the offenders would mean that the operators would, some time, expect clemency in return, and I do not propose to plead with the operator to show clemency to men

who wilfully disregard our policies and laws, and thereby compromise myself in a way that will not allow me to uncompromisingly demand of the operator everything that the joint agreement gives to our members."

## Have Employers a Blacklist?

While the Massachusetts State Board of Conciliation and Arbitration was holding a hearing on the strike of machinists against the Leland-Gifford Company, John W. Olson, former foreman at that plant, placed the following letter to him, signed by the Putnam Machine Company, Fitchburg, Mass., in evidence:

"Regarding the matter of employment, which we talked over last week, will say that after getting in touch with the Leland-Gifford Company, that we are somewhat disappointed to learn that they consider you as one of the strikers. In view of this fact, perhaps it will be better to drop the matter of employment for the present."

Olson proved a strong witness for the strikers. He told the commission that he did not go out with the machinists when they walked out of the plant at 2 o'clock on the afternoon of September 27, but was called to the office at 5:30 o'clock the same afternoon and discharged.

Albert J. Gifford, of the struck plant, said he was a member of the Metal Trades Association for two or three years and he approved their principles. He never figured out the cost to the company in dealing with employees collectively or individually. He did not know the cost, and from actual experience did not know anything about where industrial bargaining took place.

He refused to accept the commission's suggestion that the strike be arbitrated, and stated that he made no distinction between unionists and non-unionists, but "if he had a preference," he would prefer that his employees did not belong to a union.

## Judge Upholds Free Press.

Courts are liable to err and a free press and a free people are entitled to criticize, in a fair manner, the actions of courts, declared Judge Henry Lamm, of Sedalia in an address before the annual meeting of the Missouri State Bar Association at Kansas City, Mo.

"Courts are man's invention, the result of a slow evolution, and are human institutions," said Judge Lamm. "The courts have human limitations and frailties, hence are liable to err and stand to have their errors hammered out on the anvil of public discussions and cured by exposures. It is vain to contend they are immune from just scrutiny and criticism to keep them up to high efficiency of service. I maintain the proposition that a free people, and therefore a free press, may examine, discuss, question or defend the doctrines and acts of their courts. I do not believe that great courts and judges impugn this general rule or seek its modification.

"The true attitude of the courts to the newspapers is found in the great judgments of great courts, the great opinions of great judges upholding the right of a decent

(Continued on Page 10.)

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

### AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

### GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London. E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

### BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

### GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

### FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

### NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

### SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

### DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restauration Forening, Nyhavn 17, Kobenhavn.

### HOLLAND.

Algemene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

### ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

### AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonna 15, Austria.

### SPAIN.

Sociedad Sindical de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

### URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

### ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

### BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

### SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



## World's Workers.

The Dominion Industrial Disputes Act was successful in the disputes between the Nova Scotia Steel and Coal Company and the Eastern Car Company and their employees. Under the law, both sides to the disputes appointed a representative, as did the Government. Public hearings resulted in a settlement of the questions involved, which consisted of wage demands.

According to the "Federationist," which is the official organ of the General Federation of the Unions of Great Britain, "everywhere organized labor is raising its voice against the conscription menace. The Trades Councils, the conferences of working class representatives, the executives and branches of the trade unions, are one and all unanimous in their opposition to Prussian methods in England."

In order to relieve the harvesting situation in England owing to the shortage of the crop of men, the Army Council has informed the Board of Agriculture that, in view of the possible shortage of agricultural labor for the harvest, furlough will be given, at the discretion of the military authorities, to a limited number of soldiers of the regular and territorial forces for work in the harvest, as circumstances may permit.

At a mass meeting of the New South Wales Telephonists' Union held in Sydney recently it was moved and carried "that the Postmaster-General, having declared that 7s. a day is a sufficient wage for telephonists to live on, and his failing to recompense us for night work in any way, we cease work as a protest against the minister's action, and that the carrying of this into effect will be left in the hands of the executive."

The Maoriland (New Zealand) "Worker" thinks that the recent police attack on the British "Labor Leader" will go to create still further dissension inside Britain. The "Labor Leader" has been merciless in its exposure of the traitors of the Armament Ring and the Food Pirates and other moneyed robbers. It is one of the splendid journalistic champions of the working men in the present world struggle, and any attempt to wreck it will be resented not only by the British workers, but by the working men of the world.

"Nothing to gain from illiterates," is the caption of an editorial in the British Columbia Federationist on the need for every worker being able to read and write in some language or tongue. The paper says: "Men who are not able to read and write in some language or tongue, are minus the two most important mediums through which the aspirations of organized labor can be imparted to them. It sounds very plausible to say that despite their shortcomings in the matter of literacy, they still know how to put their cross in the right space on a ballot form. But to do that they must be told what to do, and any man who has to be told such a thing does not commend himself to us as a quantity which those who are trying to secure working class representation in legislative bodies can rely upon for much intelligent support. Illiteracy is ignorance of the most fundamental kind, and we cannot see that it has a single feature from which organized labor can expect any permanent good results. Literacy is knowledge; knowledge is only power when those

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### INFORMATION WANTED.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14  
John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

Oscar Olsen, age 37, a native of Hallerna, near Gothenborg, Sweden, who was sailing on the Great Lakes about three years ago, is inquired for by John V. Olsen, Sun Company, Marcus Hook, Pa. 5-26-15  
Adolph Godfred Eriksen, born in Moss, Norway, is inquired for by his brother, Herman Eriksen. Any one knowing his whereabouts please notify W. Nielsen, 206 Moravian St., Philadelphia, Pa. 5-26-15

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SAN PEDRO, CAL.

### INFORMATION WANTED.

Ned Kirchheimer, a native of Germany, weight about 215 pounds, age 49, blue eyes and dark curly hair, who left his home April 24, 1915, to look for work, is inquired for by his wife. Anyone knowing the whereabouts of the above named, please notify Mrs. Elsie Kirchheimer, 712 Rush Ave., Houston, Tex. 9-29-15

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

Vencelus Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolamo Durbich, Zurich, Switzerland. 7-28-15

Herman Sigfrid Persson, a native of Malmo, Sweden, supposed to be sailing on the Pacific Coast, who has not been heard of for two years, is inquired for by his brother, Gustav Persson. Address 13 Stenbarksgatan Malmo, Sweden. 7-28-15

Adolf Krakan, last heard of at Port Pirie, January 1912, and again in March 1913, from Warumbo, 118 miles from Adelaide, South Australia, is inquired for by his mother at Hamburg, Germany.—8-25-15.

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## San Pedro Letter List.

|                    |                        |
|--------------------|------------------------|
| Anderson, Emanuel  | Lundeberg, Ernst       |
| Anderson, Edw.     | Latz, Konstant         |
| -1739              | Lundstedt, Chris.      |
| Anderson, John     | -1968 Lutzen, Valdemar |
| Anderson, Martin   | Lalan, Joe             |
| -1894              | Lindsberg, C.          |
| Anderson, Sven.    | Larsen, L. K.          |
| (Reg. Letter.)     | Lindholm, A.           |
| Anderson, Oscar    | Matson, Johan          |
| Anderson, Ernest   | Mikalsen, Andreas      |
| Andersson, Enkan   | Malm, Gustaf           |
| Apelquist, Otto    | McGuire, J.            |
| Baxter, Arthur     | Mesak, E.              |
| Bergh, Borge       | Martinson, P. A.       |
| Buanik, L.         | Nyhaugen, Jullus       |
| Brein, Hans        | Nohr, Niels            |
| Bensen, Ray        | Olsen, John            |
| Bergman, Leo       | Olsen, Ludvig          |
| Benrowitz, Felix   | Olsen, Olaf            |
| Carera, Pete       | Owen, Fred             |
| Dahlgren, Pete     | Ophaug, Wilhelm        |
| Doyle, William     | Olin, Emil             |
| Duval, William     | Penningsrud, Ludvik    |
| Eriksen, Otto      | Peterson, Hans.        |
| Eklund, Sven       | -1064                  |
| Fisher, Wm.        | Peterson, N.           |
| Hansen, Oskar      | Peterson, Otto         |
| Hansen, Charly     | Posset, P.             |
| Hansen, M.         | Phillips, Charley      |
| Hansen, Hllmar     | Richardson, A.         |
| Hecker, William    | Parsons, Olaf          |
| Hannus, Alex.      | Rogla, A.              |
| Jensen, H. -1555   | Renvall, Anshelm       |
| Johansson, Victor  | Smith, Lawrence        |
| Johanson, T.       | Sutse, Michael         |
| Jacobs, August     | Sanders, Charles       |
| Johansson, Geo. W. | Stromsberg, Ivar       |
| -1219              | Sevenson, Paul         |
| Johanson, Geo.     | Slevers, G. P.         |
| Johnson, Edvard A. | Tamlsar, P.            |
| Johansen, Chas.    | Toren, Gustaf A.       |
| Johnson, Herman    | Uhlir, Richard         |
| Johansson, John A. | Verney, M. O.          |
| -1659              | Verdonk, Peter         |
| Johnson, Gus.      | Warkkala, John         |
| Johnson, K. H.     | Warkkala, John         |
| Kalinin, Ed.       | Johnson, K. H.         |

## Honolulu, H. T.

|                      |                   |
|----------------------|-------------------|
| Anderson, John E.    | Nelsen, C. F.     |
| Burk, Harry -1284    | Petersen, Carl    |
| Crantly, C. W.       | Peters, Walter    |
| Eugenlo, John        | Reither, Fritz    |
| Ekkelund, Rickhard   | Solberg, B. P.    |
| Ivertsen, Sigvald B. | Strand, Conrad    |
| Lengwenus, W. L.     | Thompson, Emil N. |
| Moller, F.           |                   |

### INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio.—3-24-15.

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 106 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Any one knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St.—8-11-1915.

Olai Ingebrigtsen (Brock), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American bark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469-49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Steuart street, San Francisco, Cal.—8-4-15.



# Pacific Coast Marine.

When the Panama Canal was blocked on October 5 there were 83 vessels awaiting passage. Of these, 45 were on the Atlantic side, with an aggregate of approximately 167,000 tons of cargo, and 38 were on the Pacific side, with approximately 189,000 tons of cargo.

Captain Simon B. Brunn, of the steamship "Alaska," who was on his bridge continuously for five consecutive days while rescuing the passengers of the wrecked steamer "Mariposa," recently, died of exhaustion at a hospital at Ketchikan, Alaska, October 18. He rescued 79 souls.

Congressional investigation of the sale of the Pacific Mail Steamship Co.'s fleet has been recommended to William C. Redfield, Secretary of Commerce, by Justus S. Wardell, surveyor of customs here, because the Seamen's Act, he declares, was not responsible for the sale of the Pacific Mail liners.

The appointment of W. D. Hill as assistant inspector of boilers to H. C. Lord of the Seattle United States Inspection Board, is announced. Mr. Hill, for eighteen years a chief and assistant engineer of the Alaska steamer "Humboldt," entered the Federal marine inspection service last December.

In the past few months Grays Harbor mills have been shipping between 750,000 and 1,000,000 feet of lumber a month to the east coast for transshipment to Europe. The shipments average between 20 and 30 cars monthly. The bulk of the shipments are of spruce, the best of which is used in the making of aeroplanes.

The position of the Alaska Steamship Co.'s steamer "Mariposa," which struck the rocks on Pointer Island, B. C., October 8, is precarious. She has listed so far to starboard that all her deck gear slipped into the sea. The Alaska Steamship Co. has chartered the Pacific Coast Steamship Co.'s liner "City of Puebla" to take the run of the "Mariposa."

The War Department announces that all tolls paid by vessels held up by the latest slide in the Panama Canal will be refunded. The twenty-seventh U. S. Infantry, which was aboard the army transport "Buford," held up in the Canal, has been ordered to disembark, and go into camp on the isthmus until the Canal is reopened. The regiment is on its way to the Philippines.

The Shell Oil Co. of California have under consideration four oil barges, two building at Sausalito and two in shipyards in Oakland creek, that, when completed, will be used in supplying fuel to vessels in San Francisco, Oakland and other points about the bay and as far up river as Stockton and Sacramento. The barges will load at Martinez, where the company is building a large plant.

The Osaka Shosen Kaisha is, it is said, considering the establishment of steamship service between San Francisco and Yokohama. Two extra vessels, now operating between Puget Sound and the Orient, will be placed on the San Francisco-Yokohama run, as a result of the withdrawal of the Pacific Mail Steamship Company, according to a report from Tacoma.

The October "Timberman" reports that eighteen out of the twenty-one large redwood mills in California are still running, but none of them on full time. Many of the redwood mills average 20 per cent. of their total production of Douglas fir. Redwood markets are dull, no material changes having taken place other than the usual increase of business coincident with the prospect of the rainy season.

It is reported that a company headed by a lumber concern of Aberdeen, Wash., has decided to build a large schooner capable of carrying 2,000,000 feet of lumber. The vessel will be along similar lines to the one now under construction for the McCormick Lumber Company at St. Helens. The craft will have auxiliary gasoline engines and will be built of wood. With lumber freights at the present high level, mill men are of the opinion that more large vessels will be built.

Although an official statement is lacking, it has become known that the Panama Canal will not be ready for traffic until January 1 next. Major-General George W. Goethals, Governor of the Canal Zone, continues to maintain an attitude of reticence, declining to commit himself on any definite date for reopening the Canal, in view of the uncertainty of slide conditions in the Gaillard cut. General Goethals declares that it is still too early to make predictions because a large movement of earth can happen at any time, although none is now actually in sight.

With the change in the schedule of the Union line from Australia and New Zealand to San Francisco, there will be only two vessels in the service and they will go as far as Wellington only, and not to Sydney. The "Marama" has been taken off the San Francisco run to be put in the Canadian service to take the place of the "Makura," which is to be used as a troopship by the Government, it is reported. This leaves only the "Maitai" and "Moana" in the San Francisco trade, but by running to New Zealand only and not to Australia, the same monthly service will be maintained.

Foreign exhibits, valued at millions of dollars, brought from Europe to the Panama-Pacific Exposition on the United States collier "Jason," probably will start for their homes again early in January. The collier "Mars," it was learned at Mare Island Navy Yard, will be designated for that purpose, under present plans, and is to undergo repairs, which will keep her docked until the first of the year. The "Jason" brought the exhibits on the return trip of her voyage to Europe bearing Christmas gifts from American children to the boys and girls of countries engaged in war.

President H. F. Alexander was re-elected and the position of chairman of the board created, to which Chester Thorne, Tacoma banker, was chosen, at the annual meeting of the Pacific Alaska Steamship Co., held at Seattle recently. Other officers and directors elected were: First vice-president, T. B. Wilcox, Portland; second vice-president, S. A. Perkins, Tacoma; treasurer, William Jones, Tacoma; directors, M. A. Arnold, Seattle; James D. Hoge, Seattle; Colonel D. C. Jackling, San Francisco; E. A. Stuart, Seattle, and R. P. Buchart, wealthy cement manufacturer of Victoria, B. C., who was added to the directorate. Plans for the enlargement of the fleet and operations were also considered by the directors.

San Francisco is becoming the clearing-house for the copra of the south seas, on account of the European market being cut off, and hardly a week passes that one or more windjammers loaded to capacity with copra do not make port. Before the war commenced, the big market for copra was in France, especially Marseilles, where the oil was extracted and used in large quantities in the manufacture of perfumes and fine soaps. With the cutting off of the European demand, however, the growers of coconuts in the south seas had to turn in another direction to sell their crops, and San Francisco seemed the logical port. At the present time several schooners are bound to the islands to load full cargoes or are bound from the various island ports to San Francisco loaded to capacity with the dried fruit of the coconut groves.

A gigantic smuggling plot involving the passing of more than \$20,000 for the safe delivery on shore of eighty-six Chinese stowaways found on the Pacific Mail liner "Mongolia" by immigration and customs inspectors, was unfolded during the past week. It is said by Federal investigators that part of the money was paid to one of the white officers of the vessel before leaving Hongkong. The balance was to have been paid once the feet of the Celestials touched terra firma in this port. The price agreed upon for the guaranteed delivery on shore in San Francisco when the Chinese were sent aboard the "Mongolia" in Hongkong is said to have been \$250 each. Twenty-five immigration inspectors under Immigration Chief Frank Hays and twenty customs inspectors and guards under Inspector Samuel Sackett were engaged in the capture of the stowaways. The search for more continued for twenty-four hours as the "tip" received in advance of the arrival of the vessel was to the effect that there were 100 secreted aboard. The stowaways were taken to Angel Island, where they will be held until the investigation is completed.

Following the announcement from Washington that Secretary of the Navy Daniels had approved the plans for the mammoth dry dock at Hunter's Point, local representatives of the Union Iron Works stated that actual work on the \$2,000,000 enterprise would be commenced within sixty days. According to the plans approved by the Government, the dry dock will be 1000 feet long, 110 feet wide and 40 feet deep—large enough to accommodate the largest battleship built or building, and the same depth as the Panama Canal. It is estimated that the dry dock will cost between \$1,500,000 and \$2,000,000, and it will take three years to complete. The dock will be constructed so as to accommodate two ordinary sized vessels at the same time. It is believed that between 300 and 400 men will be employed constantly on the construction work, and that a large percentage of the cost will go into labor payrolls. The largest vessel now afloat is the German steamship "Imperator," which is 910 feet long. There is one now building in Germany to be 950 feet long. The super-dreadnaught "California," the keel of which was recently laid, is to be 705 feet long. The size of these great vessels has been taken into consideration in planning the dry dock. The Union Iron Works agreed to construct the dock after the Navy Department guaranteed to give the plant a minimum of \$50,000 worth of naval work a year for the next six years, in order to encourage the enterprise.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

## International Seamen's Union of America

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and  
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

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HONOLULU, H. T., Cor. Queen and Nuuanu Sts.,  
P. O. Box 314.

(Continued on Page 11.)



# Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBERG.....Editor  
I. M. HOLT.....Manager

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## NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, NOVEMBER 3, 1915.

## ABLE SEAMAN CERTIFICATES.

Every opponent of the La Follette Seamen's law has doubtless chuckled with glee at the numerous press reports to the effect that a sufficient number of certified "able seamen" will not be available when the law goes into effect on Thursday, November 4.

It should be definitely stated, therefore, that the press reports about the alleged scarcity of able seamen are just as "faked" as have been practically all newspaper attacks upon that meritorious legislation.

In San Francisco, for example, there are available more than enough competent and qualified able seamen to man every ship in port and meet every requirement of the new law. Unfortunately, the issuing of able seaman certificates was not commenced until six (6) days prior to the date when the law takes effect, and the facilities offered to applicants for taking physical examinations have been so hopelessly and stupidly inadequate as to make it appear that Messrs. Schwerin and Dollar themselves had directed the preliminaries in this respect. To be sure, when considering the past performances of Mr. Uhler, the chief of the Steamboat Inspection Service, and of Mr. Chamberlain, the Commissioner of the Bureau of Navigation, nothing very different was expected, but it does remain a mystery why the Secretary of Commerce has permitted these two noted incompetents to remain in control of the two important Bureaus in his department principally concerned with the operation of the new Seamen's Act. The facilities so far offered at San Francisco for the physical examination of able seamen would seem to indicate that some one in command blundered most deplorably.

While the physical examination of able seamen is thus progressing at a snail's pace, it is indeed a pleasure to record the fact that, notwithstanding the very thorough test given, only an insignificant percentage of the applicants have been disqualified.

So, it may be confidently stated, regardless of newspaper distortions to contrary, there

are available in ports of the United States more than sufficient competent and qualified able seamen who can meet the test of the new law and man every ship covered by the statute.

All the seamen ask is to have the authorities provide reasonably adequate facilities to enable them to qualify under the law. The seamen are ready now, as in the past, to do anything within their power to make the law operative without any serious hitch. But neither the seamen nor the La Follette Seamen's law must be held to account for the gross incompetency of such time-serving Government officials as Messrs. Uhler and Chamberlain.

## WELCOME—A. F. OF L.

The thirty-fifth annual convention of the American Federation of Labor will be called to order in Festival Hall, located within the Panama-Pacific International Exposition, on Monday, November 8. Beginning with Tuesday, daily sessions will be held in the Eagles' Hall, on Golden Gate avenue. All sessions are open to the public. On Thursday, November 11, the delegates will be taken on the steamer "Napa Valley" for a Bay excursion to Vallejo, Mare Island, etc. This excursion is tendered to the delegates by the District Unions of the International Seamen's Union of America, in appreciation of the many personal services rendered to the organized seamen in their struggle for emancipation from slave laws and for protection against the ruinous competition of coolie labor. The JOURNAL also extends to the visiting delegates a most hearty invitation to the Maritime Hall Building. As one of the points of interest in San Francisco, the magnificent structure owned by the organized seamen and fishermen is well worth seeing. It is a beautiful and useful monument to the power of self-help!

## ANOTHER IVY LEE?

Editor Frey of the International Molders' Journal has a splendid article in the current issue of that valued periodical dealing with the attempts to discredit the new Seamen's law.

After dealing with the subject matter from the point of view of an enlightened land lubber, Brother Frey closes with the following forceful and interesting sentences:

Last year, while Rockefeller was trying to turn certain counties of Colorado into feudal estates, he employed a dispenser of misinformation named Ivy Lee, who supplied the press with bulletins which were later on shown to contain deliberate misstatements. Evidently some one has employed another Ivy Lee for the purpose of creating a public prejudice which certain groups of ship-owners expect to turn to their advantage, to the public's injury, the sailors' loss and the easier gathering of money.

Yes, there are several Ivy Lees working overtime on the subject.

But when these marine press agents show their hand in the open they will be exposed just as was Ivy Lee of Rockefeller fame.

The man who is inclined at times to regard himself as the "whole cheese" in the labor movement may find something worth while in the reflection that after all he is merely a mite—a creature born of the movement's age and strength.

Labor will never realize its rights until it recognizes its wrongs.

## BRITISH SEAMEN CONFER.

The current issue of our esteemed contemporary, "The Seaman" of London, England, contains details of the annual conference held by the National Sailors' and Firemen's Union of Great Britain and Ireland, at Caxton Hall, Westminster, London, on September 27.

President J. Havelock Wilson, in an address reviewing the work of the past year, pronounced "progress" in his usual vigorous fashion. New members continue to keep "rolling in," said Comrade Wilson, and as a whole, the affairs of the Union are in a most healthy and satisfactory condition.

The British Government has taken over the concentration camp theretofore maintained by the Union for its members born in the enemy's lands. It will be recalled that the Union purchased the estate, where the concentration camp is located, with a view of using it later as a home for aged and incapacitated seamen. From all accounts the Union's investment in this land has been a very profitable enterprise.

General Secretary Cathery reported that the total income for the past year was £82,434 6s. 10d., being an increase on the previous year of £5,905 19s. 5d.

Among the important items of disbursement may be mentioned the amounts paid direct to members in the following benefits:

|                       | £       | s. | d. |
|-----------------------|---------|----|----|
| Dispute pay.....      | 4,117   | 15 | 0  |
| Accidents .....       | 1,905   | 4  | 9  |
| Death claims.....     | 1,804   | 9  | 5  |
| Shipwreck .....       | 785     | 15 | 0  |
| Legal assistance..... | 4,408   | 19 | 7  |
| Total.....            | £13,022 | 3  | 9  |

The cash and investments of the Union, at the present time, amount to approximately £70,000, which means an increase of some £12,000 in the Union's assets since the beginning of the year.

It seemed to be the consensus of opinion among the delegates at the convention, the British Seamen's Union has more than held its own during the great crisis which has tried men's hearts and souls. In these manifestations of progress and stability the JOURNAL heartily rejoices. Every forward step by our organized comrades abroad sounds like sweet music to the ears of American seamen. May the British and the German and the French and all of the European seamen survive that awful fratricidal strife and unitedly face the common enemy—the exploiters of Labor.

Washington, November 1.—Great Britain has consented to the abrogation of the trade treaty with the United States which would have prevented operation of the La Follette Act, as far as the British were concerned.

Oh, yes, we were told times without number, the leading foreign maritime powers would never consent to the abrogation of the treaties and consular arrangements whereby the United States acts as the slave-catcher for the shipowners of those nations when their vessels are in our ports. Yet, here is Great Britain, controlling about 43 per cent. of world's floating tonnage, consenting to abrogate the treaty "without even a fuss." Slowly, but surely, every one of the straw men laboriously erected by the "interests" to discredit the new Seamen's law is being dismembered.

It is enough to make angels weep to see Captain Dollar, the owner of British ships and the champion of coolie labor, pose as a disinterested and patriotic expert on American shipping.



## DE YOUNG—THE KNAVE.

Michael Henry de Young is the owner and editor-in-chief of the San Francisco Chronicle.

In pursuance of Mr. De Young's well established policy to serve mammon his daily stench has printed more malicious and deliberate falsehoods about the new Seamen's law than any other paper in existence.

Nothing else was expected and it really did not do any particular harm or injury to the Seamen's law, the seamen, or to the men who have furthered the seamen's cause. It is public knowledge that Mr. De Young and his stench are always for sale to the highest bidder. So his frequent contemptible attacks upon men and measures that are fair and square and decent are never taken seriously by San Franciscans or Californians.

The JOURNAL has, therefore, practically entirely disregarded the foul slurs and the cowardly attacks made from time to time in the Chronicle's editorial and news columns upon American and, in fact, all Caucasian seamen. As the day approaches, however, when the La Follette Seamen's law takes effect this vile creature De Young, in his impotent rage, seems to go further and further, certainly far beyond the bounds of decency, in slurring and maligning the white seamen who man the American Merchant Marine.

A recent editorial (?) in De Young's malodorous sheet contains a most contemptible and entirely uncalled-for reflection upon thousands of foreign-born American seamen. That journalistic prostitute and champion of coolie labor, Michael Henry de Young, does not approve of the names of American seamen. The names are not like those "usually attached to American citizens," says that miserable excuse for a manikin.

Who has ever insinuated that the name "Michael Henry de Young" stood for Americanism?

Who has ever hinted that there was a drop of American blood in his veins or an ounce of manhood in his entire makeup?

The "Hon." Michael also professes to be greatly concerned about the future of the Sailors' Union. He predicts, as a result of the Seamen's law, the Union will have to call for outside assistance in maintaining its "soup houses." Michael ought to wait until such application for assistance is made. It has never been made before and, no matter what may befall, will never be made to him. Michael Henry de Young's wealth is horribly tainted and charity coming from that score would have to be fumigated so thoroughly as to make it totally useless, even for soup.

Enough of this knave; his name, like his paper, is a stench in the nostrils of man and beast.

Three times the Manly report of the Commission on Industrial Relations finds the Single Tax the remedy for evils investigated. It finds it the remedy for unemployment, for increase of landlordism, and for bad housing conditions. The land question is at the bottom of most economic evils.

The defeat of the non-partisan law in California (where only about 25 per cent. of the people went to the polls) and the fairly unanimous rejection of woman suffrage in Eastern States is fairly good evidence that the millennium is not yet in measurable distance.

## RESPONSIBILITY FOR "EASTLAND."

A Review of the Findings in the Latest Avoidable Marine Tragedy, by Graham R. Taylor in The Survey.

The United States grand jury at Chicago supplies the title for the last chapter of the story of the "Eastland" tragedy. Public opinion, which was, of course, profoundly stirred over the loss of 812 lives by the capsizing of the overcrowded excursion steamer while still tied to her dock, has calmly suspended judgment in fixing responsibility for the disaster, pending the prolonged and thorough investigation of the Federal grand jury.

In five indictments eight men and two corporations are held for trial before the United States District Court, all of them charged with negligence and dereliction of duty equivalent to manslaughter, although that term is not included in the statute under which steamboat officials are prosecuted for carelessness resulting in the loss of life. They include the president, vice-president and secretary-treasurer of the St. Joseph-Chicago Steamship Company, owners of the "Eastland"; the manager of the Indiana Transportation Company, by which the steamer had been chartered when it capsized; these two companies in their corporate capacity; the captain and engineer of the boat, and the two Government inspectors of the Department of Commerce, responsible for the inspection and licensing of the vessel.

The corporations and the manager of the chartering company are not included in the fifth indictment, which charges the others with conspiracy to operate the boat in violation of law, the defendants knowing that "the boilers, machinery, ballast system were not of such shape, construction, material and arrangement, or in such condition that they might safely be employed on a steamship; that the boat was unstable, cranky, of insufficient water line and draft, topheavy, inclined to list dangerously," etc.

The captain is charged with conspiring to raise the number of passengers allowed from 2,183 to 2,570. The Government Steamboat Inspectors are indicted for misconduct and negligence in permitting a number of passengers to board the boat "greatly in excess of the number of persons the boat could carry with safety, as the defendants well knew."

This indictment effectively disposes of the occasion for Secretary Redfield's resentment against even the presumptive grounds on which his inspectors were at first held accountable for not preventing the overcrowding of the vessel. Had the Secretary's bearing and utterances at Chicago been as unbiased and judicious as was his colorless formal report to President Wilson on the relation of his department to the disaster, he would have avoided the distrust and discredit with which both his manners and his investigation of departmental subordinates were universally regarded. Secretary Redfield's report is true as far as it goes, but it does not and could not state the whole truth regarding the situation. It is true that his inquiry was automatically instituted under the law and that his part in it was taken at "his own initiative and without direction or instruction of any kind." No one disputes this.

It is also true, however, that so far from being predisposed against him, or his inspectors, or much less the whole federal

(Continued on Page 11.)

## OFFICIAL.

## SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Nov. 1, 1915. Regular weekly meeting came to order at 7 p. m., Chas. M. Albrecht presiding. Secretary reported shipping dull; the number of men around the Hall increasing. Committee on Constitution submitted a report, to be placed on the ballot and voted upon in December.

JOHN H. TENNISON, Secretary pro tem. Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., Oct. 25, 1915.

No meeting. Shipping and prospects poor. REGINALD TOWNSEND, Agent. Room 11, De Cosmos Block, 1424 Government St.

Vancouver, B. C., Oct. 25, 1915.

Shipping medium; prospects uncertain. W. S. BURNS, Agent. 213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Oct. 25, 1915.

No meeting; no quorum. Shipping dull; prospects uncertain. H. L. PETTERSON, Agent. 2218 North 30th St. Tel. Main 808.

Seattle Agency, Oct. 25, 1915.

Shipping and prospects poor. P. B. GILL, Agent. 84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Oct. 25, 1915.

Shipping and prospects poor. J. PEARSON, Agent. P. O. Box 6. Tel. Main 557.

Portland Agency, Oct. 25, 1915.

Shipping dull; prospects uncertain. JACK ROSEN, Agent. 44 Union Ave. North. Tel. East 4912.

Eureka Agency, Oct. 25, 1915.

No meeting; no quorum. Shipping medium. OTTO DITTMAR, Agent. 227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Oct. 25, 1915.

Shipping fair. HARRY OHLSEN, Agent. 128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Oct. 18, 1915.

Shipping medium; prospects uncertain. JACK EDWARDSON, Agent. P. O. Box 314. Tel. 2526.

## MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Oct. 28, 1915. The regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping slow, plenty of men ashore. Shipwreck Benefit was ordered paid to four more members wrecked on the steamship "Mariposa."

EUGENE STEIDLE, Secretary. 42 Market St. Phone Kearny 5955.

Seattle Agency, Oct. 18, 1915.

Shipping slow; plenty of men ashore. LEONARD NORKGAUER, Agent. Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Oct. 20, 1915.

No meeting. Shipping slow; plenty of men ashore. HARRY POTHOFF, Agent. P. O. Box 54.

Portland Agency, Oct. 25, 1915.

No meeting; shipping quiet. THOMAS BAKER, Agent. 89 Second St. N. Phone Broadway 2306.

Three points, and three points only, in addition to existing fortifications, will receive immediate attention by Congress in the line of armament for the Pacific Coast, according to authoritative information received at San Francisco. Los Angeles, or, rather, Port San Pedro, Monterey Bay and Grays Harbor, Wash., are the only Coast points now undefended for which any definite plans for defensive works have been made, it is stated. Of these three points Monterey and Grays Harbor are the only two for which plans have not already been perfected, as Fort MacArthur at San Pedro Bay already exists on paper, land is available for placing fortifications and plans for such fortifications have long been drawn up by the War Department, it being a certainty that this will be the first new work attempted on this Coast.



**RUSSIAN AUTOCRACY AT BAY.**

(From "Freedom," London, England.)

Recent events in Russia give us hope that at last the reign of autocracy is at an end, and that the new spirit is to find expression in new methods. When the war broke out we were assured that, from the Tsar to the peasants, all the people of Russia were united in a desire to put an end to German domination and bring about peace on earth. We did not quite believe in this beautiful picture, as we could not imagine the revolutionists in Russia standing shoulder to shoulder with the Tsar and his infamous "Black Hundreds," however much they might agree in hating the Germans. As the press of this country evidently had instructions to refrain from publishing anything which would dispel the illusion, news of events in Russia was very slow in trickling through; but what did come to hand showed that the "united nation" did not exist. The arrest and imprisonment of the Socialist members of the Duma and of Bourtzeff, the persecution of the Jews, the suppression of Labor associations and their press, and similar events, proved that the autocracy did not intend to surrender any of its privileges without a struggle; and when a new committee was formed to carry on the war, to be responsible only to the Tsar, it seemed as though the reactionary party was firmly seated in the saddle.

The necessities of the war, however, have proved too strong for the Government. The provision of armaments, the feeding and clothing of the army, and the care of the enormous numbers of wounded were beyond the powers of the narrow, centralized clique at the head of affairs; and they were compelled to seek the co-operation of the Duma, the Zemstvos, and other public bodies, who were not content to be merely the agents of the Government, but wished to have a hand in the Government itself. To conciliate the members of these bodies, the Duma was called together on August 1, when some very plain speaking was indulged in. Charges of corruption were hurled at the Ministry, and strong protests made against the persecution of the Labor movement and the Jews. These, however, had little apparent effect; but when later on about three-fourths of the members of the Duma joined hands, with a common program, the principal feature of which was the dismissal of the Ministry and the formation of a Coalition Ministry, the autocracy felt its existence was endangered, and the Tsar promptly prorogued the Duma. Immediately the fat was in the fire. In Petrograd and Moscow strikes took place on a large scale, and although the press here gave little information on the matter, sufficient leaked out to show what a tremendous movement it was. The war, however, had its influence on the workers, and their leaders helped to appease them, although they pointed out that the prohibition of workmen's associations and meetings made it difficult for them to do so.

A few days later, on September 21, the Zemstvo and municipal conferences opened in Moscow, and the utterances of some of the speakers give us some idea as to the indignation felt against their rulers. Whilst not anxious to assist the revolutionary forces in Russia, most of the speakers indulged in language which in normal

times would have landed them in prison. They demanded that the Duma should be called together again immediately, but what will be most pleasing to revolutionists the world over was the demand for a full political amnesty. This was voiced by the Deputy from Maikop, who said: "Dozens of our best men are languishing in prison, and those who managed to escape from the authorities, and lived in freedom abroad, have left their bones on foreign soil for the best future of Russian soil."

Deputations were appointed to formulate these demands, and present them to the Tsar; and it is certain that if he refuses to give way, nothing can prevent a revolutionary outburst. In any case, the autocracy is doomed; and although we do not expect any very drastic economic changes in the near future from a political revolution in Russia, we would rejoice at the sweeping away of the brutal and blood-thirsty gang which has for so long crushed the brightest and best elements in Russia. In years gone by, especially in 1905, the autocracy was only saved from extinction by the lack of unity among the people, but our disappointment will be severe if advantage is not taken of the present opportunity to wipe it out for ever. Then will the Russian people breathe freely, and from their ages of suffering spring life and light.

**WORKERS OPPOSE CONSCRIPTION.**

(Editor's Note: The organized workers of Australia have spoken with no uncertain sound upon the subject of conscription. The article which follows is from the editorial page of the "Australian Worker.")

When busybodies, however well-meaning they may be, or appear to be, start doing something which is alien to their province they generally succeed in doing more harm than good.

The Universal Service League is no exception to the rule. In fact, it is rapidly taking unto itself all the attributes of a Horrible Example.

Already its curious mixture of mistaken enthusiasm and sinister scheming has done much to bring about a very undesirable split in public opinion.

And if it doesn't soon begin to read the signs of the times aright, and to profit by the perusal, infinitely worse things will assuredly follow.

It has the lesson of the conscriptionist plot in England before it.

It has learned how the British Trades Union Congress (representing over 3,000,000 workers) emphatically told the Government that the British workers will do their share so long as they are not driven by Conservatives who have been Labor's enemies, not only since the outbreak of war, but long before the war was dreamt of.

It has surely read of the announced federation of three of the largest and most powerful industrial organizations in Britain. No seer's wisdom is needed to deduce that the federation is the answer of British Organized Labor to the Tory scheme for conscription.

And here in Australia, Organized Labor has denounced conscription in no uncertain terms. The working class will have none of it.

Consequently, to attempt to foist it on the nation is a direct invitation to a controversy which will cleave society in twain.

Does the Universal Service League want

to drive the vast forces of Industrial Labor to measures of protest, when national unanimity is the most priceless asset that can possibly be conceived?

In short, does the League want the sort of trouble that ought to be avoided at all costs?

If it does, it is certainly going the right way about getting what it wants.

**NEW SOUTH WALES FISHERIES.**

The Government deep-sea fisheries inaugurated by the State of New South Wales, seem to have proved a success in providing cheap fish for the people. In one week the three small trawlers landed 65,000 pounds of fish, one boat alone bringing in 15 tons, which is said to be more than a similar boat would catch in the North Sea.

In pursuance of its plan of selling direct to the people, the Government opened the first State fish shop in Oxford street, Sydney, on August 17, and although a large stock had been accumulated it was all disposed of. The prices asked were lower than have prevailed in Sydney for years. The following are some of the varieties of fish offered and the prices obtained, per pound: Skate and ray, 6 cents; barracuda, short boarfish, gurnet, perch, cucumber fish, spotted rock cod, and leather jacket, 8 cents; flathead, dannegai, John Dory, silver dory, and morwong, 10 cents; teraglin, red cod, ling, and sergeant-baker, 12 cents; school whiting and giant boarfish, 14 cents; black rock cod, schnapper, and red bream, 16 cents.

**More Markets to be Opened.**

The Chief Secretary of the State is so well satisfied with the result that a second snop has been rented in Pitt street, near Circular Quay, and two more will soon be opened, in addition to which it is proposed to provide movable stalls, which will take up position in different parts of the city and suburbs and be supplied with motor cars fitted with a cold chamber. It is also stated that specifications are being prepared for three more wooden trawlers, driven by oil engines, to be constructed at Sydney.

The State of Victoria is watching with interest the success of the New South Wales venture, and it is reported that arrangements have been made to borrow one of the latter State's trawlers when the occasion warrants, in order to test the waters along the Victorian coast for fish.

**IRON COINS IN GERMANY.**

According to a recent ordinance of the Bundesrat, the Imperial Chancellor is empowered to authorize the coining of five-pfennig pieces out of iron to the value of 5,000,000 marks. These coins are to have a milled edge and will contain the words "Deutsches Reich" over the figure "5" and the word "pfennig" under it, followed by the date. The obverse will have the usual stamp of the Imperial coat of arms. The new coins are to replace those now made of nickel and copper, and they shall be withdrawn from circulation not later than two years after the conclusion of the present war.

The only real help is self-help.—Pestalozzi.

Demand the union label upon all purchases!



## THE WORLD WIDE WAR TRUST.

(By Congressman Clyde H. Tavenner.)

The concerns comprising the armor ring are notorious as being among the most bitter enemies of organized labor in the United States, and reports following investigations of conditions in the plants reveal that they are cruel and inhuman in their treatment of unorganized labor. Is this language too strong? The findings of the investigating committees themselves will afford the best answer to this query.

A survey of living conditions in Pittsburg was made in 1909 by the Sage Foundation under the direction of especially qualified investigators, who collected their material at first hand in the mill and in the home. It had from first to last the hearty support of such prominent citizens of Pittsburg as Mayor George W. Guthrie; President H. D. W. English, of the Civic Improvement Commission; Judge Joseph Buffington, of the United States Circuit Court; and W. H. Matthews, of the famous Kingsley House.

Edwin Bjorkman, a magazine writer, was furnished with the material gathered by the Foundation and presented its findings in condensed form in the *World's Work* for April, 1909. I quote the following from Mr. Bjorkman's résumé of the Sage Foundation report:

"The Carnegie Steel Company employs about 23,000 workers within the district. Concerning the foreign born among these, some very instructive statistics are available. They number in all 17,340, or three workers out of four in the whole force. Together they represent more than 20 distinct nationalities, most of which in turn embrace from 3 to 20 racial or lingual subdivisions. Considering only the predominant elements, we find . . . 14,000 Austrians, Hungarians, Italians and Russians, . . . among every hundred of whom there are 82 unskilled, 15 semi-skilled, and only 3 skilled workers. . .

"Mentally they rank low. Education or training they have none. But morally they can hardly be called undesirable. They prove submissive, dependable, willing workers, who never dream of questioning the desirability or the dignity of the task assigned to them, and who are rendered oblivious to danger by their ignorance. Having worked 14 and 16 hours a day in their native countries, and having been paid from 25 to 50 cents for such slavery, they think little of working 12 hours a day and find a fortune in \$2 thus earned. . .

"To the English-speaking people, these men with unpronounceable names and strange ways are just 'Hunkies'—dumb, dull, driven brutes, so utterly beneath contempt that even competition with them is out of the question. Wherever they get in, the natives and the northerners withdraw. Wherever the latter find conditions too hard or wages too low, the 'Hunkies' apply eagerly. Everywhere they have been kept at the bottom so far. The worst jobs, and only these, are for them. But still they are coming in ever greater numbers, and by slow degree they are pushing upward—steadily, inevitably as fate itself. Amid the clatter of their unintelligible tongues the few, and ever fewer, English-speaking foremen and skilled workers feel as lonesome as light-houses. And this chasm between hostile castes of workers serves, by the by, to make unionism additionally impossible. . .

"There used to be big money for the workers who handled iron and steel. There is still fairly good money to be made by a very few of them. But for 15 years the cutting of wages has been going on until to-day in many

cases the best workers make less than half of what they used to earn. It has been figured out that every hundred workers in the steel mills and blast furnaces includes 60 men who make less than \$2 a day, and only two who make more than \$5 in the same time. The average daily wages of Allegheny County's 9,000 blast-furnace men were found to be below \$2.50 in 1907. In October of that year the entire force of 12-hour men in the open-hearth department of the Homestead Steel Works was averaging \$2.76 a day. The highest paid skilled workers in some of the most important branches of the steel industry are incapable of earning more than \$3.75 a day.

"The main thing asked of the worker is speed, or, maybe one ought to say, speed without waste. To the achievement of this result everything is adapted, but, above all, the wage schedules. The underlying idea of the whole system is to get more out of a man by paying him less. Its fundamental rule is that if the man drives the machine he is paid by the piece; if the machine drives him he is paid for time. A trick constantly practiced is to urge the workers into exceeding their previous capacity for the purpose of earning more and then to adapt the wage rate to the new record in order that they may work still harder to retain their old earnings. This has proved one of the most effective means of increasing the output. . .

"Among 16,000 men employed in the three largest plants of the United States Steel Corporation in 1907 there were 120 men working only eight hours a day. . . Among the steel and iron workers the 12-hour day is practically law now, so that, for instance, there were only ninety-three 10-hour men to one thousand five hundred and seventeen 12-hour men at the Homestead Steel Works in 1907.

"This law, slightly modified—and modified largely for the worse—holds good seven days of the week all the year through. Neither Sunday nor holidays exist for these toilers. Once every fortnight they work 24 hours in a stretch, in order that they may have a full day of 24 hours free the next week."

Secretary of State Lansing is in receipt of a silver cup made in London, to be given to Capt. Charles Edward Blackler, master of the American steamship "Ruby" of Philadelphia. The cup is the gift of the British government to Capt. Blackler in recognition of his rescue of the officers and men of the merchantship "Harpalyce," which, after delivering an American-Belgian relief cargo, was sunk in the North Sea by a German submarine. The inscription on the cup is as follows: "Presented by the British government to Charles Edward Blackler, master of the steamship 'Ruby' of Philadelphia, in acknowledgment of his humanity and kindness to the shipwrecked crew of the British steamship 'Harpalyce' of London, which was sunk in the North Sea on the 10th of April, 1915."

Of all non-British shipbuilding districts (according to Lloyds classification), Kobe, Japan, is exceeded only by four in its output of merchant tonnage. Those doing bigger business are the River Weser, Hamburg and the Elbe, Rotterdam (with Dordrecht and Flushing), and Maryland and Virginia. The Netherlands, Japan, and Norway were the only shipbuilding countries that launched more tonnage in 1914 than in 1913.

## NOTICE TO SEAMEN.

## IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,

V. A. OLANDER, Secretary.

## LAKE DISTRICT, I. S. U. of A.

## HEADQUARTERS:

## LAKE SEAMEN'S UNION,

570 West Lake Street, Chicago, Ill.

## BRANCHES AND AGENCIES:

BUFFALO, N. Y. . . . . 55 Main Street  
Telephone Seneca 936 R.  
CLEVELAND, O. . . . . 1401 W. Ninth Street  
Telephone Bell Main 1842.  
MILWAUKEE, WIS. . . . . 133 Clinton Street  
Telephone South 240.  
ASHTABULA, O. . . . . 21 High Street  
Telephone 552.  
NORTH TONAWANDA, N. Y. . . . . 152 Main Street  
Telephone Bell 2762.  
DETROIT, MICH. . . . . 15 Twelfth Street  
Telephone 3724.  
SUPERIOR, WIS. . . . . 1721 N. Third Street  
Telephone, New, Broad 385.  
BAY CITY, MICH. . . . . 108 Fifth Avenue  
OGDENSBURG, N. Y. . . . . 70 Isabella Street  
CONNEAUT, O. . . . . 922 Day Street  
SOUTH CHICAGO, ILL. . . . . 9142 Mackinaw Avenue  
PORT HURON, MICH. . . . . 517 Water Street  
ERIE, PA. . . . . 107 E. Third Street

## MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

## HEADQUARTERS:

71 Main Street, Buffalo, N. Y.

Telephone Seneca 48.

## BRANCHES:

CLEVELAND, O. . . . . 1185 W. Eleventh Street  
CHICAGO, ILL. . . . . 445 LaSalle Avenue  
MILWAUKEE, WIS. . . . . 151 Reed Street  
DETROIT, MICH. . . . . 27 Jefferson Ave., East  
SUPERIOR, WIS. . . . . 1814 Fourth Street  
OGDENSBURG, N. Y. . . . . 70 Isabella Street  
BAY CITY, MICH. . . . . 108 Fifth Avenue

## MARINE COOKS AND STEWARDS' UNION.

## HEADQUARTERS:

406 N. Clark St., Chicago, Ill.

Telephone Main 365.

## BRANCHES:

Buffalo, N. Y. . . . . Toledo, O.  
Cleveland, O. . . . . North Tonawanda, N. Y.  
Milwaukee, Wis. . . . . Superior, Wis.  
Ashtabula, O. . . . . Erie, Pa.

## UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

## MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

## RELIEF STATIONS:

Ashland, Wis. . . . . Ogdensburg, N. Y.  
Ashtabula Harbor, O. . . . . Oswego, N. Y.  
Buffalo, N. Y. . . . . Port Huron, Mich.  
Duluth, Minn. . . . . Manitowoc, Wis.  
Escanaba, Mich. . . . . Marquette, Mich.  
Grand Haven, Mich. . . . . Milwaukee, Wis.  
Green Bay, Mich. . . . . Saginaw, Mich.  
Houghton, Mich. . . . . Sandusky, O.  
Ludington, Mich. . . . . Sault Ste. Marie, Mich.  
Manistee, Mich. . . . . Sheboygan, Wis.  
Erie, Pa. . . . . Superior, Wis.  
Menominee, Mich. . . . . Toledo, O.



## WEEKLY NEWS LETTER.

(Continued from Page 3.)

press to be free to discuss with manly frankness and fearlessness those officials, those men, those principles, those things lying close to the public weal."

**John D. Questioned.**

The New York World asks John D. Rockefeller why he did not include the Rockefeller railroads when he stated last year that "we propose to support the officers (of Colorado Fuel and Iron) in their course, which is in support of the working-men themselves and their right to work for whom they please and how they please."

"Mr. Rockefeller did not talk about spending his father's 'last cent' to uphold on railroads the 'great principle' that men should 'work for whom they please and how they please.'"

"Conceding at last that in a region where men were being murdered and women smothered in tent cities the industry might need the owner's eye, Mr. Rockefeller went to Colorado. He met leading mining men much like himself, and talked things over. He saw a light. He now has a plan to propose, a 'republic of labor' which involves the very method of collective bargaining which months ago a great principle bade him oppose. If the miners like, as well as their delegates seem to do, the suggestion of a private labor union confined to the employes of one company, that is their affair."

"Only—in any case—it would have been better for his own record and for the honor of Colorado if Mr. Rockefeller had gone on his job two years ago."

**I. & R. Foes Won't Debate.**

The National Association for Constitutional Government has declined the offer of the National Popular Government League to debate either the Initiative, Referendum or Recall.

The constitutional folks, through David Jayne Hill, chairman, insists that their organization is "educational and not controversial." Secretary Judson King, of the National Popular Government League, replies: "We regret that you do not consider a public debate between able and distinguished men upon the subjects in question as educational."

The direct legislation official continues:

"We are pleased that you now definitely state that you are opposed to the Initiative, Referendum and Recall. Your declaration to the effect that majority rule 'is not a rightful basis of government' will interest, if not astonish, the American people. It is paramount to saying that the real sovereignty of this nation lies not in the people but in the Constitution, which is supposed to be an instrument of their creation. Will you be good enough to inform us who, then, is to designate, and by what process determine, what shall and shall not be contained in our Constitution?"

"Your attitude forces us to the belief that your association cannot stand the light of publicity, cannot stand open debate, cannot stand public scrutiny of your reasons; and, while we have not charged you with representing invisible influences, we say without hesitation that the minority rule which you advocate and your hostility to majority

rule favor a form of government peculiarly subject to the control of invisible influences, from which this country has so keenly suffered."

**Rockefeller in Wyoming.**

The Wyoming Labor Journal makes this comment on the visit of John D. Rockefeller, Jr., to his properties at Sunrise, in Wyoming:

"Mr. Rockefeller failed to make the favorable impression among the workers at Sunrise that was anticipated. In an address to the workers he advised them to steer clear of agitators and not make any demands for a raise in wages, assuring them that the company, when it thought a raise was justified, would grant the same 'voluntarily.'"

"An effort to interest Mr. Rockefeller in a high school for the camp proved futile but later efforts may prove more successful. For the first time in their existence some of the company houses are being painted and there appears to be a disposition to improve housing conditions."

"Those workers in Sunrise who have been expecting some definite announcements from Mr. Rockefeller concerning a raise in wages were sadly disappointed, as the present wage rate will hold till January, 1917, at which time, if the workers have not organized to present their claims it will be continued in force. The Sunrise workers must awaken to the fact that only by a thorough organization will they be able to achieve the betterments they are entitled to. Mr. Rockefeller will never give any concessions that are not wrung from him by the unrest of his employes or an awakened public sentiment."

**Rockefeller Plan Would Fit Children.**

The Rockefeller plan of settling disputes with employes might be feasible if these workers were children, but to grown men the scheme is repugnant. This is the verdict of a committee representing the International Executive Board, United Mine Workers of America, now in charge of Colorado affairs.

The committee says:

"The calm assurance on the part of the company that the result of the joint conference was a foregone conclusion speaks eloquently of their firm conviction that the 'plan' to work at all, must work in harmony with their desires."

"The great fundamental principles of industrial democracy, and the right of collective bargaining, which alone can guarantee to the Colorado worker his civil and political liberties, have no place in the document that has been so elaborately prepared by Mr. Rockefeller and his associates, for the future guidance of his silent and apparently non-consulted partners in the mining camps of southern Colorado."

"The plan fails to provide for meetings or conventions of the miners except locally, and by doing so insures company domination of its workings."

"All meetings except local mine meetings are to be joint meetings where the company will have equal representation, thus eliminating the danger of the collective action that might result if the men from several mines met together free from company influence."

"The evils that are fundamental will be

eradicated when the men are represented by a labor organization powerful enough to compel recognition of the industrial, political and civic rights of its members, and capable of writing these principles into the joint agreement along with the rights claimed by the employer."

"Had the employes of the Colorado Fuel and Iron Company been so many children of tender age, the paternal control they seek to exercise through the medium of the 'plan' would be proper; to grown men of independent thought in a nation that boasts of its free institutions, it cannot be other than repugnant."

"A certain degree of social betterment is a poor substitute for the privileges that can only be secured through industrial democracy and collective action on the part of the wage workers."

**Butte Workers Are Unionists.**

"We are working out our own destiny in our own way and need no dictators," says the Free Lance of Butte, Mont., in an editorial reviewing the Butte labor movement after its survival of many recent spectacular dissensions.

This paper says:

"Yes, the so-called ultra-conservatives, into whose hands the labor movement has fallen, are the same men who gained for labor the conditions it now enjoys, which are superior to any in any other community on the North American continent."

"The labor unions are not misled by mirages; nor are they chasing phantoms; they believe in securing conditions for the workers here. And now they are not going to change to false prophets or false gods, nor will they be deluded by the sophistries or false promises of men who neither can nor will assist them. The trade-unionists of this community are not going to be severed from the path which experience and results attained has taught them to be the only one that can guarantee them better conditions in life, namely their economic movement, and the economic movement is not going to pull anybody's chestnuts out of the fire. We have enough to do to attend to our own business and cannot and will not be cajoled into being an auxiliary to any other organization, be it political, fraternal or social."

**Immigration Figures.**

Figures issued by the United States Department of Labor, Bureau of Immigration, show that 27,413 immigrants were admitted to this country during the month of August.

The totals for preceding months are: July, 27,097; June, 28,499; May, 35,363; April, 31,765; March, 26,335; February, 28,704. During August Italy surrendered its lead in furnishing immigrants, being supplanted by Greece, with 2,124, followed by England, with 1,223. Italy is third in the list with 1,047. Japan contributes, 894; Ireland, 848; Norway, 573; Portugal, 533; France, 469; Russia, 377, and the German empire, 259.

The effect of war on immigration is shown in the report of November, 1913, when 21,044 Russians and 21,690 Italians were admitted. During this 1913 period immigration from other countries was: Germany, 3,129; England, 2,998; Ireland, 1,431; France, 947.

Demand the union label upon all purchases!



Federated Seamen's Union of Australasia  
29 ERSKINE STREET, SYDNEY, N. S. W.



## Labor News.

As a result of conferences between the San Francisco Iron Trades Council and the California Metal Trades Association, the pay for all machinists has been increased from \$3.50 to \$3.75, and on December 12 the minimum will be increased to \$4. The eight-hour day will prevail.

Prisoners can be guarded better on the eight-hour system than when keepers are forced to work a twelve-hour day, Sheriff Thomas of Galveston, Texas, told the county commissioners. The latter agreed that twelve hours is too long and ordered that the shorter workday be adopted.

Metal polishers employed by the Rockford Bit Company at Kokomo, Ind., have been locked out. In a statement, the polishers say some of them have been employed by the company for twenty-five years. They made no demands, and were discharged "solely because they had become members of an organization."

"The manufacture of brooms at the Joliet (Ill.) State penitentiary will be discontinued just as soon as the present supply of material on hand is exhausted," is the word sent to Secretary-Treasurer Boyer, of the International Broom and Whisk Makers' Union, from the office of Governor Dunne. Secretary Boyer, together with officers of the State Federation of Labor, took the matter up with Warden Zimmer, of the Joliet institution, recently, and that official recommended to the Governor that the shop be closed. A few months ago the unionists induced the management of the Chicago House of Correction to abandon the manufacture of convict brooms, and the broom makers' union will now attempt to secure like results in Iowa.

Officers of the Associated Press in Washington have written a letter to American Federation of Labor officials against the inference that the Associated Press is a party to an alleged plan intended to weaken work being done by the Federal Department of Labor, and also the statement that the railroad brotherhoods accept that portion of the Commons' report to the Commission on Industrial Relations which favors a commission to enforce labor laws. Associated Press officials say they did not send out this story, which was printed in the American Federation of Labor weekly news letter, issue of September 25, but that it was published by newspapers that had received this information in the form of a circular, issued by an information bureau in Washington.

The entire militia of Arizona has been ordered out by Governor Hunt to proceed to Clifton where 5000 copper miners have been on strike for a month. The miners are in the Morenci-Metcalf district. The strike is for restoration of the wage scale that prevailed before depression set in in the copper market. When the dull period commenced, wages were reduced ten per cent., with the understanding that they would be restored when better times came. The demand for copper brought on by the war has caused prices to rise, but the company holds that the old rate can not be restored until the price of copper reaches sixteen cents. At other camps the required price is thirteen cents. The strikers demand \$3 a day for shovelers and laborers, \$3.50 for miners, and an average of 29 cents an hour for smelter and mill workers.

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## Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Abrahamsen, Halp-  
tan  
Andersen, Hjalmar  
Andersen, Alfred  
Andersen, Albin  
-1338  
Brower, Geo.  
Bucknam, J. W.  
Berg, Fred  
Brown, D. C.  
Christensen, Anton  
Christensen, Albert  
Donovan, J.  
Dougherty, J.  
Dyrnes, L. E.  
Edwards, John  
Eggers, John  
Engelbreiten, Ed.  
Edson, Frank  
Endresen, Marius  
Eugen, T.  
Fenes, I.  
Farridane, P.  
Glademo, Lars  
Gundersen, Peter  
Gustafson, Karl  
Grant, Dave  
Hansen, Alex M.  
Hansen, John  
Hansen, Olaf  
Hansen, E. -1437  
Hill, C.  
Hernes, K.  
Jakohson, Waldemar  
Jorgensen, Fred  
Johanson, Wm.  
Jacobson, Johan  
Johnson, Andrew  
Johnson, Ernest  
Johnson, P. M.  
Johnson, Ole  
Johnson, Jorgen  
Junge, H.  
Kallning, Jacob  
Karell, J.  
Karlsen, Ingvald  
Kraeger, Johan  
Kressman, Karl  
Larsen, Albin  
Larsen, Olaf  
Leonard, John  
Lindeman, C. H. O.  
Lawson, J. J.  
Larsen, Emanuel  
Lundgren, F.  
Mjones, John  
Moyer, Wm.  
Martensen, Ingoald  
Martinsohn, P. A.  
Mathisen, Sigurd  
Moore, C. R.  
Mattson, Erick  
Mattson, J. -1323  
Mikkelsen, A. W.  
Morgan, W.  
Nass, T. M.  
Newland, Ernest  
Nelson, Axel  
Nordstrom, E. V.  
Nevlin, George  
Olson, J. E.  
Ona, Sam  
Peterson, A. -1223  
Peterson, Harry  
Peterson, Hans  
Pederson, Carl  
Pederson, Carl, -1300  
Peterson, Carl, -1653  
Quains, Nick  
Ramberg, Barney  
Rosenwald, Isach  
Ruiter, J.  
Schweistous, W.  
Shankat, Hans  
Stimminghjm, G.  
Speller, Henry  
Salvesen, Salve  
Samuelson, Leonard  
Seppola, Emil  
Selken, H.  
Sinclair, Emanuel  
Smith, T.  
Swensen, Jorgen  
Strandevus, Jack  
Sverdr, C. P.  
Telchert, Karl  
Thomsen, Einar  
Torjusen, G. T.  
Voss, H.  
Vick, Tom  
Ween, Ole  
Wennecke, A.  
Wick, J.

## Tacoma Letter List.

Cords, W. A.  
Evertsen, Olof  
Farrell, William  
Haugan, Arthur  
Johannsen, Christian  
Jinea, W.  
Line, Wictor  
Murphy, Danlal  
Olsen, Martin E.  
Paterson, John  
Person, Fritz Leo-  
nard  
Schmidt, Louis  
Thomas, Paul  
Ullman, Emil

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## INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuanu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden. 5-13-14

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y. 6-24-14

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## Eureka, Cal., Letter List

Contreras, Julio  
Eriksen, Anton  
Kyrkslatt, Lars  
McKeating, R.  
Lawrence, Harry  
Lomas, Richard  
Nilsen, Nils  
Thorsen, Fredrick N.

## INFORMATION WANTED.

Johan Hilmar Hansen, a seaman who was last heard from in Seattle, Wash., in 1911, is inquired for by his father, Anton Hansen, Nygaten 34, Moss, Norway. 5-13-14

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. 5-13-14

Knut Jensen No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Tangemunde, A/Elbe Ostenerweg, No. 7, Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis. 4-14-15

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks Ave., Pasadena, Cal. 7-29-14

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Charles Anderson, alias Helmik Helgesen, a native of Alvestad, Stavanger, Norway, age 70, is inquired for; last time heard from in 1904. Anyone knowing his whereabouts please notify his brother, B. H. Alvestad, Jewal, Iowa.



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## Portland, Or., Letter List.

|                     |                     |
|---------------------|---------------------|
| Bese, F.            | Muller, P.          |
| Bernhardsen, Chas.  | Metts, John         |
| Bjornlund, Axel     | Moller, L. D.       |
| Bugge, Mr.          | McConnell, David S. |
| Christensen, H. P.  | Mark, Thorwald      |
| Decas, O.           | Meckermann, Ernst   |
| Dolany, Willie      | Neuling, George     |
| Edstrom, John       | Nielsen, H. -1253   |
| Ekberg, Hugo        | Olsen, Arthur       |
| Fernandez, Frank    | Ohlsson, J. W.      |
| Gelger, Joe         | Osterberg, Henry    |
| Hecker, Wm.         | Ogilvie, Wm. A.     |
| Halbeck, J. O.      | Palm, P. A.         |
| Holmstrom, Chas. A. | Pedersen, J. A.     |
| Henriks, Waldemar   | -1515               |
| Ingelbrigsten, O.   | Perkins, Paul       |
| Jensen, Christ      | Peterson, M.        |
| Jensen, Wm.         | Rabel, John         |
| Jegstrup, Harold    | Reskran, George     |
| Johnson, Nils       | Rinkel, H.          |
| Jonsson, Karl       | Rimmer, Chas.       |
| Knopp, Fritz        | Schneider, J.       |
| Kristiansen, Wm.    | Schneider, Fritz    |
| King, J. L.         | Swanson, Emil       |
| Kelly, Patric       | Soderlund, Uno      |
| Kler, Magnus        | Sorensen, Jorgen    |
| Knudsen, Richard E. | Shea, Oscar         |
| Larsen, H.          | Schacht, H.         |
| Leonhard, George    | Schultz, John N.    |
| Letchford, A.       | Selin, Joe          |
| Lindblad, Konrad    | Salmelin, H.        |
| Lindberg, A. C.     | Saarnen, W.         |
| Lindholm, John      | Tuhkanen, J. J.     |
| Loescher, Joseph    | Urso, Geozzep       |
| Miller, E.          | Vinx, H.            |
| McKeating, R.       | Windblad, M.        |
| Munchmeyer, H.      | Wheatcroft, L. E.   |
| Miller, Andy M.     | White, Harry        |
| Morgan, Tim         | Westengren, C. W.   |

## Aberdeen, Wash., Letter List.

|                   |                     |
|-------------------|---------------------|
| Albers, Geo. L.   | Paul, George        |
| Anderson, Anton   | Peters, Walter      |
| Andersen, -1118   | Pearson, J.         |
| Arntzen, W., reg. | Peters, Walter      |
| Andersen, Andrew  | Paaso, Andrew       |
| Bunte, Paul       | Pettersen, Karl     |
| Burmeister, T.    | Petersen, J.        |
| Bjorklund, G.     | Peterson, Nels      |
| Davis, Frank      | Risenius, Sven      |
| Eising, Ben       | Rundblad, Oscar     |
| Eriksson, -333    | Schmidt, Heinrich   |
| Evensen, Krist    | Simonsen, Isak      |
| Gronros, Oswald   | Scheffner, Bernhard |
| Gueno, Pierre     | Thorn, A. L. -70    |
| Holmroos, W.      | Toves, H. C.        |
| Hansen, Ove Max   | Thorne, John        |
| Hylander, Gustaf  | Thompson, S. K.     |
| Kallas, August    | Udby, Harold        |
| Karlson, Victor   | Wehrman, John       |
| Ludtke, Emil      | Walder, Olsen N.    |
| Machado, Henry    | Packages.           |
| Magnusson, Walde- | Glazer, Y.          |
| mar               | Gorgensen, Olaf     |
| Munsen, Fred      | Hansen, John        |
| Nilsen, -1054     | MacGuire, O. F.     |
| Nilsen, Harry     | Stanners, W. S.     |
| Nordgren, Chas.   |                     |

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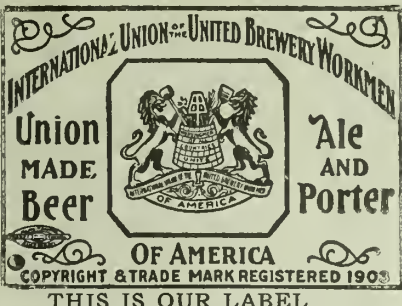
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Chas. L. Baine, Sec.-Treas.

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## INFORMATION WANTED.

Iwar Westerberg, age about 50,  
sailing second mate on some steam  
schooner on the Pacific Coast, is in-  
quired for by Gus Englund. Any in-  
formation regarding the above named  
will be gladly received at 214 Jack-  
son street, San Francisco, Cal.

1-27-15

Theodore Krakan, last heard of in  
September 1911, at New Orleans, La.,  
is inquired for by his mother. Any  
one knowing his whereabouts please  
notify Mrs. Ad. Krakan, Langenvehm  
38 I, Hamburg 22, Germany.—8-25-15.

## Home News.

Three thousand spectators wit-  
nessed a public hanging at Murphys-  
boro, Ill.

The California State Railroad Com-  
mission has decided that the jitney  
bus is not a public utility and is not  
subject as such to laws applying  
to railroads and trolley lines.

More than 3000 persons registered  
at Minot, N. D., recently for a  
chance to file on one of the 700  
homesteads in the Fort Berthold  
Indian Reservation to be opened for  
entry in May.

On recommendation of Secretaries  
Lane and Houston, President Wil-  
son has issued an order abolishing  
the national forest of 138,000 acres in  
western Kansas. It was opened to  
settlement on November 1. The land  
office is at Dodge City, Kansas.

The Cramp Shipbuilding Company,  
Philadelphia, has secured another  
contract for two large steamships  
from the Ward line. Each boat is  
to be of 10,000 tons displacement  
and will run in the Cuba and Mexico  
service. The contract price is said  
to be \$1,750,000.

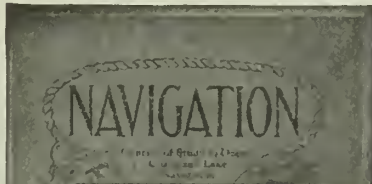
For the three months ending with  
June 30, 2056 persons were killed  
and 30,336 injured on railroads in this  
country, according to a statement  
issued by the Interstate Commerce  
Commission. As compared with the  
corresponding quarter of 1914, these  
figures show a decrease of 166 in  
the number killed and 4392 injured.

Potash in paying quantities has  
been discovered in Piute County,  
Utah, by a special agent of the  
United States Geological Survey. A  
vein ten feet wide and of unknown  
depth has been traced for 3500 feet.  
Germany has heretofore been the  
chief source of supply, the imports  
into the United States in 1913  
amounting to \$15,000,000.

The Supreme Court of Iowa de-  
cided in a case that came up from  
Carroll County, that school teachers  
may wear a religious garb in the  
school room, may read from any  
version of the Bible, may recite pray-  
ers and hang religious pictures on  
the school room walls. The case  
resulted from objections to the action  
of the trustees of Maple River who,  
while the local school house was  
being repaired, had rented for public  
school purposes a room in a Catholic  
school.

The United States Government has  
filed a brief with the Supreme Court  
in which the Income Tax is de-  
fended. The Government says that  
"Congress has, in its discretion, de-  
termined that the heavier burden can  
be carried more easily by the larger  
income and it is not for the courts  
to say that such classification is out-  
rageous. The ordinary system of in-  
direct taxation upon consumption  
places upon the poor person a dis-  
proportionate share of the burden  
of Government support," says the  
brief.

Ralph K. Blair and Dr. Thomas  
Addis were found guilty at San Fran-  
cisco of violating the neutrality of  
the United States by conspiring to  
hire and retain men in this country  
for the British army. United States  
District Judge Maurice T. Dooling  
directed such a verdict after reading  
a twenty-page opinion in the case,  
which has attracted international at-  
tention. This is the first conviction  
under this statute since 1855, when  
the British Ambassador and several  
British consuls were recalled as a re-  
sult of their activities in enlisting  
men for service in the Crimean war.



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## Domestic and Naval.

The Cunard Steamship Company will establish a freight service between London and Boston in competition with the Leyland line of the International Mercantile Marine. The first steamer, the "Hedley," sailed from London on October 20.

The incorporation is announced of the France and Canada Steamship Company with a capitalization of a million dollars. The headquarters are at Montreal. The company, apparently, has been organized to inaugurate a new steamship service between Canada and France.

The steamer "Floridan," which is being built for the Hawaiian-American line, is nearing completion, and is expected to be ready for ocean service about December 1. The steamers "Artisan" and "Arborean," also for this company, will be completed in April, 1917.

The steamer "H. F. Dimock," of the Metropolitan line, went through the Cape Cod canal recently on the passage from Boston to New York, she being the first steamer to undertake a passage of the canal at night. The steamer was drawing about 18 feet. It is figured that she saved nearly four hours by using the canal.

The 250-ton floating crane "Ajax," recently completed at Cristobal and submitted for test, has been provisionally accepted by the Panama Canal, and has been placed in service. The "Ajax" underwent all of the principal tests satisfactorily, but certain minor details remain to be adjusted before the final acceptance.

A new steamship service for America is to be established between New York and Gothenburg, Sweden, by Swedish capitalists, who are endeavoring to buy several steamers. In the event of their failure, they may contract with American yards for the construction of four or more ships at an early date.

The Munson line has placed another order with the Newport News Shipbuilding & Dry Dock Company, Newport News, for a steel cargo steamer to be delivered in April, 1917, and to be a duplicate of another for April (1916) delivery, now building. The price is said to be \$625,000. Dimensions 385x54x30 feet, two decks, single screw triple-expansion engines.

The four-masted schooner "Agnes Manning," of Philadelphia, has been sold for about \$18,000 to Captain A. Frankel of New York. The "Agnes Manning," built at Camden, N. J., in 1892, has been engaged almost exclusively in the coal-carrying trade to Eastern ports. Under the new ownership she will be placed in the off-shore trade. It is said she will proceed to Philadelphia to load a cargo of case oil for Bordeaux.

The Uruguayan barque "Carolina," dismasted and abandoned on the high seas during the great storm, was knocked down by the United States Marshal October 9 at Galveston to Captain Walter Wrightson of Mobile, Ala., on his bid of \$8200. The "Carolina" was on the way from Havana to Galveston to load a full cargo of cotton for Barcelona, when she encountered the storm. She stranded near the mouth of Caney Creek, and was there abandoned by her master and crew, and the men made their way overland, despite many difficulties, to Bay City, from where they were brought to Galveston. The sale was in order to satisfy a claim for salvage by the owners and crew of the tug "Della" which pulled the "Carolina" off the sands.

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Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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Olaf  
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Backman, Aug.  
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Blume, Ernest

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Andersen, Peter  
Andersen, V. -992  
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Anderson, John C.  
Anderson, Joseph  
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REQUIRED BY THE ACT OF AUGUST 24, 1912,

of Coast Seamen's Journal, published weekly at San Francisco, California, for October 1, 1915.

Name of— Postoffice Address.

Editor, Paul Scharrenberg, San Francisco, Cal.

Managing Editor, Paul Scharrenberg, San Francisco, Cal.

Business Manager, I. M. Holt, San Francisco, Cal.

Publisher, Sailors' Union of the Pacific, San Francisco, Cal.

Owners: (If a corporation, give its name and the names and addresses of stockholders holding 1 per cent. or more of total amount of stock. If not a corporation, give names and addresses of individual owners.)

Sailors' Union of the Pacific, San Francisco, Cal.

Not a corporation.

Principal officers of the Sailors' Union, Andrew Furuseth, Secretary; Ed. Andersen, Treasurer.

Known bondholders, mortgagees, and other security holders, holding 1 per cent. or more of total amount of bonds, mortgages, or other securities: (If there are none, so state.)

None.

I. M. HOLT, Business Manager.

Sworn to and subscribed before me this 23rd day of September, 1915.

(Seal) MARGUERITE S. BRUNER,

Notary Public in and for the City and County of San Francisco, State of California.

(My commission expires January 8th, 1918.)

Form 3526.

#### INFORMATION WANTED.

Any member or members of the crew of the steam-schooner "Cuzco" who were on board of her in August, 1912, at Victoria, B. C., when Joseph H. O'Brien met with an accident, are requested to communicate with George Olson, attorney and counselor-at-law, 300-308 Central Bldg., Seattle, Wash.—4-7-15.

Patrick McFee, who was cook on board the schooner "Robert Henry" on a voyage to Mexico last year, is inquired for by the U. S. Shipping Commissioner, at San Francisco, Cal. 9-15-15

George Alexander Sharman, a native of Brooklyn, N. Y. About 28 years of age, height 5 feet 9 inches, supposed to have sailed on the Great Lakes in 1907, is inquired for by M. L. Kinvan, 1211 Mosher street, Baltimore, Md. 7-14-15

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### INFORMATION WANTED.

Fred Marjama, a native of Russia, age 36, has not been heard from since 1908, at Buffalo, N. Y. Anyone knowing his whereabouts please notify his brother, J. Marjama, 51 South St., New York, N. Y. 9-1-15

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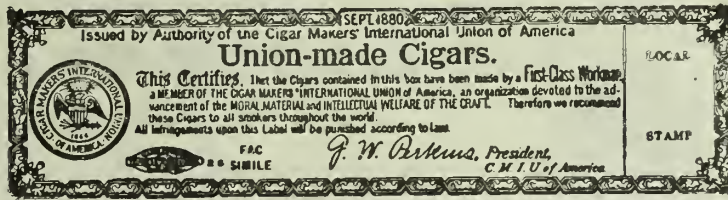
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### INFORMATION WANTED.

Nils Edmund Johansen, a native of Tonsberg, Norway, age about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Chas. Maywell, a sailor, last heard of in New York City in 1892, is enquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y.—12-23-14

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"Well, I notice he carries his change and his fishhooks loose in the same pocket."—Judge.

## News from Abroad.

Replying to the British claim that sixty German submarines have been sunk, Berlin declared less than fifteen to be destroyed and that her underwater fleet is now greater than at the beginning of the war.

Italy is pushing her campaign against Austria with more vigor, with a view to compelling the Teutonic powers to withdraw some of their forces from the Serbian campaign. Progress on the Isonzo River has been made that foreshadows the fall of Goritz. No new developments are reported from the Dardanelles.

In an address at West Point, Brigadier General Francis Vinton Greene, U. S. A., retired, venturing "an intelligent guess," placed the dead since the war began at 2,000,000, the wounded at nearly 4,000,000, and the prisoners and missing at 2,000,000. The increase of the national indebtedness of the European nations was placed at approximately \$20,000,000,000.

According to despatches from Scandinavian countries, the operations of British submarines in the Baltic are causing serious uneasiness in Germany. It is said that three submarines are busy in the neighborhood of the south coast of Sweden and that altogether in the Baltic there are about one dozen. A Copenhagen despatch says that five German steamers have been sunk while operating in the trans-Baltic traffic.

Women voted for the first time at Norwegian general elections on November 11. The new electors added to the rolls number 170,000, of which the press predicts the greater part will go to swell the Socialist representation in parliament. The ballot was won by the Norwegian women June 11, 1913, when the Storting unanimously agreed to extend the right of all women to vote, without regard to the amount of their income tax.

It is officially announced that Japan has notified China that unless Japan's demands regarding jurisdiction over the Koreans residing in Chentao, in the Kirin region of Manchuria are accepted, Japan will pursue her own course, employing force if necessary. The Japanese claim rests on the agreement of May, 1915. The Chinese government maintains that Chentao is not mentioned in the agreement, and therefore does not come within those provisions.

Payments on the third German loan are said to amount to \$1,605,225,000. One feature of this loan is the systematic campaign for subscriptions in the United States. Printed matter in German is being quietly circulated, naming five per cent. as the rate of interest, and notifying the purchaser that he may buy at the rate of \$21.00 for a 100 mark bond, which is practically equivalent to paying \$87.50 for a \$100 bond. The earliest date of maturity named is 1924.

The German admiralty announces that since the breaking out of the war it has sunk 610 ships, including transports and fishing boats, representing a tonnage of 1,055,608 tons. British submarines now appear to be taking greater toll of German shipping than the Germans are taking of the British. Undersea boats from England have made their way into the Baltic Sea, where, operating from Russian harbors, they have sunk a number of German vessels, and interrupted trade.

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Charles Carpy X. De Pichon

### INFORMATION WANTED.

Samuel Dickson, a seaman, age about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.



### With the Wits.

"Did the fellow pay any attention when you told him you had a bill to collect?"

"Yes, sir, but that's all he did pay."—Baltimore American.

"I've got to sit up with a sick friend to-night," he said.

"Well," she retorted, "I hope you do him good," and from the way she said it, he knew that he hadn't got by.—Detroit Free Press.

"Did Alice take her husband's failure in the right spirit?" "Oh, yes. Just as soon as she knew he was going under she went out and bought her entire summer outfit."—Boston Transcript.

"Have you made up your mind what party you will vote with next election?" "No," replied Senator Sorghum. "In these days of political change a man may as well wait and see what parties there are."—Washington Star.

"Do you think your constituents will return you to Congress?" "I don't know. The boys out my way weren't very well pleased with Congress. Maybe they'll keep me home to punish Congress for the way it has been acting."—Washington Star.

Accepted Suitor—Sir, I admit being a poor man, but I am determined to marry your daughter, in spite of her wealth.

Her Father—Oh, well if that's the case, I'll just remove the obstacle.—Judge.

He had told her the age-old story, and, torn with emotion, waited for a few short words that would decide his fate.

"George," she said, "before I give you my answer you must tell me something. Do you drink anything?"

A smile of relief lighted his handsome countenance. Was that all she wanted to know? Proudly, triumphantly he clasped her in his arms and whispered in her shell-like ear.

"Anything," he said.—The Medicine Man.

### An Invitation

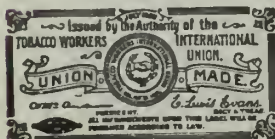
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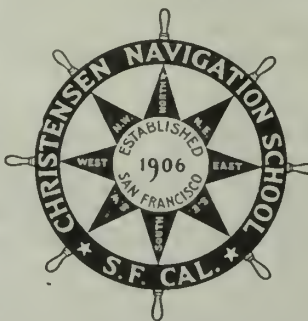
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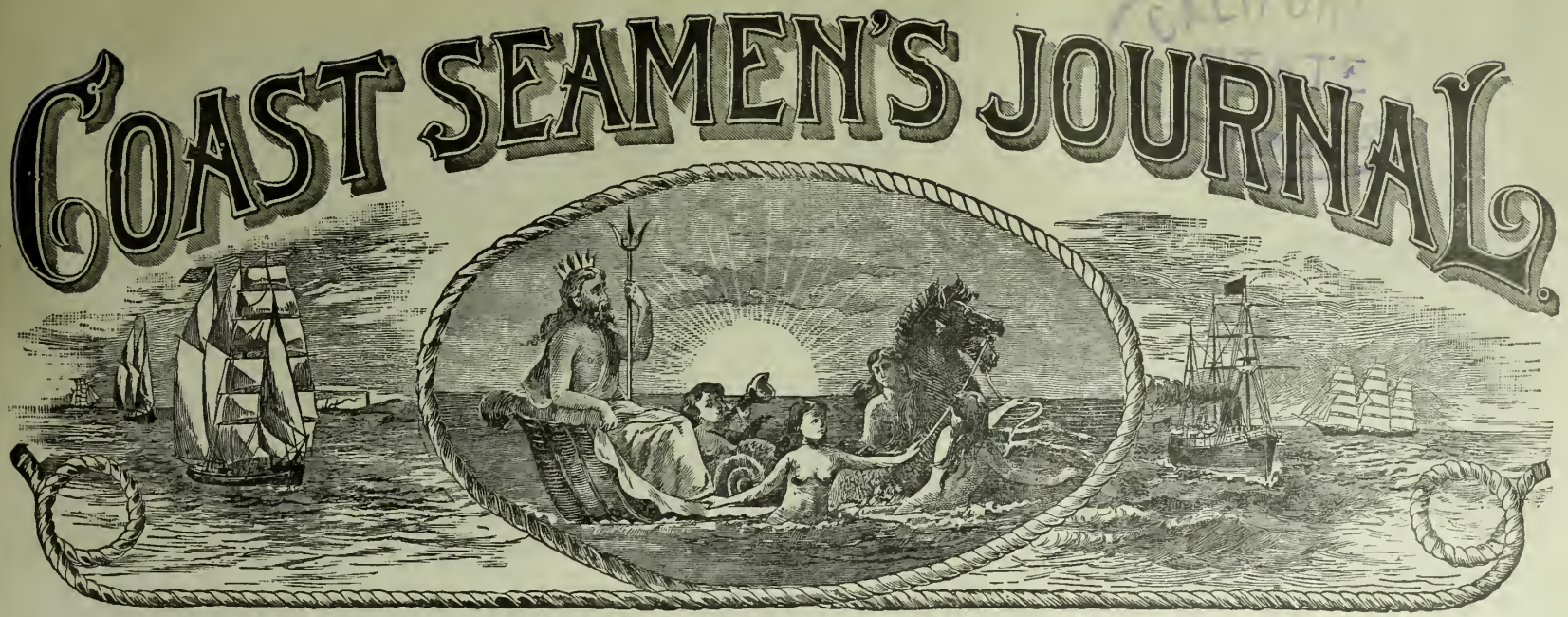
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Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXIX, No. 9.

SAN FRANCISCO, WEDNESDAY, NOVEMBER 10, 1915.

Whole No. 2355.

## A. F. OF L. IN ANNUAL SESSION.

### Executive Council Submits Comprehensive Report.

The thirty-fifth annual convention of the American Federation of Labor is now in session at San Francisco.

In accordance with the law and custom the Executive Council submitted a very comprehensive report upon the Federation activities during the past year. The introductory to the report is a splendid thesis on trade-unionism and its relation to current historical events.

It is impossible, of course, to reproduce the entire (176 pages) report of the Executive Council. But all workers, organized and unorganized, will benefit by reading that portion of the report which follows:

San Francisco, Cal., November 8, 1915.

To the Officers and Delegates of the Thirty-fifth Annual Convention of the American Federation of Labor, Greeting:

The past year has been one of particular stress for the labor movement, testing its power and its practical efficiency. Like every other organization the labor movement has found itself confronted in its various relationships by war conditions and war difficulties. At the outbreak of the war there came a great catastrophic upheaval, when the activities and policies of peace were suddenly sundered and Europe was plunged into an atmosphere of fighting and destruction.

Men's thought and efforts had been centered upon progress, upon the development of civilization and upon the conservation of human life and the enlargement of opportunities for human development. With the declarations of war, almost in an instant everything was changed, the course and purpose of organized society were changed to further the purpose of destruction and to serve war needs. Skill of men's minds and muscles, knowledge and scientific invention, progress of all the ages were put at the service of the armies and navies engaged in the terrific conflict, destroying human life with unparalleled effectiveness. It seemed as though Europe had suddenly gone mad; all of the agencies to which had been entrusted the welfare and the progress of humanity were suddenly made helpless. But after the period of almost paralyzed horror had passed, we began to devise ways by which we could control the convulsion following the war and utilize even war conditions for human betterment. The period of readjustment enabled us as a nation to adapt ourselves so as to organize upon a basis that would enable us to protect the citizens of our own nation.

The working people have been those who have suffered most from these changes. During that period of wonder and horror that followed the beginning of the war many of the workers were suddenly left without the means of earning a livelihood, left to struggle on as best they could for themselves and those dependent upon them, although they had not been able to provide out of their scanty wages to meet such an emergency. Industries throughout the country struggled on for a time in a halting sort of fashion and some stopped. The commerce that

was prepared to meet the needs of peace was wasted in the war situation. There followed a period of depression which meant to the workers of our country unemployment of such a serious nature that thousands were facing starvation. Yet, in the midst of all of this confusion, this turmoil, uncertainty and even despair, there was one agency upon which the workers fixed their trust and hope, the one agency that was appealed to by the toilers and the oppressed, not only of this but of the nations that were suddenly submerged in the European war.

The labor movement has done much in the crisis of the European war, but it has been hampered by lack of funds. The same obstacle is felt in carrying out ideals and plans for greater helpfulness in all international relations.

This agency remained because it was founded for an unselfish purpose, because it did not exist for the hope of gain, because all of its efforts were bent upon the protection and assistance of human beings. The labor movement owes its existence to the needs of men. It expresses their hope for the future. It continues because it meets the needs of the people, and it maintains its power and its vigor in proportion as it keeps itself free from the agencies of greed and of selfish interest that would use it to further their own purposes or would weaken it to eliminate its opposition. In this country as the desires of men increase and are more urgent, the need for the labor movement becomes greater. In the period of distress and disruption that followed, men's thoughts and men's hopes were turned to the labor movement of America. Whether organized or unorganized, they knew they could depend upon that organization to help them in their time of need.

In the time of peace, the labor movement is the constructive force in the industrial world which brings system, organization and opportunity for progress into industrial relations between employers and employees. It is the democratic medium by which the toilers can work out their problems, remedy wrongs and secure for themselves ever increasing opportunity for better living.

Industrial organization is now upon too large a scale to permit of haphazard methods and disorganized conditions in any of its relations. Employers have found that their interests in industry must be very highly systematized if they are to survive in the struggle with their competitors. Employees can not remain a helpless disorganized mass with inarticulate wants and needs if they are not to be crushed and maimed by the strong organized forces in industry. Such inhumane and unwise policy would result in reducing the workers to a condition for which only industrial revolutions and rebellions would secure betterment, protection or justice. Such a policy is not worthy of an enlightened nation. It is subversive to all ideals of industrial progress or industrial statesmanship.

It has become a generally accepted fact that all relations of life must be so organized that there shall be in existence agencies for constructive development and gradual and natural progress—agencies whereby the problems arising in these various relationships can be worked out

without upheavals or unnecessary disturbances. It is now recognized that policies and principles of statesmanship must be applied to industrial relations as well as to political relations. In truth, industrial relations are now of greater consequence than political relations because they touch the lives of the people more intimately and with greater power for good or evil than do political relationships. Furthermore, it is now recognized throughout the civilized world that the agency necessary for the existence of regulation, system and progress in relations between workers and their employers is the trade union, which is founded upon the highest ideals for associated effort of any kind. It is a simple democratic organization which meets the needs of the workers and enables them to protect themselves and make such progress that they shall become of increasing value and importance to the Nation.

The labor movement of America was the great steadying force in the period of upheaval and transition that followed the outbreak of the war. It was the force that insisted upon the maintenance of existing standards that protected the workers against all efforts to throw upon them the full burden of the war. It was the force that demanded for the workers an opportunity to work in order to earn a daily living. It was the force that held true and tided things over.

When employers had readjusted to meet the changing conditions and to meet the demands of European nations that had grown out of the conduct of the war, the labor movement of the country was the agency that enabled the workers to share more equitably the results of the industrial impetus given by the war. The workers soon realized that the employers intended to keep to themselves all of their vastly increased profits. The organized workers made demands through their regular representatives and many unorganized workers caught the spirit of the day and organized in order that they too might make their demands effective. Thus there came in many industries a great labor forward campaign. It was recognized that the organized economic power of the workers was their main dependence under all conditions and all necessities, whether for protection or for opportunity to share in prosperity.

In the meanwhile the workers of the warring nations were constantly turning to the labor movement of America for assurance that the influence and the power of our own workers of this country would be exerted upon international relations for the maintenance of the cause and rights of humanity. Appeals came from the workers of desolated lands for assistance and in it all and through it all the spirit of fraternity, the spirit of fellowship among industrial workers survived, even when the outward physical ties of organization were temporarily lost in the stress of war.

Even though of late there has been increasing difficulty in maintaining intercourse with the labor movements of some foreign countries, yet there still remain the spirit of fraternity and the confidence that the American labor movement will stand for the rights of humanity, of the workers in all of the countries, and will insist



upon the paramount importance of humanity. Yet to maintain the force of our labor movement straight and unerring, has not been an easy task. There have been innumerable influences that have sought to fasten themselves upon the labor movement of this country because they recognized its power and because they desired to use it to serve their own purposes.

It has been due to the integrity, the honor and manhood of the wage-earners that many efforts to embroil our country in the present international complications have failed. They have held their ideals too dear to be sacrificed to personal gain, and they have not deviated from the determination to make all forces and all conditions contribute to the progress of the labor movement which is the well-being of the wage-earners. In every trade they have sought to obtain higher wages, shorter hours of work, and better working conditions. They have used their influence to secure not personal benefits, but something that would lift the labor movement upon a higher plane with greater opportunities. These efforts to use the labor movement have come in all manner of guises. They have come as humanitarian efforts, they have come as patriotic appeals; they have come as promoting the highest ideals which human beings have conceived. But the trade union movement of America has steadfastly refused to be moved from the principles upon which it has built up its present power and effectiveness. The trade union movement, the powerful militant organization in industry for the protection of the rights of the workers and for the maintenance of industrial justice, has refused to give its sanction to any political movement in furtherance of peace at any price. While the trade union movement recognizes that peace is absolutely necessary for normal, consecutive development and progress, yet it refuses to secure this peace at the sacrifice of ideals and standards of justice. It maintains that a necessary assurance of peace is power for self-protection and readiness to maintain rights. The principles of statesmanship that hold true in the industrial world hold true in the political world.

The trade union movement holds that peace in any relationship can be secured only when justice prevails and that peace follows because men are accorded their rights and are assured opportunities for necessary progress. The trade union movement is founded upon democratic principles, therefore it holds that people have a right to work out their own salvation according to their own ideals. In accord with this ideal it refuses to sanction any effort to interfere with others who are working out their own problems. Further, it holds that it ought to take advantage of every opportunity to plan for peace in a constructive way. At the Philadelphia Convention, the trade union movement endorsed a proposal that when the nations shall meet to determine upon conditions of peace at the conclusion of the present war, that representatives of the wage-earners—the great masses of all the nations—ought to be present in order to present and insist upon conditions and declarations that shall provide for the safety and the advancement of human welfare and shall maintain human rights as of greater importance than any other consideration. The trade union movement insists that a human being is of greater importance than the product of his toil. The human being is the creator and in him lies that infinitely valuable thing—creative genius. Creative genius is the thing that civilization and the agencies of civilization ought to protect. This is the principle which the trade union movement has endorsed, and which it proposes to further in all of the councils of state.

As we have said again and again, the trade union movement is as wide and as deep as human life. There is nothing that concerns human life that is foreign to the labor movement. While the efforts of the trade union movement are directed first of all to secure certain material benefits, these benefits are for the purpose of promoting and advancing human life. It has been demonstrated that the shorter workday lengthens the lives of the workers. It gives them opportunities for better living. It is indisputable that higher wages provide the workers with the necessities for better living, and therefore makes better men and women. Improved conditions of work protect the health of the workers, conserve their productive power and make them of greater value to themselves and the nation.

#### Pan-American Labor Relations.

Since the opening of the Panama Canal, there has been a growing realization that there ought to exist closer political, industrial and commercial relations between the peoples of the western hemisphere. The Panama Canal opened up new trade routes, new markets, and, therefore, new industrial and commercial opportunities, and with them the necessity for a closer political alliance. This has been augmented by the fact that the present European war has closed old trade routes and destroyed many of the markets to which the Pan-American Republics formerly carried the greater amount of their export merchandise.

During the past year the Congress of the United States authorized the Secretary of the Treasury to call a Pan-American Congress Conference for the purpose of considering better financial, industrial and commercial relations and the development of the natural resources of the countries of the western hemisphere. Accord-

ingly the conference of representatives from the South American countries, Central America and Mexico, met with the representatives of the United States in Washington, May 24-29, 1915. These delegates represented all the great financial, industrial, and commercial interests of the Latin-American countries—the steamship companies, the mines, the banks, railroads, telephones, and all the great corporations. This conference was to deal with matters and policies that were to be of a far-reaching consequence, not only in international relations between various countries, but in the internal development of the countries.

All these industrial enterprises depend upon human agencies which ought to be most carefully protected and conserved. Those who participated in this conference are to decide policies and to outline plans that will affect the lives of millions of people for years to come.

It is conceded that the chiefs of industry, finance and commerce, have their own interests foremost in mind—in fact, some who are recognized as world powers have recently stated that they knew nothing of industrial relations with employees and that they considered labor conditions irrelevant to their concern.

If as a nation we have a true conception of the value of human life, we ought to make human relations of chief concern in all our plans. We ought to improve our conception by providing representation. There is but one organization that stands for human welfare and human rights and nothing else. It is an organization that has concern not only for its membership, but for all those who do the work of the nation—a strong, militant organization that fights the battles of the weak and clears the path for progress that all the toilers may join the forward movement toward freedom and larger opportunity and welfare. This is the organization that ought to be represented in all of the councils of the Nation—it expresses the burdens, the heartaches, the yearnings and the ideals of the masses of the Nation.

Although these matters were of such tremendous significance, not only for the interests concerned, but ultimately an alliance of the peoples of these various nations, including our own, there was not a representative who stood either directly or indirectly for the cause of the toilers—for the cause of human rights, human liberty and ideals of democracy and greater freedom. Although it is recognized that material civilization, wealth, and all problems are to serve ultimately the needs of the people, yet the representatives to this Congress were of a type that would consider the development and the management of these interests purely from the standpoint of profits, with little or no regard for the human beings concerned, either as producers or consumers—as men, women or children. The tremendous matters that were to be considered by this Congress were not generally understood, nor the far-reaching consequence of its decision, yet these representatives of financial interests, of commerce and of industry, apparently were representatives of their national governments and were authorized to make provisions for the future.

It requires no great imagination or discernment to understand that these able representatives of the interests would so plan and manipulate conditions and events, that the great corporate interests of the various countries would be in a position to control, not only the industries and commerce within their own countries, but international regulations for commerce and industry. In other words, this conference plainly would enable the corporate interests to entrench themselves in a powerful position that would require years of struggle to enable the people of the nations, the masses of the wage-earners, to secure for themselves protection and a right to opportunities in accord with their importance. This conference would determine the tone of international relations, the standards and ideals that would dictate policies and would thus establish a whole line of intangible powerful influence that would make doubly difficult the age-long struggle for freedom that the workers everywhere have waged.

It was because he felt that it was necessary for the wage-earners to be represented in the first meetings where policies were to be formulated and standards were to be set, that President Gompers entered a protest with Secretary of the Treasury McAdoo against the policy that excluded from representation in this conference representatives of human rights and of the masses of the people.

The inauguration of these Pan-American conferences makes it evident that the employing interests of all the countries feel an identity of interest and that there is foreshadowed closer association, if not organization, of the employers of both the North and South American countries. If the employers of all these countries are to unite for the promotion of their common interests, it becomes all the more evident that the wage-earners of these countries must also unite for their common protection and betterment. With the Pan-American organization of employers it is clearly evident that organization on a national scale will not be adequate for the protection of the workers in international relations where it is probable that policies will be decided which will be the determining factors in all national policies. Therefore, we deem it wise to urge at this present time the inauguration of a special effort and policy to draw together more closely in fraternal relationship the work-

ers of the North and South American continent. There have been made conditions that have hitherto hindered intercourse and close relationship, but now that the countries are to be bound closely together by industrial, commercial and financial ties, the workers must plan for the future. Of course, conditions of life and standards of living, educational opportunities, language—all differ vitally as between the various American countries, but despite all of these differences, there is that tie of common economic, political and social interest that will make for closer relationship and unity of action. From time to time, we have had correspondence with the organized labor movements of some of the countries of South America and Mexico, but this has been intermittent and without permanent association for mutual advancement. But the time has come when it is necessary to plan for our mutual protection.

We recommend, therefore, that the Executive Council be authorized to consider this matter during the coming year, and to enter into correspondence with representatives of organized labor movements of these various countries for the purpose of promoting a better understanding and closer relationship, to the end that all the workers of the various countries may be prepared to act concertedly for their mutual advancement and protection. We recommend also that some plan be devised for the exchange of fraternal representatives and delegates in some capacity, probably to visit the South American countries and Mexico, in order to carry personal greetings, and to bring back first-hand reports of conditions existing there. Of course, a representative for work of this character must have some knowledge of the Spanish language.

During the past year, a beginning has been made that ought to have an effect in promoting closer relationship and better understanding. The country just to the south of us has been passing through a period of terrible turmoil and distress. After many years of nominal freedom, yet actual despotic control, when the policies of the whole government were in the interests of employers and the exploiters, there came a rebellion for the purpose of securing greater freedom for the people, and the establishment of democratic policies and practices. Under the Madero government considerable progress was made, yet the effect of the past year's work plainly shows the lack of self-control and the failure to understand the workings of a government by the people and for the people. Madero was an idealist who had in mind the interests and welfare of the people. He gave them many rights that had been previously denied them. Among these was the right of free assembly and the right of free speech. The working people were given the right to organize into labor unions. Then there developed first of all the labor movement of Mexico. But the Madero government was not of long duration. Madero was succeeded by a despot who ruled without regard to constitutional rights. The people of Mexico who were struggling for liberty united in what was known as the "Constitutionalist" party, with Carranza as their leader. After a period of fighting they drove Huerta from power, and then there began a struggle between various leaders of the army for control and power. Gradually it became evident that Carranza represented the majority of the people of Mexico and that he stood for the purpose of constitutional rights, the principles of justice and equity to all citizens of the country. Many of his policies revealed a rare humanitarian spirit that is fully appreciative of the value of human lives, whether of humble position or of more influential. Carranza entered into a contract with the organized workers of Mexico known as the "La Casa del Obrero Mundial," which represented the trades and callings of Mexico's workers. This body is a federated body of unions, and its name has been translated by one of its adherents as "The Federation of Industrial Workers." The agreements which Carranza made with the people were circulated in the form of manifestos and posted on streets and dwellings of the Mexican cities. Their purpose was clearly that of the immediate advancement of the working people, their full right to organize, in order that they might be given opportunities to exercise normal activities for their protection. The Carranza government gave the labor organizations not only the right to hold meetings, but furnished them with buildings for that purpose.

He inaugurated the policy of either taking over land that had been secured by illegal or sharp practices, or buying up large estates and dividing these out into small farms for the people. This was a practical method of meeting one of the chief difficulties in Mexico, a difficulty arising out of the large estates in the hands of comparatively few people. The labor movement in Mexico has sprung up since the time of Madero. The federated movement consists of unions of stone masons, wood cutters, printers, carpenters, shoemakers, musicians, and the usual skilled artisans. Of course, the federated movement of Mexico found itself hampered by lack of funds, for not only are the workers of Mexico poorly paid in times of peace, but they had been under even worse conditions during the protracted civil war.

It had been the intention of the "La Casa del Obrero Mundial" to send two representatives to the American Federation of Labor, but lack

(Continued on Page 10.)



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## World's Workers Plead For Unity.

In the November issue of American Federationist President Gompers published correspondence between himself and representatives of trade-union centers throughout the world during the present war. In his introduction he says these letters "reveal the strength of the fraternal ties that still bind the workers even of the warring nations," and that communication between the representatives of labor in the several countries "has met with little interference."

At the close of the Philadelphia convention, last year, President Gompers notified the trade-union centers of the decision of American unionists, favoring a conference of world's trade unionists after the war closed, to be held at the same time and place where the diplomats convened, for the purpose of insisting that democratic ideals may be included in any settlement agreed to.

Copies of letters that passed between the trade union groups were also forwarded to President Gompers, and the correspondence now published for the first time indicates the depth of fraternal feeling between these toilers, despite the European carnage.

The principal actors in this silent but thrilling drama, staged by the world's workers, are President Gompers, representing the North American trade-union movement; Secretary Carl Legien, International Federation of Trade Unions, Germany; Secretary Appleton, General Federation of Trade Unions, England; Secretary Jouhaux, Confederation Generale du Travail, France; Secretary Rigola, Italian Trade Unionists, Milan; President Oudegeest, Federation of Trade Unions, Holland; Secretary Gray, Trades Council, Melbourne, Australia, and Secretary Crawford, South African Industrial Federation, Johannesburg.

The letters of these unionists clearly indicate that the war has but intensified the spirit of brotherhood and helpfulness between the world's men and women of toil. This is shown by Secretary Legien, who addresses Secretary Appleton as "My Dear Appleton," in a letter pledging fraternity and good will to the British trade unionists. In Appleton's letters to Legien the same spirit is manifest.

Secretary Jouhaux writes President Gompers that the French unionists have accepted America's invitation to hold an international conference at the close of the war. Jouhaux incloses a circular which he issued to the French workers. The letter closes: "Vive the international, always and everywhere!"

Legien writes to Appleton in which he agrees with President Gompers' views and assures the British unionist: "I am fully convinced that there will be little difficulty to re-establish and even strengthen the trade-union bonds again after a very brief space of time after the war is over. For are we not all depending on each other, if we desire to attain our ends?"

Appleton tells Legien of his visit to a camp of German prisoners and pleads against the doctrine of hate.

Secretary Oudegeest writes Appleton:

"Especially in these terrible times we on our part do everything in our power to keep up the international relations as well as we possibly can."

Appleton and Jouhaux suggest to President Gompers that the headquarters of the International Federation of Trade Unions be temporarily removed from Germany to a neutral country because of the war, which makes it impossible to freely communicate with Germany.

The British and French unionists plead that "there is not the slightest personal feeling against Legien," and that "we know of no one who would so seriously consider what is suggested or who would more conscientiously act in the interest of international trade unionism than Samuel Gompers." Appleton and Jouhaux also say: "You will understand our anxiety to maintain, irrespective of personal ties, the solidarity of our movement."

In another letter Appleton pays a compliment to the North American trade-union movement in the following personal tribute to President Gompers:

"Whenever and as soon as it (the war) terminates, I trust you, whom I always regard as the head and father of the English-speaking trade-union movement, will initiate steps for the reconstruction of the international side of it."

The correspondence shows the bonds of brotherhood between unionists of the world, many of whom are now temporarily divided in military camps, but who pledge their faith in the workers' cause and their determination to carry on the work of uniting the men and women of toil after the day of carnage has passed.

## Unions Reduce Hours.

The shorter workday plan that gets results is the best, writes President Perkins of the Cigar Makers' International Union. This unionist discusses eight hours by law and eight hours through trade unions in the Cigar Makers' official journal, and shows that, as far as his organization is concerned, trade union methods have proven most effective.

"The question in so far as members of the International Union (Cigar Makers) are concerned, stripped of its academic and theory lore," he says, "worked out as follows: Through our own efforts in the trade union movement we shortened the hours of labor to eight per day May 1, 1886, and with great satisfaction insofar as longevity and health are concerned. An effort to have done this through legislation in all probability would have found us still working ten or twelve hours a day, and still fighting for the eight-hour workday. Since the adoption of the eight-hour workday in 1886 the average length of life for members of the International Union has increased about thirteen years, and the per cent. of those who die from tuberculosis has been reduced from 51 per cent. to 20 per cent., while the vitality, strength and earning capacity of the members has been greatly augmented.

"Fine-spun theories, like castles in the air, are pleasant for some people to dream

(Continued on Page 10.)

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

### AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

### GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

### BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

### GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

### FRANCE.

Federation National des Syndicats des Inscriptes Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

### NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

### SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

### DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

### HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Vollharding," Veerhaven 14c, Rotterdam.

### ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

### AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonna 15, Austria.

### SPAIN.

Sociedad Sindicate de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

### URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

### ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

### BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Fognistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

### SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



## World's Workers.

A correspondent writing in the Inland Printer states that more than 600 members of the London Society of Compositors have left the trade and are at work at the Woolwich arsenal or other places. From this organization alone, with a normal membership of about 12,000, there are in the neighborhood of 1,000 in the army.

The "Nowoje Wremja" publishes some information obtained from an inhabitant of Warsaw, who succeeded in leaving the city since the German occupation. Almost as soon as they arrived, the Germans attempted to set all the factories working under the control of German foremen. The Polish workmen refused to work unless the German foremen were removed. This led to disturbances in a steel factory and numerous arrests were made. Over 1000 Polish workmen then laid down their tools, with the result that the German foremen were replaced by Poles, and the men who had been arrested were set free.

A New Zealand exchange thinks it strange that there should be such a huge outcry when German Zeppelins kill a single British baby, while nothing is said about the capitalist Huns of Britain, who are killing the babies in hundreds every week. The Registrar-General's returns reveal the terrible fact that for a recent 13 weeks 200 children a week had been dying in London in excess of the numbers last year. The birth-rate has fallen at the same time by 400 to 500 a week. The increased infant mortality is general throughout the country. It is said to be largely due to the high prices which are bringing distress to countless homes.

The Berlin Vorwaerts reports that the typographical unions are almost the only labor unions in France which have kept up the work of their organizations during the war. Even their official bulletin is still being published, the only organ of a labor union now appearing in France. The activities of the unions, however, are almost completely confined to relief work. The local union at Bordeaux, for instance, collects extra dues amounting to 5 per cent. of the wages; it is thus able to pay weekly 12 francs to those out of work and sick; 2 francs monthly to the members called out for service; 5 francs monthly to members taken prisoners; 50 francs in case of death; and, until the funds are exhausted, 12 francs monthly to the families of members under arms.

The British Board of Trade reports the supply of men for ordinary mercantile ships during September was at most ports equal to the demand. Some scarcity, however, was reported at the London docks, at Southampton, Avonmouth, Barry and Penarth; at Liverpool and Bristol also the supply was barely sufficient. In the latter end of September there was some scarcity of firemen and trimmers at Glasgow. Returns received from certain selected ports in the United Kingdom show 35,907 seamen shipped on foreign-going vessels during September, an increase of 1,363 on August, but a decrease of 10,676 on a year ago. Compared with August, the increase was most marked at the Tyne ports, at Glasgow, and at Belfast. At Newport, Cardiff, and Southampton there were considerable decreases. Compared with a year ago the decrease was most noticeable at Cardiff, Liverpool, London, and Southampton. There was a considerable increase at Belfast.

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### INFORMATION WANTED.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

Oscar Olsen, age 37, a native of Hallarna, near Gothenborg, Sweden, who was sailing on the Great Lakes about three years ago, is inquired for by John V. Olsen, Sun Company, Marcus Hook, Pa. 5-26-15

Adolph Godfred Eriksen, born in Moss, Norway, is inquired for by his brother, Herman Eriksen. Any one knowing his whereabouts please notify W. Nielsen, 206 Moravian St., Philadelphia, Pa. 5-26-15

### M. BROWN and SONS

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Opposite Sailors' Union Hall

SAN PEDRO, CAL.

### INFORMATION WANTED.

Ned Kirchheimer, a native of Germany, weight about 215 pounds, age 49, blue eyes and dark curly hair, who left his home April 24, 1915, to look for work, is inquired for by his wife. Anyone knowing the whereabouts of the above named, please notify Mrs. Elsie Kirchheimer, 712 Rush Ave., Houston, Tex. 9-29-15

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

Vencelus Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolamo Durbich, Zurich, Switzerland. 7-28-15

Herman Sigfrid Persson, a native of Malmo, Sweden, supposed to be sailing on the Pacific Coast, who has not been heard of for two years, is inquired for by his brother, Gustav Persson. Address 13 Stenbarksgatan Malmo, Sweden. 7-28-15

Adolf Krakan, last heard of at Port Pirie, January 1912, and again in March 1913, from Warumbo, 118 miles from Adelaide, South Australia, is inquired for by his mother at Hamburg, Germany.—8-25-15.

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## San Pedro Letter List.

Annell, Albert  
Anderson, John  
Allen, Goldie Thorn  
Anderson, George  
Anderson, John -1968  
Anderson, Martin  
-1894  
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(Reg. Letter.)  
Andersson, Enkan  
Bergh, Borge  
Bunnik, L.  
Brel, Hans  
Bergman, Leo  
Benrowitz, Felix  
Carera, Pete  
Cook, Harry  
Christison, Jim  
Duval, William  
Ericsson, Otto  
Eklund, Sven  
Edolf, Charles  
Fisher, Wm.  
Gustafson, Carl  
Gillholm, Albin  
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Gusek, Bernhard  
Gronlund, O. -414  
Horn, Ernest  
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Jacksch, Max.  
Johnson, Chas. A.  
-2044  
Jonson, Leonard  
Jensen, H. -1555  
Johansson, Victor  
Johansson, Geo. W.  
-1219  
Johanson, Geo.  
Johnson, Edvard  
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-1659  
Kolodzie, George  
Kaiser, Richard  
Kaski, Albert  
Kainh, Ed.  
Lybeck, Thomas  
Larsen, Klaus L.  
Lauritzen, Ole  
Lindholm, Chas.

Loseher, Josef  
Lindeberg, Ernst  
Lantz, Konstant  
Lundstedt, Chris.  
Lalan, Joe  
Monterro, John  
Martinel, Walter  
Mikalsen, Andreas  
Malm, Gustaf  
Mesak, E.  
Niejahr, Oskar  
Nelson, Ernest C.  
Nyhagen, Julius  
Olsen, Ernest V.  
-1216  
Olsen, John  
Owen, Fred  
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Palmquist, Albert  
Pettersson, Karl E.  
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Poppe, George  
Peterson, Hans.  
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Peterson, Otto  
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Parsons, Olaf  
Roed, Halfdan  
Rogis, A.  
Skaanes, Egil  
Svendsen, S. -1714  
Swanson, Ben.  
Schokvesser, E.  
Sanseter, Paul  
Strahle, Chas.  
Sternberg, Alf.  
Soderlund, Anton  
Schmidt, Louis -2492  
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Svenson, Paul  
Sievers, G. P.  
Tamsar, P.  
Trovik, Harald  
Thorsen, Charles  
Uhlrig, Richard  
Uthy, Charles  
Vohs, Heinrich  
A. Verdonk, Peter  
A. Williamsen, W. A.  
West, J. W.  
Ylmen, Sam.  
Zhuener, Walter  
Zeldler, Fred

Packages and Photos  
Anderson, David C.  
Peterson, Hugo  
Schmidt, Lauritz P.  
Zunk, Bruno

## Honolulu, H. T.

Anderson, John E.  
Burk, Harry -1284  
Crantly, C. W.  
Eugenlo, John  
Ekelund, Rickhard  
Ivertsen, Sigvald B.  
Lengwenus, W. L.  
Möller, F.

Nelsen, C. F.  
Peterson, Carl  
Peters, Walter  
Reither, Fritz  
Solberg, B. P.  
Strand, Conrad  
Thompson, Emil N.

### INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 106 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Any one knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St.—8-11-1915.

Olai Ingebrigtsen (Brock), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American bark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469—49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Steuart street, San Francisco, Cal.—8-4-15.



# Pacific Coast Marine.

On account of being unable to pass through the Panama Canal, the steamer "Camino" has sold its coal cargo to the United States Government at Colon. The vessel, which is owned by Swayne & Hoyt, was en route to San Francisco from Norfolk. The "Camino" has been chartered by Barber & Company of New York for nine months, according to the owners.

A \$3000 salvage claim by the port of Portland for rescuing the Peruvian bark "Judith" and towing her into port has been submitted, but Captain Bardi says it is exorbitant and he will not pay it. Another thing that bids fair to add to the complications is the report that the barkentine is insured only against a total loss, while the cargo is insured against damage.

Portland is behind on all off-shore shipments of grain and flour this season, due to the lack of tonnage. The grain docks are piled high with grain, the tracks lined with filled cars and the interior warehouses still full. The season thus far has resulted in an 800,000-bushel shortage in United Kingdom shipments and 550,000 in California. Flour shipments have been light and hardly changed over last year.

Final wire-drag examination of about one-third of one entire route through the inside waters of Southeastern Alaska has been completed by the Coast and Geodetic Survey, it was announced at Washington. The work in Revillagigedo Channel and Clarence Strait during 1915 covers nearly the whole length of the passage from Cape Fox, near the international boundary, north through Revillagigedo Channel, Tongass Narrows and Clarence Strait, to Sumner Strait.

Inquiries made by the Pacific-Alaska Navigation Company through the customs department at Victoria, B. C., relative to port charges and regulations, would indicate that the owners of the "Admiral Line" have under consideration the inclusion of Victoria as a port of call by steamers plying in the coasting service out of Seattle. The "Admiral Line" for many years past has maintained regular steamer services out of Seattle to ports in Alaska and also to San Francisco and California ports. In view of the inquiries made, it is not improbable that the company plans to include the Victoria field within its operations.

The reported charter of the liner "Mongolia" of the Atlantic Transport Line to the China Mail Steamship Company was denied by officials of the Eastern shipping firm. It had been reported that the new company inaugurating its Oriental service wanted to charter the "Mongolia" for a year. It was pointed out by the official of the Atlantic Transport Line that the company could make much more money in the Atlantic service with the "Mongolia" than was possible in a charter to the China Mail, even though the big liner had to be sent around Cape Horn on her trip to the new field.

That the sinking of a ship does not constitute a breach of contract on the part of the party hiring the vessel, was the decision handed down by Presiding Justice Lennon of the California Appellate Court. The lower court awarded \$1,600 to J. M. Brown, the owner of the Napa City, which was sunk in San Francisco Bay while it was being used by W. P. Fuller & Co. The latter appealed and the upper court reversed the lower court's decision, holding that the sinking was not wilfully done and that the Fuller Company was not an absolute insurer of the boat, but only an ordinary bailee.

In the U. S. coastwise trade the Canal route is from 7,663 to 8,940 miles shorter than the route through the Strait of Magellan, depending on the ports between which the voyages are made. From New York to San Francisco is 5,262 miles by the Canal, 13,135 by Magellan. In the South American trade, from New York to Iquique by the Canal is 4,004 miles; by Magellan, 9,143. Iquique is 6,578 miles from Liverpool by way of the Canal and 9,510 miles by way of Magellan. To go from Balboa to Liverpool by way of Magellan means a voyage of about 11,500 miles, or 48 days at sea for a 10-knot vessel.

With a wrecking crew and wrecking gear aboard, the steamer "Chehalis," in command of Captain J. Kettleson, sailed for Papeete, Tahiti, during the week to salvage the German steamer "Walkure," a 2500-ton vessel which was sunk in the harbor of the French port by German cruisers shortly after the war broke out. The "Walkure" happened to be in the harbor, lying alongside a French gunboat, when the bombardment began and the shells from the German warships struck her. Recently the wrecked steamer was purchased by Sudden & Christensen, who will raise and bring her to this port for repairs. An effort will then be made to get an American registry for the steamer and put her in offshore trade. Captain Curtis of the Marine Underwriters will superintend the salvage work.

The Pacific Coast Company, owner of the Pacific Coast Steamship Company, in its report for the year ended June 30, 1915, shows a net income from operation of \$689,089 (against \$834,934 for 1914). After deducting charges, etc., and preferred dividends, there remains a balance

of \$84,002 (against \$279,309). The payment of the common dividend (\$210,000) leaves a deficit of \$125,998 (against \$105,691). The extra dividend this year is equal to 2.21 per cent. on the combined common and second preferred (against 4.54 per cent. last year). The report says that the steamship business felt the full effects of the business depression during the year, but that, by consolidation of forces and other economies in operation, it was possible to reduce expenses so as to more than offset the decrease in gross earnings which was \$109,718.

Seattle salvage interests have taken steps to file a vigorous formal protest at Washington against the salvage operations of the Canadian tug "Dola" in the inland waters of Puget Sound in connection with the Blue Funnel liner "Calchas," which went ashore at Point Wilson. The "Dola," which makes Vancouver, B. C., her home port, reached the side of the "Calchas" at 7 a. m. October 15, towing a scow loaded with pumps and other salvage equipment. British Columbia has always rigorously excluded American salvage vessels from her inland waters. In the case of the American steamship "Mariposa," now lying on a reef near Bella Bella, B. C., the British Columbian authorities flatly refused to permit any American salvage vessel to go near the distressed ship, and the salvage and wrecking work there is being carried on by a British Columbia salvage steamer.

The Northern Pacific Steamship Company's passenger steamer "Santa Clara," plying between Portland and San Francisco, was wrecked on the south spit of Coos Bay, on November 2 with a loss of several lives. The loss of life resulted when lifeboats were lowered in an attempt to send the passengers ashore. At least one of the boats capsized in the heavy seas. At daybreak the "Santa Clara" lay on her side at an angle of 45 degrees and is a total wreck, with very little salvage. Captain Lofstedt said that he was afraid to let go of the anchors because he wanted the ship to drift as far as possible inshore to save the passengers. The "Santa Clara" left Portland on November 1. She is a wooden vessel, 223 feet long, and built at Everett, Wash., in 1900. She operates between Portland and San Francisco via Coos Bay and Eureka, and is not to be confounded with the W. R. Grace liner, which also bears the name "Santa Clara."

After an absence of seven months and thirteen days from San Francisco on one of the longest cruises ever taken by an oil tanker and during which she visited the European war zone, the Associated Oil tanker "Frank H. Buck" arrived at San Francisco on November 4 and went at once to dry dock at the Union Iron Works. During the time he has been away Captain McDonald has seen British transports in the Suez Canal taking thousands of troops to the Dardanelles, was near the Indian mutiny in Singapore and heard of the former Jebson steamer "Maverick" being held up in Batavia and the finding of arms and the parts of a submarine in her holds. Since the "Buck" left San Francisco she has visited nearly every Oriental port of importance from Yokohama to Suez. She spent some time in Singapore, Batavia, Penang, Colombo and Suez. On her return she visited the East Indies again and then went to Sydney and home via Honolulu. From Australia the run was made to this port via Honolulu in thirty-two days, and the entire trip was without incident.

Mr. Philip Manson, of New York, recently returned from China, where he concluded arrangements for the organization of the Pacific & Eastern Steamship Company (Incorporated), which will operate steamship services, under the American flag, between China, the Philippines, and the Pacific and Atlantic coasts of the United States. The company is a joint American and Chinese enterprise and has just been incorporated under the laws of the State of New York. It will commence business with a capital of \$2,000,000. Half of the capital has been subscribed by American and half by Chinese. The directorate consists of seven members, four Americans and three Chinese. The American interests are represented by F. Mertens's Sons, of Cumberland, Md., and Washington, D. C. The Chinese interests are represented by Chinese capitalists in Shanghai and Canton. The president of the company is Mr. John Mitchell, Jr., of the firm of F. Mertens's Sons. Mr. Mitchell is also president of the Washington and Southern Bank, of Washington, D. C. Mr. Philip Manson is managing director. The company will buy or charter steamers so that sailings may begin as soon as possible and will build new steamers to be delivered as quickly as possible. The principal office of the company in the United States is in New York; the principal office in China is in Shanghai.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Adv't.)

## International Seamen's Union of America

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Chelsea.

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NORFOLK, Va., 41 Loyalls Lane.  
NEW ORLEANS, La., 206 Julia St.  
MOBILE, Ala., 104 S. Commerce St.

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CLEVELAND, O., 1401 W. 9th St.  
MILWAUKEE, Wis., 133 Clinton St.  
N. TONAWANDA, N. Y., 152 Main St.  
CONNEAUT HARBOR, O., 992 Day St.  
ERIE, Pa., 107 E. Third St.  
DETROIT, Mich., 15 Twelfth St.  
SUPERIOR, Wis., 1721 N. Third St.  
BAY CITY, Mich., 108 Fifth Ave.  
OGDENSBURG, N. Y., 70 Isabella St.  
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#### MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

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CHICAGO, Ill., 445 La Salle Ave.  
DETROIT, Mich., 27 Jefferson Ave.  
MILWAUKEE, Wis., 151 Reed St.  
SUPERIOR, Wis., 1814 Fourth St.  
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#### SAILORS' UNION OF THE PACIFIC.

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# Coast Seamen's Journal

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BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBERG.....Editor  
L. M. HOLT.....Manager

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## NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, NOVEMBER 10, 1915.

## SEAMEN'S LAW IN EFFECT.

The La Follette Seamen's law went into effect on November 4, and notwithstanding the predictions of calamity-howlers, the earth has not ceased to revolve, and American ships are still coming and going just as if nothing serious had happened.

Among other things it has been demonstrated beyond the question of a doubt that more than the required number of competent and qualified able seamen are available in ports of the United States. Unfortunately, but not unexpectedly, the Bureau chiefs in the Department of Commerce failed to do their plain duty in making timely and necessary arrangements with regard to the issuing of able seamen certificates. However, if their aim and hope was to make it appear that the law was not workable or enforceable, they certainly fooled no one but themselves. Ample proof is on hand to show that not only 40 per cent. but far more than the ultimate maximum of 65 per cent. able seamen for all American ships afloat could have qualified, and were anxious to do so, prior to November 4, 1915.

The boughten press which gleefully published stories to the effect that the seamen themselves objected to certain harsh features of the new law did not accomplish the desired results. American seamen would be queer creatures, indeed, if they did not object to a physical examination apparently more severe than the one required of applicants for service in the Army and Navy. The law does not provide for that kind of an examination. Nor did any one dream that the Department of Commerce would prescribe any but reasonable rules for a physical examination of able seamen. The present rules are not reasonable and will, without doubt, be made so upon proper presentation to the Secretary of Commerce, who has the final say upon this particular subject.

At the present rate of progress and with present facilities, it will take some weeks

before the physical examination can be given to the hundreds of applicants for able seaman certificates who are now on the waiting list.

Apart from the delay in issuing the certificates and the objection to the unreasonably severe physical test, there has been no hitch in putting the law into effect. This has been a bitter disappointment for the opponents of the measure and, of course, a source of gratification for the friends of the law.

In the course of a month or two, matters will have adjusted themselves to meet the changes required. And when the Schwerins and the Dollars look over their pack of newspaper wolves for the next onslaught upon the Seamen's Charter of Freedom they will find some very sore and sick animals among them. Let us hope that all will survive to see the error of their ways.

## THE EXPERT "FIGURER."

The "expert figurer" of the San Francisco Chamber of Commerce has been at it again.

This time he used two full columns of Willie Hearst's local daily and proved by a maze of jumbled data that his case is decidedly weak.

By a "patented" and "copyrighted" method of juggling numerous rows of figures the "expert" attempts to deliver a knockout blow to the La Follette Seamen's law by proving that on Sept. 30, 1914, American tonnage registered in the foreign trade amounted to only 1,304,282. The Seamen's law was enacted on March 4, 1915, and went into effect on Nov. 4, 1915, yet this talented "figurer" wants to make thinking people believe that the "pernicious" Seamen's law kept the American Marine from assuming its rightful position fully six months before it was enacted into law.

For some reason, doubtless well known to himself, the local "expert" does not see fit to use any of the more recent data on the growth of the American Merchant Marine from assuming its rightful position fully six months before it was enacted into law.

For example, the expert entirely suppressed the data available in the latest annual report of the Commissioner of Navigation for the year ending June 30, 1915. According to this report the American tonnage registered for the foreign trade on June 30, 1915, was 1,813,775. Thus, there should be recorded a gain of 509,493 tons in American foreign-going tonnage from Sept. 30, 1914, to June 30, 1915. During this period, it should be recalled, the Seamen's bill was enacted into law and instead of driving away tonnage from American registry this period shows a greater recorded increase and a larger amount of American tonnage registered for the foreign trade than at any time since 1863. It may be mentioned, in passing, that there has been no let-up in the growth of American foreign-going tonnage since the publication of the last annual report by the Bureau of Navigation. The latest available bulletin (dated Oct. 27) issued by the same Bureau shows 19 foreign built vessels of 49,082 gross tons were admitted to American registry and entered the foreign-going trade since June 30, 1915. So the increase in the foreign-going tonnage under

the American flag from Sept. 30, 1914, to Oct. 27, 1915, amounts to 558,575.

All of these available figures were conveniently left out of the two-column article prepared by the "expert figurer."

Nor does the wonderful man on figures bother about any other details which indicate that we are now in an era of remarkable prosperity for American shipowners and builders. He does not tell us of the immense profits shipowners have made of late, because, you see, his business is to prove that the La Follette Seamen's law is killing the American Merchant Marine.

## UNJUST CRITICISM.

The New York Marine News favors the manning of American ships by American citizens. But before making its declaration upon this subject our contemporary indulges in some very cheap and unjustifiable slurring upon the President of the National Sailors and Firemen's Union of Great Britain and Ireland, and upon British seamen in general.

Says the New York paper:

In order to stop the conscription talk in Great Britain, former member of Parliament Havelock Wilson, president of the Seamen's Union, is quoted as publicly advocating "the hanging of a half dozen newspaper proprietors to the nearest lampposts," which is not surprising considering the hybrid character of the "British" seamen. When a nation is willing that the sweepings of the earth shall man its merchant ships, should one be surprised that the product should oppose conscription? The sooner this country has its merchant ships manned with American citizens the better for the nation's welfare.

Regardless of the individual views upon conscription the Journal deems it only fair to call attention to the very material difference between the sentiments alleged to have been expressed by Comrade Wilson and the words actually uttered upon that subject at the recent annual meeting of the British Seamen's Union.

To quote from President Joseph Havelock Wilson's published address:

I am firmly of opinion that there can be only one end to this war, and that is the destruction, the absolute destruction, of the German military system. Yes, and not only must we destroy the German military system that has been responsible more than anything else for this war, but we must endeavor, if not to destroy, at least we must curb, the military system that some people in this country would like to put round our necks. It is all right to talk about us doing our duty. Yes, let us all do our duty. We all have an interest in it. But don't let us allow these people to go so far as to put upon us what the German people have had to suffer for the last forty-five or fifty years. And I would like to say again in that connection, don't let us go to the extreme that some of our people have gone, to say that conscription would not be tolerated under any circumstances whatever. Now, I am deadly opposed to conscription. I believe it would be an insult to the nation to have conscription. But all the same, we ought to realize that there might be circumstances in which it would be necessary to take some steps to compel a larger number of men to join the Army or the Navy. I take the view of this fight that I would take of a trade union fight. You have your principal leading man, and you have your committee, and it ought to be the duty of every member of the union in a fight to back up his principal man and his committee. And just in the same way I weigh up the situation in this war.

We may disagree about the relative menace of German militarism and British navalism; we may differ as to the merit of German paternalism which has at least eliminated acute poverty and destitution; we may question the value of a democracy and its vaunted free institutions which, after all, mean only freedom to starve on the one hand and freedom to exploit on the other; but we must frankly concede that Comrade Wilson's attitude to-



ward conscription has the charm of being at least perfectly logical.

As for our contemporary's reflections upon the British seamen in general, it does seem wholly unnecessary to waste printers' ink in his defense. The real British seaman (not the "British Empire coolie" from Asia) is made of sterner stuff than his newspaper critics in New York. If it were not for the courageous British seamen, both in the Navy and the Merchant Marine, there would indeed be a tottering British Empire. It ill behooves any man of the Caucasian race to heap criticism upon the British seamen—for they furnished the bone and sinew which made that great Empire, and they are now freely giving their flesh and blood to hold it together.

While the "American" dollar patriots have roared and howled about the unreasonable safety requirements of the new Seamen's law, the Government of the Dominion of Canada has quietly but effectively established some "safety first" rules for Canadian vessels. At any rate, Canadian newspapers are referring to the new regulations as "the death-blow for the steamer excursion business," and this ought to be quite sufficient to indicate that the new Canadian requirements must be absolutely "O. K." 1915 is evidently a bad year for that peculiar type of shipping men who claim to be unable to "make it pay" unless they are permitted to do as they please. Here's congratulations to the Canadian Government. "Safety before dividends at sea as well as ashore" is a splendid slogan for all America.

The following press item, dated London, October 26, is of more than passing interest:

At the Mansion House police court a decision was given against the National Labor press and the Independent Labor party as owners of publications and pamphlets recently seized. The defendants were summoned to show cause why publications should not be destroyed or otherwise disposed of, various hearings being held in camera. The magistrate now orders 11 of the publications to be destroyed within seven days.

"Suspension" and "suppression" of the Labor press seems to be a concomitant of war. France and Germany have each in turn "suspended" such journals as did not shape or modify their views to meet the wishes of the military authorities of the respective countries. The "powers that be" in Russia, of course, never tolerated a free press. Now, England has fallen in line and democratic principles and ideals are wiped from the slate to meet the exigencies of a needless war.

Contraband meant a good deal more in pre-Victorian days than it does now, according to the London Chronicle. The word then "had its full significance of 'against the proclamation'; for William IV. was kept busy 'proclaiming' in time of peace this thing and that thing to be contraband. Thus he prohibited from entering the country all cattle, sheep, fresh beef, pork, and even fish. These restrictions on food supply had something to do with the want of warehousing facilities making difficult the work of the customs officers. It was not until Victoria had been on the throne seven years that machinery ceased in this way to be 'contraband.'"

Consider the opponent of trade unionism, and you will find one who lacks system in most of his thoughts and actions.

## SCHWERIN TALKED "TOO MUCH."

Secretary of Commerce Directs Public Attention to Remarkable Mental Acrobatics of R. P. Schwerin.

The versatile General Manager of the Pacific Mail Steamship Company has met the usual fate of the man who talked "too much."

In his persistent effort to discredit the new Seamen's law Mr. Schwerin has said many things in direct conflict with many of his public statements made in the recent past. Secretary of Commerce Redfield, in a communication to Mr. Kruttschnitt (Schwerin's employer) calls attention to some of these strange contrasts. The letter in question has just been given to the press and is reprinted herewith in full:

DEPARTMENT OF COMMERCE,  
Office of the Secretary,  
Washington.  
November 5, 1915.

My Dear Sir:

I note in The New York Times for October 18 last you comment upon my letter respecting the Pacific Mail Steamship Co., which company you say "has withdrawn from the Pacific service because it could not do business under conditions imposed by the new Seamen's law." You further say, "the most objectionable feature of the law is the language clause." You have been informed that Mr. Schwerin was told by me before the sale of the ships was consummated that the Department would probably not construe the language clause as Mr. Schwerin seemed to do. In its Circular No. 265, of September 18, the Department put this into effect, stating, "any language which is understood in sufficient measure by both the officers and the proper proportion of the crew will comply with the law," adding, "the Department also construes the section as meaning only such orders as may normally be given to members of the crew in each department of the vessel in the course of the usual performance of their regular duties."

It is interesting, in view of the above, to read the statement made by Mr. Schwerin before a committee of the House of Representatives on March 14, 1912, relating to the above matter. I commend it to your thought. Mr. Schwerin says (p. 400): "I have been a seafaring man . . . I wish to say to you that the technical language of the sailor in my experience does not consist of more than sixty words; the language of the deckhands does not consist of more than thirty words. . . . These are truths you must take into consideration." He then tells the following tale:

"I was on one of our transpacific ships a year ago last summer, crossing the Pacific, and just as a matter of curiosity, to ascertain how far the members of the Chinese crews understood the running language, I directed them to do different things, and they never failed to do them properly. On one occasion I said to a Chinese sailor, 'Go and get me the jib down-haul.' He looked at me for a moment—they call me the No. 1 man—and then went forward and came back, bringing the boatswain with him. The boatswain said, 'Mr. Schwerin, this man says "No. 1" man wants the jib down-haul.' I said, 'Yes; I told him that'; and then, 'Never mind now.' The man knew just what I wanted. The order I gave was most unusual; the downhaul on this ship would require at least two or three men to carry it, as it would make a heavy coil of rope."

Soon after (p. 403) he was asked, "Don't you think for a crew to be competent it ought to be able to reasonably understand the orders of the officers?" to which Mr. Schwerin replied: "These Chinese crews do," etc. To the further question, "As I understand you, the Chinese do understand the orders," Mr. Schwerin replied, "I say they understand the sailor language."

It is singular that since the department's construction of the law concurs with the qualifications which Mr. Schwerin says the Chinese sailors possess that the language clause should drive his company out of business.

Let us call another witness to see if we can find the real cause for the withdrawal. A dinner was given in San Francisco December 15, 1913, to Mr. Caminetti, now Commissioner General of Immigration. This Mr. Schwerin attended, sitting next to Mr. Justus S. Wardell, now Surveyor of Customs at San Francisco. Mr. Wardell has dictated a statement which I have. In it he says: "In the course of the evening he (Mr. Schwerin) discussed the legislation which was before Congress, stating to me that the Pacific Mail would have to quit unless it had the right to use the Panama Canal. . . . In two or three hours' conversation he dwelt on that almost constantly, and spoke of the necessity of having legislation that

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## OFFICIAL.

### SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Nov. 8, 1915.

Regular weekly meeting came to order at 7 p. m., Chas. M. Albrecht presiding. Secretary reported shipping dull. Andrew Furuseth addressed the meeting. A lengthy discussion took place on the new Seamen's law.

JOHN H. TENNISON, Secretary pro tem.  
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., Nov. 1, 1915.

No meeting. Shipping and prospects poor.  
REGINALD TOWNSEND, Agent.  
Room 11, De Cosmos Block, 1424 Government St.

Vancouver, B. C., Nov. 1, 1915.

Shipping slack; prospects uncertain.  
W. S. BURNS, Agent.  
213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Nov. 1, 1915.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, Nov. 1, 1915.

Shipping and prospects poor.  
P. B. GILL, Agent.  
84 Seneca St. P. O. Box 65. Tel. Main 4403

Aberdeen Agency, Nov. 1, 1915.

Shipping and prospects poor.

J. PEARSON, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, Nov. 1, 1915.

Shipping dull; prospects uncertain.

JACK ROSEN, Agent.

44 Union Ave. North. Tel. East 4912.

Eureka Agency, Nov. 1, 1915.

No meeting; no quorum. Shipping medium.

OTTO DITTMAR, Agent.

227 First St. P. O. Box 64. Tel. 553.

San Pedro Agency, Nov. 1, 1915.

Shipping dull.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Oct. 25, 1915.

Shipping medium; prospects uncertain.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

### MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Nov. 4, 1915.

The regular weekly meeting was called to order at 7 p. m., T. Ellis in the chair. Secretary reported shipping quiet. Shipwreck Benefits were ordered paid to one member wrecked on the barge "Washington" and to one member wrecked on the steamer "Mariposa." Balloting on election of officers for the ensuing term was proceeded with.

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, Oct. 28, 1915.

Shipping quiet.

LEONARD NORKGAUER, Agent.

Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Oct. 27, 1915.

No meeting. Shipping dull; many members ashore; prospects poor.

HARRY POTHOFF, Agent.

P. O. Box 54.

Portland Agency, Nov. 1, 1915.

No meeting. Shipping dull; few men ashore.

THOMAS BAKER, Agent.

89 Second St. N. Phone Broadway 2306.

### DIED.

Conrad Erickson, No. 333, a native of Sweden, age 40, died at San Pedro, Cal., Nov. 3, 1915.

Gideon Karlson, No. 622, a native of Finland, age 35, died at San Francisco, Cal., Nov. 2, 1915.

Labor can not make an improvement in its own conditions without breaking the friendship (?) of the employer who has assumed the whole right to attend to that sort of thing—in his own good time.



## PROPERTY PHILOSOPHY.

(Scott Nearing in "The Public.")

The economic issue, as it confronts the American people, is a very new one, which could never have arisen had conditions remained as they were a century ago. While a large proportion of the people in a community hold property there can be no conflict over property ownership. So long as men could cross the frontier, and by taking up free land, become property owners at will, it was impossible to stimulate interest in property income as opposed to service income. The open public domain was an effective answer to all of the objections that were directed against property ownership and property income.

The spirit engendered by property ownership exhibits itself dramatically in small, well-to-do towns surrounded by prosperous farms. The entire population of such places looks with unrelieved dread upon every proposition that in any way affects property rights. The people ask only that they be let alone, and removed from any part in the conflict which industrial development has fomented—the same industrial development which has led to the increase in town land values. Such towns, with their spirit of hostility toward every proposition that looks to the disturbance of property rights, typify the conditions in a society where property ownership is the rule, and not the exception. In the same proportion that property ownership is prevalent, the property spirit and the property philosophy permeate the thought of a community.

Property ownership engenders a faith in the property philosophy. An absence of property ownership has the opposite result. A situation has developed in the centers of industry and commerce which is essentially different from that in the well-to-do country town. Here the great mass of people own little or no income-yielding property. It makes no difference at all whether the proportion is one-tenth of the people with nine-tenths of the property, or one-fifth of the people with four-fifths of the property. The fact remains that in modern industrial centers most people are not owners of property, and that, on the other hand, the ownership of the great mass of property, particularly of income-yielding property, is centered in the hands of a comparatively small group of persons.

As a result of the concentration of property ownership, and of the development of property forms which automatically yield an income to the possessor, a situation has been created in which a great part of the community depends solely, or largely, upon the expenditures of effort as a means of securing income, while another part of the community, a smaller group, receives its income chiefly from property ownership.

Perhaps the United States has not yet reached the point where an open breach may be expected between those who receive service income and those who receive property income. Certainly the crisis in the conflict has not yet come. Nevertheless, one who has watched the development of the past few years, who has followed the labor movement in its larger phases, who has given ear to the undercurrents of socialistic thought and syndicalistic agitation, cannot help feeling that the United

States is moving toward the crisis at breathless speed.

Nowhere in the world, perhaps, is wealth being produced in vaster amounts than it is in the United States. The country is reported prosperous. Go where one will, he will find that, on the one hand, the producers of wealth are living for the most part in straitened circumstances. They do not starve, to be sure; but they do fight a hard, and sometimes a losing, fight with those implacable enemies, cold and hunger. On the other hand, the family hotels, luxurious apartment houses, summer resorts, winter resorts, cruises, tours, and pleasure halls harbor a throng, many of whom have never lifted a finger toward the production of wealth, and most of whom are enjoying incomes far and away above the value of their service contributions to society.

The irony of the situation does not lie mainly in the contrast, though it is ironical enough to see the worker skimping, and the idler squandering. The irony of the situation lies in the accusation of extravagance, incompetence, wastefulness, inefficiency, idleness, and dissipation brought by the extravagant, incompetent, wasteful, inefficient, idle, dissipated recipients of property income.

Make no mistake—those who receive property income are not necessarily extravagant, idle or dissipated. They are sometimes careful of money, sometimes miserly. Some of them work—some even overwork. Some are abstemious to the point of asceticism. Nevertheless, the tendency of property income, at least in the second generation, is to create a spirit of indigence and luxurious extravagance, if not of dissolute living. Not all of those who live on property income are parasitic, but they tend to become so. An existence at the expense of others has always, throughout history, led to a deterioration among the parasitic group.

It is not enough that some live from the proceeds of the work of others; it is not enough that some luxuriate idly at the expense of others who toil for a bare subsistence. These idle ones, these luxurious ones, must take the final step, and look down upon those from whose labor they live.

The social snobbery of a parasitic class is inevitable. Its members dare not face their own merits—they would be appalled! They dare not let those upon whose labor they live realize how utterly banal and mediocre are their lives. The workers would then cease to struggle for a position among the propertied class, or else they would set the propertied class to work. Therefore the propertied class, from the elevation of a social position that is built upon the work of those so far below them, look down upon "the masses," "the rabble," "the mob," "the submerged tenth" and they sympathize, they pity, they even give gifts, philanthropically—a mite from out of their superabundance. When questioned regarding this juxtaposition, they answer, "But they get all that they are worth!"

I sincerely believe, with you, that banking establishments are more dangerous than standing armies; and that the principle of spending money to be paid by posterity, under the name of funding, is but swindling futurity on a large scale.—Jefferson.

## BIRDS IN CALIFORNIA.

Convincing proof has been found of the great intelligence of birds.

Director Joseph Grinnell of the University of California Museum of Vertebrate Zoology reports that there are already more different species of birds in California than in any other State in the Union, and more kinds coming all the time.

This is no mere question of size. The vast State of Texas is two-thirds as large again as California, but it has nowhere nearly as many kinds of birds, though it does come second.

What's more, the 541 species of birds already living here are not going to be permitted to enjoy a monopoly. Every kind of bird in the country is trying to move to California. There are fifty more known species of birds in California to-day than thirteen years ago.

A large share of these additions are unquestionably newcomers. One such "straggler," as the bird-men call such cases of a pioneer seeking to lead the way for his tribe into a new land, was a Mother Cary's Chicken (a Wilson Stormy Petrel), which has no business anywhere away from the Atlantic Ocean, but which was captured off Monterey.

Another venturesome explorer was an Anhinga, or water turkey, which belongs in Florida and the Mexican tropics, but which joined the rush of new settlers in the Imperial Valley. The Tennessee warbler and the Louisiana water thrush both grew restless in their Southern homes and made their way to California, one being found at Pasadena and the other at Mecca, on the Colorado Desert.

Sooner or later, predicts Professor Grinnell, practically every species known in North America will be found occurring, at one time or another, in California.

The great advance made in recent years in knowledge of California birds is indicated by the fact that Professor Grinnell's new 217-page book, "A Distributional List of the Birds of California," just published by the Cooper Ornithological Club as a contribution from the California Museum of Vertebrate Zoology, lists 541 species of birds as now known in California, as compared with the 353 species catalogued in 1868 by the pioneer ornithologist, Dr. G. G. Cooper, of the Geological Survey, the 445 species catalogued in 1892, the 491 known in 1902, and the total of 530 listed in 1912. Widespread search and the gathering and careful study of great series of museum specimens, through generous provision made by Miss Annie M. Alexander for the maintenance of the California Museum of Vertebrate Zoology, are responsible for this increase, as well as the constant new immigration of birds.

Professor Grinnell reports that of the 541 species of which he tells the local status, 168 are water birds, 373 land birds, and 108 game birds. There are six species of humming birds and 23 species of hawks. While the prolific sparrow is represented by 96 species, there are only 19 different kinds of owls in California.

French imports of sugar totaled 117,952 metric tons in the first four months of 1915, as against 36,098 tons in the corresponding period last year and 24,549 tons in January-April, 1913.



## BRITISH SHIPBUILDING.

The returns compiled by Lloyd's Register show that, excluding warships, there were 432 merchant vessels, of 1,536,177 tons gross, under construction in the United Kingdom at the close of the quarter ended September 30, against 486 vessels, with a gross tonnage of 1,723,550 tons twelve months ago, and 442 vessels of 1,506,925 tons gross at the end of the June quarter. The rate of progress in merchant ship construction is very much reduced in the present circumstances, and the immediate output will be considerably less than that which would be obtained under normal conditions. During last quarter, 71 vessels were commenced and 66 were launched. In considering these returns, however, it should be borne in mind that the return of vessels under construction includes only vessels "the construction of which is actually begun," and therefore gives no indication of the amount of tonnage which is on order and which, owing to government requirements, British builders have been unable to lay down. It is reported, however, that the British Government has decided to allow builders more freedom in the construction of merchant work, so that in the next return a large increase may be expected. Of the merchant vessels being built in the United Kingdom at the end of September, 376 of 1,248,063 tons are under the inspection of the surveyors of Lloyd's Register with a view to classification by the Society.

## HOMAGE TO KEIR HARDIE.

Our newspapers have no space for anything but war news at this time and they are thus neglecting to record events which time will prove to be of no less significance than the fortunes of battle. Keir Hardie is dead, but the dead Keir Hardie is a living power. The meetings which have been held this week to commemorate his life work have proved a marvelous tribute not only to the affection borne for him, but to the influence of the principles for which he stood. Too readily we imagined those principles to be buried in the devastation of war. The wonderful gatherings held in Glasgow, Bradford, London, and other centers prove that there are great masses of men and women in whose hearts Hardie's ideal of working-class solidarity and human brotherhood the world o'er lives undimmed as ever. There must have been 5,000 people present in the St. Andrew's Hall in Glasgow on Sunday evening. Hundreds were turned away. The meeting was a memorial service to Hardie, but it was also, as he would have wished it to be, a demonstration of Socialism and Internationalism of profound significance. When Mr. Robert Smillie declared this war to be a Capitalist war the vast audience rose en masse and cheered. When Mr. MacDonald, at whom the press has never ceased hurling the epithets "pro-German" and "traitor" because he has maintained the Internationalism of our faith, was called upon to speak, again the audience rose and cheered with a fervor the meaning of which no one could mistake.—Manchester "Labor Leader."

It is error alone which needs the support of government. Truth can stand by itself.—Jefferson.

## HEARD ON THE WATERFRONT.

(By a San Pedro Yarn Spinner.)

"Ye see, as I was tellin' ye yisterday," said Donovan, "I am an officer of a vessel now, and with me credentials, in the shape of an unlimited ticket, I am liable t' get a command anny time. I am supposed t' be lookin' at things from the bosses' standpoint now, but I simply can't forget the ould byes I used t' thrain with in th' forecassle. I have some of thim with me now, an' they're as good min as iver pulled an oar. I know I can depind on thim, avin in time of disaster, an' that's th' kind of min I'll take off me coat an' fight for, if it comes to a show down, boss or no boss.

"I was put in mate of this ship to overcome the excessive loss in broken packages. By cooperatin' with the byes, they'll do annythin' for me. If I want t' go out t' a frind's house t' spind th' evenin', I know everythin' will be all right. If it's not all right, they'll get me on the phone in two minits. Thim's th' min that ar-re min. In some places they ar-re dhrivin' out th' old hands and puttin' in kids, just because their father, or their aunt, or some other long-distance relation is an acquaintance of some of the higher-ups.

"I claim me own plan is the best. I tell the min: 'Don't make excuses! Make good!' I have now reduced the broken package bill down to a mere trifle; last trip I had a clean slate, an' that's the whole secret of me success. Me min likes me, an' I like thim.

"But, if I find one of thim short-haired dudes that thinks he can loaf on the job, I'll put the rollers under him if he's the general manager's own son.

"But t' get back t' th' byes! Afther I got back from Manila, I went home f'r a short trip. The Congressman in Hartford took a sort of a likin' t' me and got me a job as page in the House of Representatives. I was there two winters. I had a fine chance to hear the best of the great debaters, on all of th' impartint issues, but I'm here t' tell ye that I've heard just as good debates on th' tariff, or the money question, a-sittin' on the hatch durin' th' noon hour, or among the longshoremin on Spear-street wharf in San Francisco, as I ever heard in Washington, D. C. We had a longshoreman there one time, in the first Bryan campaign, and he backed bosses and everybody else into a corner on th' money question. A little snob of a collector reported him to the late Capt. Charles M. Goodall, then general agent, who promptly called him on the carpet. That was all the good it did them. Captain Goodall sent him back to work and promoted him twice within the next six months. He proved to him that he was honest in his convictions, and that, besides that, he possessed the most important qualification of all—common har-rse sinse."

## ALUMINUM FROM GREENLAND.

Cryolite—a source of aluminum, used also in making soda and glass—is not produced in the United States, the entire supply used in this country being imported from Ivigtut, an Eskimo hamlet on the southern coast of Greenland. Cryolite is now imported free of duty and in 1914 4,612 long tons, valued at \$94,424, was reported to have been imported for consumption in the United States.

## NOTICE TO SEAMEN.

## IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,  
V. A. OLANDER, Secretary.

## LAKE DISTRICT, I. S. U. of A.

## HEADQUARTERS:

LAKE SEAMEN'S UNION,  
570 West Lake Street, Chicago, Ill.

## BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street  
Telephone Seneca 936 R.  
CLEVELAND, O.....1401 W. Ninth Street  
Telephone Bell Main 1842.  
MILWAUKEE, WIS.....133 Clinton Street  
Telephone South 240.  
ASHTABULA, O.....21 High Street  
Telephone 552.  
NORTH TONAWANDA, N. Y.....152 Main Street  
Telephone Bell 2762.  
DETROIT, MICH.....15 Twelfth Street  
Telephone 3724.  
SUPERIOR, WIS.....1721 N. Third Street  
Telephone, New, Broad 385.  
BAY CITY, MICH.....108 Fifth Avenue  
OGDENSBURG, N. Y.....70 Isabella Street  
CONNEAUT, O.....922 Day Street  
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue  
PORT HURON, MICH.....517 Water Street  
ERIE, PA.....107 E. Thlr'd Street

## MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

## HEADQUARTERS:

71 Main Street, Buffalo, N. Y.  
Telephone Seneca 48.

## BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street  
CHICAGO, ILL.....445 LaSalle Avenue  
MILWAUKEE, WIS.....151 Reed Street  
DETROIT, MICH.....27 Jefferson Ave., East  
SUPERIOR, WIS.....1814 Fourth Street  
OGDENSBURG, N. Y.....70 Isabella Street  
BAY CITY, MICH.....108 Fifth Avenue

## MARINE COOKS AND STEWARDS' UNION.

## HEADQUARTERS:

406 N. Clark St., Chicago, Ill.  
Telephone Main 365.

## BRANCHES:

|                 |                        |
|-----------------|------------------------|
| Buffalo, N. Y.  | Toledo, O.             |
| Cleveland, O.   | North Tonawanda, N. Y. |
| Milwaukee, Wis. | Superior, Wis.         |
| Ashtabula, O.   | Erie, Pa.              |

## UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

## MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

## RELIEF STATIONS:

|                      |                         |
|----------------------|-------------------------|
| Ashland, Wis.        | Ogdensburg, N. Y.       |
| Ashtabula Harbor, O. | Oswego, N. Y.           |
| Buffalo, N. Y.       | Port Huron, Mich.       |
| Duluth, Minn.        | Manitowoc, Wis.         |
| Escanaba, Mich.      | Marquette, Mich.        |
| Grand Haven, Mich.   | Milwaukee, Wis.         |
| Green Bay, Mich.     | Saginaw, Mich.          |
| Houghton, Mich.      | Sandusky, O.            |
| Ludington, Mich.     | Sault Ste. Marie, Mich. |
| Manistee, Mich.      | Sheboygan, Wis.         |
| Erie, Pa.            | Superior, Wis.          |
| Menominee, Mich.     | Toledo, O.              |



## WEEKLY NEWS LETTER.

(Continued from Page 3.)

and think about, but actual, concrete results, which make for a better life, social and economic, are the things which count. In the matter of the shortening of the hours of labor, we have accomplished this without being bound, gagged and delivered to the State."

**Lehigh Cement Co. Locked Out Workers.**

Cement workers at Mitchell, Ind., who were locked out over twenty months ago by the Lehigh Portland Cement Company, are as determined to win as when the superintendent declared "there is too much unionism around here."

The company practically owns Mitchell. There is no other occupation or industry the people can turn to and the company found little difficulty enforcing a wage scale that ran as low as 14 cents an hour for a 12-hour day.

In 1913 a federal union of cement workers was organized and chartered by the American Federation of Labor, as workers in this industry have no international or national union. With a membership of over 300 members, the organization attracted the attention of the company and in January of the following year the management served notice on all officers of the union and about forty other active members of the local that they were laid off indefinitely "because they were disloyal to the company and were trying to make other employes discontented." Later every member of the union was discharged. When the locked out men paraded the streets as a protest against this policy they were attacked by strike-breakers. The unionists defended themselves and thirteen were then arrested, charged with murder. Efforts have been continually made to discourage these workers by stories of fake settlements. At one time the union's charter was stolen and "company men" declared the organization had surrendered its charter and dissolved the union.

President Gompers and other officials of the A. F. of L. have been in constant communication with these workers who have received both financial and moral assistance.

At the present time one mill is shut down and shipments from the company's other mill at this place are light.

The Lehigh Portland Cement Company has mills in Ohio, Pennsylvania and Washington and the Mitchell cement workers request all unionists and sympathizers to assist them in every honorable way that they may be accorded the right to organize and better working conditions.

**Machine Children Not Good Citizens.**

Vocational training that teaches only shop work and makes the child a mere machine is not needed in this country, even though it is favored by most manufacturers and employers of labor, declared Prof. Roman of the Syracuse University in an address before the Schoolmasters' Club. The educator pointed out the difference between a child that has been developed into an efficient machine and one who possesses a knowledge of those things that result in citizenship as well as manual skill.

"There has been a tendency," he said, "in some States to force upon the vocational school a curriculum that makes an

efficient machine out of the child. The country does not need that kind of education. We are now producing more goods than ever before in the history of the nation. Wealth is piling up faster. Everything is materialistic. The question is, 'How can we make more goods and get more money?'"

"If the vocational school is to meet the problem of the future welfare of this country, it must give a well-balanced training. It must teach the child the principles of democracy, citizenship, government and the proper use of its spare time and collective bargaining. As the volume of production has increased the workers' hours have decreased. Ignorant of his civic duties and the fundamentals of good government, the workers are easy prey for the demagogue."

**Some Banks Are Usurious.**

National banks have charged interest which amounted, in some instances, to 2400 per cent., declared Comptroller of the Currency Williams in an address before the annual convention of the Kentucky Bankers' Association.

The federal official answered an attack against him by a United States Senator, who declared that bankers should be allowed to determine the rate of interest to be charged.

"We read much of the infernos of the slums of the great cities, of degradation and misery and squalor, of the grinding callousness of tenement landlords and sweat-shop operators," said Mr. Williams. "Here in this country we find bankers, men in business that should be the most respectable, as it is the most responsible, of all secular avocations, literally crushing the faces of their neighbors, deliberately fastening their fangs in the very heart of poverty. Yet we are told by a United States Senator that 'the banker—the 1,000 per cent. banker lending to a straitened and sorely pressed farmer—is the man to determine that'—the rate of interest. We are told that when the Government tries to use its power to prevent these thefts and rapes on the prosperity of communities it is guilty of impertinent intrusion and unwise interference with business and private judgment.

"I have in my hand, not to be shown, but I have it here for reference, the report of a national bank in a certain State, from which I will give you some instances. Here is a loan of \$109 to a woman for 30 days, charges for interest, \$10—120 per cent. Others are: \$380 for 90 days, interest \$30, or 34 per cent.; \$133 for 40 days, interest charged \$10, or 75 per cent.; \$145 for 80 days, interest \$20, or 70 per cent.; \$30 for one month, interest charges, 360 per cent."

The speaker declared that "interest rates which mean failure and the steady absorption of the results of sweat and labor foment revolution faster than all the demagogues and reckless ranters who may go howling about the land."

**A Familiar Declaration.**

"Professional agitators" are at work among working people of Worcester, Mass., "for the purpose of changing conditions of employment," declares the Employers' Association of Worcester County, which has voted to stand together for the so-called "open shop." It is stated that 100 employers are members of the association and

these gentlemen are quite sure that "professional agitators" are responsible for workers demanding an eight-hour day and better working conditions. So the manufacturers announce their faith in non-unionism and to create the opinion that a reign of terror is imminent, they "pledge protection" to all employes who "desire to continue as free and independent workers."

The resolutions are identical with hundreds of similar declarations by men who can't understand why "their" workers should not be contented but who insist on a shorter workday that can only be secured through collective action.

Local trade unionists are comparing the policy of local manufacturers, which is resulting in numerous strikes, with the policy of prominent Massachusetts manufacturers, who told the State Board of Conciliation and Arbitration, in session in this city last week, that trade agreements and conferences with union committees were successful and that they would not revert to the old plan of individual bargaining, because unions lived up to their contracts.

**A. F. OF L. IN ANNUAL SESSION.**  
(Continued from Page 2.)

of funds prevented the execution of this plan. However, the officers of that movement have communicated with the headquarters of the A. F. of L., from time to time, both through letters, telegrams and finally through a personal representative. This personal representative stated that the Mexican working people had chosen General Carranza as their leader in the struggle for freedom and that they were willing to support their choice with their lives. They felt that Mexico was working out her own problems in accord with her ideals and was in a position to establish the democratic government which they desired. The labor movement of Mexico protested vigorously against any action on the part of the United States which should interfere with the right of that nation to settle its own internal difficulties. The workers of Mexico felt that the people and the officials of the United States had been misinformed by those who had their own personal interests to serve through deception and misinformation. Any action on the part of the United States to interfere in the internal affairs of Mexico would be interpreted by them as in conflict with the ideals of free government, and in the interests of great corporations that had money invested in their country. They felt that they were entitled to the sympathy of the Americans who stood for an ideal of freedom and they urged that the Carranza army is made up of free men willing to sacrifice their lives for freedom and that the American Nation bear with them yet a little while longer for they thought they saw in sight the goal for which they yearned.

The rank and file of the Carranza army is made up of the workmen of Mexico, industrial lodges and trades unions. Many of these labor organizations have joined the army as a body and serve in the regiments with the officers of their unions acting as the officers of the regiment. A representative of the wage-earners of Mexico was sent to this country with a request from them to President Gompers that he do everything within his power to see to it that the effort of the Mexicans to secure greater freedom was given a fair opportunity. President Gompers has written several times to President Wilson in regard to this matter. He urged upon the President the plea of the Mexicans for time to accomplish whatever they desired and for the patience and indulgence of the United States in their efforts. This matter was considered by us at our September meeting and we decided to authorize President Gompers to write to the President urging upon him the recognition of the Mexican Government with General Carranza as its head, upon the ground that that government was the representation of democratic ideals in Mexico.

The oldest ironclad in the world is the U. S. S. "Wolverine," now completing her seventy-first year of service. She was built at Pittsburgh and shipped in sections to Lake Erie in 1844, having since been stationed on that body of water. The "Wolverine" was a prison for 2000 Confederates during the Civil War.

Demand the union label upon all purchases!



(Continued from page 7.)

An interesting confirmation of the view then expressed by Mr. Schwerin appears in his own language before a committee of the House of Representatives in January of 1913 (p. 924 of Hearings, vol. 2). There Mr. Schwerin said: "No more American ships for me. I am done." He was asked by Mr. Wilson, "Do I understand that you are going out of the shipping business so far as the American flag is concerned?" and answered, "Yes, sir; and your bill (the Seamen's bill) will wind up the American flag on the Pacific Ocean. That ends it." Mr. Wilson then asked, "In other words, is it your purpose to stay in the business if that bill (the Seamen's bill) does not pass?" and he replied: "I explained before that the Canal bill will put the Pacific Mail out of business so far as the Panama route is concerned by law." He then added, "Now, that means that the Central American and Mexican business will fall naturally as a correlative part of that service. The only thing left is the transpacific business. It has never paid any more than its operating expenses."

Mr. Wilson then asked (p. 926): "Did I understand your position to be that the Pacific Mail Steamship Company would be going out of business or simply that you were going out of business?" and Mr. Schwerin replied: "Well, personally I am going to stay with the proposition till she goes 'over the dam,' but I say that the Pacific Mail has got to go out of business."

At this same time Mr. Schwerin, speaking of the Chinese sailor, said (p. 929): "In other words, he must speak English fluently"; on which the chairman of the committee commented: "They have given it a very absurd meaning," and Judge Hardy of the committee replied: "I believe this committee was in thorough accord that that provision meant he should be capable of understanding the ordinary sea orders." This last, you will observe, is exactly what Mr. Schwerin a year earlier said they did. It is all the law requires.

It is respectfully submitted that on two separate occasions, in different parts of the country, Mr. Schwerin expressly gave the Canal Act as a reason for the Pacific Mail Company's going out of business, and is himself a witness to the effect that the Chinese crews are able to meet the language test as interpreted by the committee and by the department.

One must be glad the stockholders of the company have profited by the sale of their ships, while one also wonders at a reason being given for this sale at the present time which is contradicted by the repeated statements of their own officers. I am informed, and believe it to be true, that there are other witnesses that could be summoned to a similar effect.

I beg to remain,

Yours very truly,

(Signed)) WILLIAM C. REDFIELD,

Secretary.

Mr. Julius Kruttschnitt,  
Chairman of Executive Committee,  
Southern Pacific Co., 165 Broadway,  
New York.

## RUM IN THE ARMY.

Great struggles in civilization often produce results unexpected and unrelated to the issues at stake. Such a gigantic upheaval as the European war cannot fail to have a marked effect on the economic, social and moral development of the nations involved, as well as on their political future. Our knowledge of disease, as well as much of our modern conception of physiology, has developed since the last great European war. It is not strange, therefore, that, more than in any previous war, much attention should be paid to health problems and to physiologic conditions which affect the troops engaged. Never before has such a concentrated and gigantic effort been made to utilize all the available scientific and practical knowledge and experience in the solution of the problems developed by the struggles taking place between millions of men throughout almost the entire extent of continental Europe.

One of the significant results of the war is the astonishing growth of the sentiment against the use of alcohol in all forms and the increasing realization, on the part of both governments and people, of the gi-

gantic economic waste involved in its widespread use. Russia has abolished alcoholic drinks, so far as imperial order can do so. Lloyd George has declared that England is fighting three foes, the Germans, the Austrians and alcohol, and that alcohol is the most dangerous of the three. King George has banished alcoholic liquors from the royal establishment. The French government has forbidden the manufacture and sale of absinthe and the German kaiser has strongly urged sobriety on his soldiers as the best means of fitting them to fight efficiently. This general recognition of the evils and harmfulness of alcoholic drinks, in the midst of a war which in previous ages would be regarded as a justification for the wildest license and indulgence, is significant.

An interesting discussion has been going on in the British Medical Journal. Sir Victor Horsley, condemning the custom of serving rum to men on duty in the trenches, asserted that alcohol, even in small quantities, caused a loss of heat, a fall of body temperature, and a dulling of the special senses, and not only was of no assistance to the soldier in resisting the effects of fatigue, strain, exposure to cold and weather, but actually decreased his effectiveness. Horsley reviews the history of rum in the British Army from the time of Marlborough to the present day and sums up the scientific evidence against it, as well as the history of its use in armies in India, Egypt, the Crimea, our American Civil War, and in South Africa. He affirms that alcohol is not a safeguard to health, but is on the contrary a positive detriment. He states that the army authorities have contracted for a supply of 500,000 gallons of rum and that more than 250,000 gallons had been sent to France for the use of the army by the end of November, 1914. He urges the substitution of warm and nourishing drinks such as hot soup, milk, coffee, chocolate, etc., in place of rum, "seeing that warm nourishment enables a man to shoot better and encourages him to go forward, whereas rum makes him shoot badly and inclines him to sit still or even go back."

The statement on the part of Horsley's critics that a small ration of rum does not impair the effectiveness of the soldier, he replies to by reference to experiments made by the Swedish army authorities who discovered that one-half the British rum ration caused a deterioration of 50 per cent. in accuracy of rifle shooting, and to the practical experience which has led the British naval officers to take their squadrons out of harbor for at least twenty-four hours before target practice and gun trials, in order to secure the highest possible scores.

The Journal of the American Medical Association, commenting on this discussion, is of the opinion that Sir Victor Horsley's presentation of the case contains demonstrable facts that will require something more than personal attacks and general statements of denial to refute.

The extent of animal life in central Siberia may be imagined when it is considered that one merchant has been known to buy as many as 1,000,000 squirrel skins in a single season.

Demand the union label upon all purchases!

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home. \*
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

# International Seamen's Union of America

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-  
TENDERS OF THE PACIFIC.

**Headquarters:**

SAN FRANCISCO, Cal., 58 Commercial St.

**Branches:**

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.

PORTLAND, Ore., 242 Flander St.

SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION  
OF THE PACIFIC COAST.

**Headquarters:**

SAN FRANCISCO, Cal., 42 Market St.

**Branches:**

SEATTLE, Wash., Pier No. 1, Room 63, P. O.  
Box 214.

PORTLAND, Ore., Room 10, Bldg.

Second St.  
SAN PEDRO, Cal., P. O. Box 54.

## ALASKA FISHERMEN'S UNION.

**Headquarters:**

SAN FRANCISCO, Cal., 49 Clay St.

**Agencies:**

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.  
ASTORIA, Ore., P. O. Box 138.

## The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.



## Labor News.

Printers of Tuscaloosa, Ala., have formed a union, chartered by the International Typographical Union. All newspapers and job-printing offices have agreed to recognize the new organization.

The International Molders' Journal reports that the referendum vote of iron molders on the plan to amalgamate unions in the iron industry resulted as follows: Against, 10,758; in favor, 1,946.

After a nine months' strike, Hosiery Workers' Union, No. 696, of Philadelphia, affiliated with the United Textile Workers of America, has won its strike against a 20 per cent. wage reduction.

The Industrial Insurance Commission of Washington has ruled that dog bites are part of the professional hazards of a gas-meter reader. The commission allowed the claim of a Spokane meter reader who was bitten by a vicious "pup."

Bakers in Rochester, N. Y., are conducting an organizing campaign, assisted by officers of their international unions. It is stated that three-fourths of Rochester's bakery workers are members of organized labor.

The Otis Elevator Company, of Yonkers, N. Y., announces that an eight-hour day will be the rule for its two thousand employees beginning next May. The workers will continue for six months under the present nine-hour day.

A strike followed the discharge of several active unionists by the W. P. Davis Company, of Rochester. Now the strikers are demanding the reinstatement of the victimized machinists, an eight-hour day, a 40 cent minimum and pay for all overtime.

Motion Picture Operators' Union has signed four-year contracts with over a dozen picture houses in Peoria, Ill. For the first two years the rate will be \$19 a week; for the third year, \$20, and for the fourth year, \$21. The old rate was \$18.

The Colorado Supreme Court admitted John R. Lawson to \$35,000 bail, which was promptly furnished. Lawson was at once released. He returned to his work at headquarters of the United Mine Workers in Denver.

The voters of Pennsylvania will vote on a constitutional amendment at the coming election which provides for compulsory compensation. The present law, effective January 1, is optional and may be rejected at will by employers if they prefer a lawsuit to paying injured workers.

Members of the Chicago Allied Printing Trades Council are asking that unionists write to the publishing firm of R. R. Donnelly & Co., of Chicago, requesting this concern to publish its Encyclopedia Britannica under union conditions. The company is now publishing a new edition of this encyclopedia, in a reduced size, and the plant is working under strictly non-union conditions.

Despite a provision in the St. Louis (Mo.) municipal charter that wages of laborers shall be based on the "prevailing rates," organized labor is alert to dangers contained in the proposed city salary bill, which would reduce the wages of mechanics below the standard of their respective trade unions. The Central Trades and Labor Union is resisting the proposal with such vigor that advocates of the bill are on the defensive.

## SEATTLE, WASH.

Office Phone  
Elllett 135

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Best Line of Men's Suits  
Overcoats, Raincoats, Shoes, Hats  
and Men's Furnishings  
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103-107 First Avenue South  
Near Yesler Way SEATTLE

## Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Abrahamsen, Halp-  
Andersen, Hjalmar  
Andersen, Alfred  
Andersen, Albin  
-1388  
Brower, Geo.  
Bucknam, J. W.  
Berg, Fred  
Brown, D. C.  
Christensen, Anton  
Christensen, Albert  
Donovan, J.  
Dougherty, J.  
Dyrnes, L. E.  
Edvords, John  
Eggers, John  
Engbrechtsen, Ed.  
Edson, Frank  
Endresen, Marius  
Eugen, T.  
Fenes, I.  
Farrlane, P.  
Glademo, Lars  
Gundersen, Peter  
Gustafson, Karl  
Grant, Dave  
Hansen, Alex M.  
Hansen, John  
Hansen, Olaf  
Hansen, E. -1437  
Hill, C.  
Hernes, K.  
Jakohson, Waldemar  
Jorgensen, Fred  
Johanson, Wm.  
Jacobson, Johan  
Johnson, Andrew  
Johnson, Ernest  
Johnson, P. M.  
Johnson, Ole  
Johnson, Jorgen  
Junge, H.  
Kainig, Jacob  
Karell, J.  
Karison, Ingvald  
Kraeger, Johan  
Kressman, Karl  
Larsen, Albin  
Larsen, Olaf  
Leonard, John  
Lindeman, C. H. O.  
Lawson, J. J.  
Larsen, Emanuel  
Lundgren, F.  
Mjones, John  
Moyer, Wm.  
Martensen, Ingoald  
Martinson, P. A.  
Mathisen, Sigurd  
Moore, C. R.  
Mattson, Erick  
Mattson, J. -1328  
Mikkelsen, A. W.  
Morgan, W.  
Nass, T. M.  
Newland, Ernest  
Nelson, Axel  
Nordstrom, E. V.  
Nevlin, Georg  
Olson, J. E.  
Olma, Sam  
Peterson, A. -1223  
Pettersen, Harry  
Peterson, Hans  
Pederson, Carl  
Pederson, Carl, -1300  
Peterson, Carl, -1653  
Quains, Nick  
Ramberg, Barney  
Rosenwald, Isach  
Rulter, J.  
Schweistous, W.  
Shankat, Hans  
Simmingshjm, G.  
Speller, Henry  
Salvesen, Salve  
Samuelson, Leonard  
Seppola, Emil  
Selken, H.  
Sindclair, Emanuel  
Smith, T.  
Swensen, Jorgen  
Strandevus, Jack  
Sverd, C. P.  
Telchert, Karl  
Thomsen, Einar  
Torjusen, G. T.  
Voss, H.  
Vick, Tom  
Ween, Ole  
Wennecke, A.  
Wick, J.

## Tacoma Letter List.

Cords, W. A.  
Evertsen, Ole  
Farrell, William  
Haugan, Arthur  
Johannsen, Christian  
Linea, W.  
Line, Victor  
Murphy, Danial  
Olsen, Martin E.  
Paterson, John  
Person, Fritz Leo-  
nard  
Schmidt, Louis  
Thomas, Paul  
Ullman, Emil

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## INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuanu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden. 5-13-14

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at other times from ports in Australia and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y. 6-24-14

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## Eureka, Cal., Letter List

Contreras, Julio  
Kyrkslatt, Lars  
Lawrence, Harry  
Melander, G. L.  
Kustel, Victor J.  
Kinowsky, A.  
Ingebretsen, Alf.

## INFORMATION WANTED.

Johan Hilmar Hansen, a seaman who was last heard from in Seattle, Wash., in 1911, is inquired for by his father, Anton Hansen, Nygaten 34, Moss, Norway. 5-13-14

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. 5-13-14

Knut Jensen No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Tangemunde, A/Elbe Ostenerweg, No. 7, Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis. 4-14-15

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks Ave., Pasadena, Cal. 7-29-14

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Charles Anderson, alias Helmik Helgesen, a native of Alvestad, Stavanger, Norway, age 70, is inquired for; last time heard from in 1904. Anyone knowing his whereabouts please notify his brother, B. H. Alvestad, Jewal, Iowa.



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## Portland, Or., Letter List.

Bese, F. Muller, P.  
Bernhardsen, Chas. Metts, John  
Bjornlund, Axel Moller, L. D.  
Bugge, Mr. McConnell, David S.  
Christensen, H. P. Mark, Thorwald  
Decas, O. Meckermann, Ernst  
Dolany, Willie Neuling, George  
Edstrom, John Nielsen, H. -1253  
Ekberg, Hugo Olsen, Arthur  
Fernandez, Frank Ohlsson, J. W.  
Geiger, Joe Osterberg, Henry  
Hecker, Wm. A. Oglive, Wm. A.  
Halbeck, J. O. Palm, P. A.  
Holmstrom, Chas. A. Pedersen, J. A.  
Henriks, Waldemar -1515  
Ingelbrigsten, O. Perkins, Paul  
Jensen, Christ Peterson, M.  
Jensen, Wm. Rabel, John  
Jegstrup, Harold Reskran, George  
Johnson, Nils Rinkel, H.  
Jonsson, Karl Rimmer, Chas.  
Knopp, Fritz Schneider, J.  
Kristiansen, Wm. Schneider, Fritz  
King, J. L. Swanson, Emil  
Kelly, Patric Soderlund, Uno  
Kjer, Magnus Sorensen, Jorgen  
Knudsen, Richard E. Shea, Oscar  
Larsen, H. Schacht, H.  
Leonhard, George Schultz, John N.  
Letchford, A. Sellin, Joe  
Lindblad, Konrad Salmelin, H.  
Lindberg, A. C. Saarinen, W.  
Lindholm, John Tuhkanen, J. J.  
Loescher, Joseph Urso, Geozzep  
Miller, E. Vinx, H.  
McKeating, R. Windblad, W.  
Munchmeyer, H. Wheatcroft, L. E.  
Miller, Andy M. White, Harry  
Morgan, Tim Westengren, C. W.

## Aberdeen, Wash., Letter List.

Albers, Geo. L. Paul, George  
Anderson, Anton Peters, Walter  
Andersen, -1118 Pearson, J.  
Arntzen, W., reg. Peters, Walter  
Andersen, Andrew Paaso, Andrew  
Bunte, Paul Pettersen, Karl  
Burmeister, T. Petersen, J.  
Bjorklund, G. Peterson, Nels  
Davis, Frank Risenius, Sven  
Elsing, Ben Rundblad, Oscar  
Eriksson, -333 Schmidt, Heinrich  
Evesson, Krist Simensen, Isak  
Gronros, Oswald Scheftner, Bernhard  
Gueno, Pierre Thorn, A. L. -70  
Holmroos, W. Toves, H. C.  
Hansen, Ove Max Thorne, John  
Hylander, Gustaf Thompson, S. K.  
Kallas, August Udby, Harold  
Karlsen, Victor Wehrman, John  
Ludtke, Emil Walder, Olsen N.  
Machado, Henry Packages.  
Magnusson, Walde- Glazer, Y.  
mar Gorgensen, Olaf  
Munsen, Fred Hansen, John  
Nilsen, -1054 MacGulre, O. F.  
Nilsen, Harry Stanners, W. S.  
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## INFORMATION WANTED.

Iwar Westerberg, age about 50,  
sailing second mate on some steam  
schooner on the Pacific Coast, is in-  
quired for by Gus Englund. Any in-  
formation regarding the above named  
will be gladly received at 214 Jack-  
son street, San Francisco, Cal.

1-27-15

Theodore Krakan, last heard of in  
September 1911, at New Orleans, La.,  
is inquired for by his mother. Any  
one knowing his whereabouts please  
notify Mrs. Ad. Krakan, Langenvehm  
38 I, Hamburg 22, Germany.—8-25-15.

## Home News.

The reprieve of Joseph Hillstrom,  
sentenced to be shot at Salt Lake  
City, expired. He was denied a com-  
mutation and was resented to die  
on November 19.

After excluding the magazine  
"Fatherland" and "The Gaelic Amer-  
ican" from the Passaic (N. J.) pub-  
lic library, the trustees, in response  
to many protests, voted to readmit  
the papers.

Senator Ashurst of Arizona has  
announced his intention to introduce  
a resolution when Congress opens to  
provide for the printing of 50,000  
copies of the report of the Com-  
mission on Industrial Relations.

Of New York State's total popu-  
lation about 9,700,000, only 2,500,000  
live in the rural districts, according  
to a report of Secretary of State  
Francis M. Hugo. New York City  
has more than half of the population  
of the State.

The first national convention of  
Secretaries of State met at Cincin-  
nati recently. The meeting was called  
by Stuart F. Reed, Secretary of  
State of West Virginia. Nineteen  
States were represented on the first  
day.

Formal announcement was made  
of the unanimous recommendation of  
the Naval Consulting Board on In-  
ventions for the establishment of a  
great research and experimental  
laboratory for the United States  
Navy, costing \$5,000,000 to establish  
and \$2,500,000 yearly for mainte-  
nance.

Armed guards at mills of the  
Nashua Manufacturing Company at  
Nashua, N. H., shot, bayoneted and  
clubbed men and girl strikers. The  
reports give no clear explanation of  
the trouble other than that the com-  
pany tried to run cars on a siding  
blocked by women with babies in  
arms. One man was reported killed  
and seven women injured.

According to an announcement by  
Professor R. J. Colbert of the To-  
ledo Municipal University. Scott  
Nearing has accepted the position  
at that institution of Dean of the  
College of Arts and Sciences and  
Professor of Social Science. He will  
begin his new duties on the opening  
of the second university semester,  
at the end of January.

The estimates of the Department  
of Agriculture show record crops in  
the United States of wheat, oats,  
barley, and hay, and a corn crop  
closely approaching the record. The  
returns indicate a production of ap-  
proximately three billion bushels of  
corn, one and a half billion bushels  
of oats, one billion bushels of wheat,  
almost a quarter billion bushels of  
barley, and a hundred million tons  
of hay, if the twenty million esti-  
mated tons of wild hay, a crop not  
heretofore reported upon, be included.

Published plans for army and navy  
increase recommended by Secretary  
of War Garrison and Secretary of  
the Navy Daniels require appropri-  
ations for 1916 of \$405,000,000 for  
both army and navy, an increase of  
\$147,000,000 over the past year. For  
the navy \$221,000,000 is to be asked,  
an increase of \$72,000,000. For the  
army \$184,000,000 is to be asked, an  
increase of \$75,000,000. During the  
next five years there are to be built  
10 dreadnaughts, 6 battle cruisers, 25  
scout cruisers, 80 destroyers and 125  
submarines. The army is to be in-  
creased to 140,000 men and a reserve  
of 400,000 men to be provided in ad-  
dition.

Ingvald Andreas Hansen, alias  
Andrew Hansen, a native of Nor-  
way, age about 36; tall, dark; last  
heard of July, 1905. His address  
then was, Andrew Hansen, Karluk,  
Kodiak Island, Alaska. He is in-  
quired for by his mother. Anyone  
knowing his whereabouts please  
notify Staff Captain Robert Smith,  
district officer, native work, Alaska,  
Box 925, Wrangell. 4-3-15

Wilhelm Ekelund, a native of  
Sweden, is inquired for by his  
brother, Axel Ekelund, New Harbor  
Hotel, Drumm street, San Francisco,  
Cal. Anyone knowing his where-  
abouts please notify the above ad-  
dress. 3-10-15

William Walker, a native of Island-  
magee, Antrim Co., Ireland, is in-  
quired for by his nephew. Anyone  
knowing his whereabouts kindly com-  
municate with John Walker, Geddis,  
7 Willowbank St., Brooklands, Win-  
nipeg, Manitoba, Canada.

Carl Fritjof Johansson Lind, age  
39, a native of Sonderborg, Germany,  
sailing on the Pacific Coast, is in-  
quired for by his brother. Anyone  
knowing his whereabouts please no-  
tify John Lind, 1401 West 9th St.,  
Cleveland, Ohio.—3-24-15.

Any member or members of the  
crew of the steam-schooner "Cuzco"  
who were on board of her in August,  
1912, at Victoria, B. C., when Joseph  
H. O'Brien met with an accident,  
are requested to communicate with  
George Olson, attorney and coun-  
selor-at-law, 300-308 Central Bldg.,  
Seattle, Wash.—4-7-15.

Patrick McFee, who was cook on  
board the schooner "Robert Henry"  
on a voyage to Mexico last year, is  
inquired for by the U. S. Shipping  
Commissioner, at San Francisco, Cal.  
9-15-15



"To let the other boy get away," was the reply. "He didn't have none." — Pittsburgh Chronicle-Telegraph.



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INFORMATION WANTED.

Samuel Dickson, a seaman, age about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

## News from Abroad.

A French official communication states that information has been received from Berlin to the effect that German women are taking the place of men as night patrols. They are accompanied by trained dogs. It is also stated that owing to the difficulty in getting petrol the use of automobiles is being restricted in Berlin. The hiring of cars is not allowed, severe penalties being imposed for the infringement of the rule.

On September 12 the war insurance scheme for Danish ships had been in operation for one year. The aggregate receipts from premiums amount to rather more than 11,000,000 kr., of which a small portion has been absorbed by reinsurance, leaving about 9,000,000 kr. Up to the end of June 3,268,588 kr. had been paid. This sum has since been increased, and claims for between 2,000,000 kr. and 3,000,000 kr. are pending. On the whole, the result must be looked upon as satisfactory.

A parcel post convention between the United States and the Argentine Republic has been concluded. The provisions are similar to those with South American countries. The weight limit is eleven pounds, and the postage rate is the maximum rate in the United States. The Postmaster General is trying to establish a complete money order system, and to apply the domestic rate of postage throughout the three Americas. Paraguay is now the only South American nation without a parcel post agreement with the United States.

According to a statement published in the German papers, the bread ration in Belgium has now been raised to 340 grammes per day per head, so that all Belgium can now eat white bread. This regulation is also stated to have been accompanied by a reduction in price, while the amount of flour to be ground from the corn has been fixed at 75 per cent. Meanwhile the municipal authorities in Berlin have decided to increase the bread ration in their district, in the case of young people, those engaged in manual labor, and of others in reduced circumstances.

The number of soldiers' families in receipt of relief from the municipality of Berlin amounted in September to 177,338, as compared with 62,980 in August of the previous year. The extent of the relief afforded had risen in a much greater ratio, and amounted to 7,810,000 marks for the month of September. Municipal contributions toward the rent of such families amounted to 1,650,000 marks in September, a sum which again showed a considerable increase as compared with the preceding month. The total sum expended upon municipal relief in Berlin up to the end of September of the present year exceeds 61,700,000 marks.

Japan has become a party to the agreement not to conclude a separate peace. Announcement was made at London that a note was addressed to the Japanese government on October 19 inviting it to give adherence to the declaration of Great Britain, France and Russia, signed on September 5 of last year, that none of these nations would conclude a separate peace. On the same day that this request was made, Count Inouye, Japanese ambassador to Great Britain, replied that he had been authorized by his government to give "their full and complete adherence to the terms of this declaration."

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### INFORMATION WANTED.

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

Nils Edmund Johansen, a native of Tonsberg, Norway, age about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Chas. Maywell, a sailor, last heard of in New York City in 1892, is enquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y.—12-23-14

Fred Marjama, a native of Russia, age 36, has not been heard from since 1908, at Buffalo, N. Y. Anyone knowing his whereabouts please notify his brother, J. Marjama, 51 South St., New York, N. Y. 9-1-15



### With the Wits.

His Privilege.—The magistrate looked severely at the small, red-faced man who had been summoned before him, and who returned his gaze without flinching.

"So you kicked your landlord downstairs?" queried the magistrate. "Did you imagine that was within the right of a tenant?"

"I'll bring my lease in and show it to you," said the little man, growing redder, "and I'll wager you'll agree with me that anything they've forgotten to prohibit in that lease I had a right to do the very first chance I got."—Pittsburg Chronicle-Telegraph.

A sailor was called into the witness-box to give evidence. "Well, sir," said the lawyer, "do you know the plaintiff and defendant?" "I don't know the drift of them words," answered the sailor. "What! Not know the meaning of 'plaintiff' and 'defendant?'" continued the lawyer. "A pretty fellow you to come here as a witness! Can you tell me where on board the ship it was the man struck the other?" "Abaft the binnacle," said the sailor. "Abaft the binnacle," said the lawyer. "What do you mean by that?" "A pretty fellow you," responded the sailor, "to come here as a lawyer and don't know what 'abast the binnacle' means!"—Sailors' Magazine.

Neutral.—Historical controversies are creeping into the schools. In a New York public institution attended by many races, during an examination in history the teacher asked a little chap, Who discovered America?

He was evidently thrown into a panic and hesitated, much to the teacher's surprise, to make any reply.

"Oh, please, ma'am," he finally stammered, "ask me somethin' else."

"Something else, Jimmy? Why should I do that?" "The fellers was talkin' 'bout it yesterday," replied Jimmy. "Pat McGee said it was discovered by an Irish saint. Olaf he said it was a sailor from Norway, and Giovanni said it was Columbus, an' if you'd 'a' seen what happened you wouldn't ask a little feller like me."—Kansas City Star.

### An Invitation

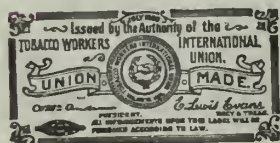
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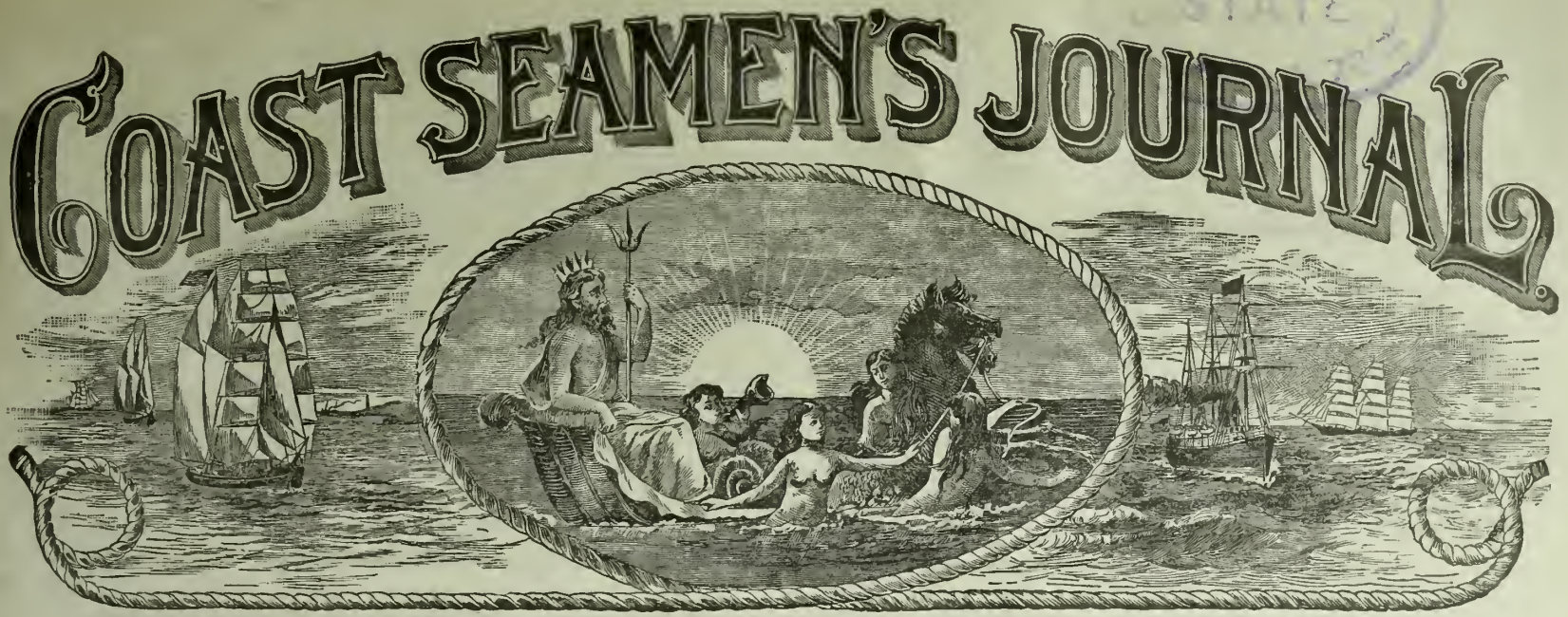
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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXIX, No. 10.

SAN FRANCISCO, WEDNESDAY, NOVEMBER 17, 1915.

Whole No. 2356.

## PLAIN WORDS FROM ENGLAND.

### Fraternal Delegate Ammons Talks to A. F. of L. Delegates.

Labor's part in the success of the Panama-Pacific International Exposition was warmly acknowledged when the American Federation of Labor's 375 delegates to its thirty-fifth annual convention met in the California building (located in the Exposition grounds) in a session preliminary to the opening of the regular meetings at Eagles' Hall, on Golden Gate avenue.

The Exposition officials, the heads of the State and city governments and the leaders of local labor bodies joined in a welcome to the Federation delegates and in recognition of the help given to San Francisco's enterprise by the national organization.

Archbishop Edward J. Hanna pronounced the opening invocation, and Chairman Daniel C. Murphy introduced President Charles C. Moore to speak for the Exposition. Paying an especial tribute to President Samuel Gompers for aid he had personally given in maintaining co-operation between labor and the Exposition, Moore declared that every promise made by labor had been fulfilled.

Cheers greeted President Gompers when he rose to reply and to accept the bronze medal which President Moore offered to the Federation.

"Labor in the United States understood its duties as well as its rights and insisted upon both," said Gompers, "else no man could have helped."

"You of the Exposition started right with labor. You recognized the existence of this force and accorded it the privilege of service."

Welcoming the delegates on behalf of the State, Governor Hiram W. Johnson declared that the principles of labor named by Gompers form the creed of government in California. Mayor James Rolph, Jr., made the same claim for the city. H. D. H. Connick, Exposition director of works, complimented the local labor bodies on the fair and square way in which he said they had met and adjusted every question that had arisen with the Exposition.

The remaining addresses were made by President P. H. McCarthy of the Building Trades Council, President Daniel P. Haggerty of the State Federation of Labor, and President Daniel C. Murphy of the San Francisco Labor Council.

The celebration of American Federation of Labor Day at the Exposition was fully as significant as the problems enunciated by the venerable president of the organization. For the first time in the history of that association it held its annual convention in a world's exposition, constructed throughout by union labor and strictly under union labor conditions.

At the time of going to press the convention has settled down to serious business, the first few days having been taken up with the addresses of several fraternal delegates and sight-seeing trips in the city and on San Francisco Bay.

The Seamen's particular interests are well looked after in this convention. The report of the Executive Council deals at length with the present status of the Seamen's legislation and President Gompers in his opening address made it plain that the American labor movement

would insist upon "safety at sea" as well as safety in the mines and in the factories.

A synopsis of the convention proceedings will be published in the Journal shortly after adjournment. In the meantime there is presented herewith in full the address by one of the two fraternal delegates from the British Trades Union Congress.

It is generally conceded that the speech of Brother C. G. Ammons, who is a member of the Postal Clerks' Union, is well worthy of a careful perusal. The thoughts and sentiments expressed by this representative of Labor give ample cause for the hope that Labor's dream of Internationalism and the Brotherhood of Man has not been wholly destroyed by the trying events of the recent past.

Fraternal Delegate Ammons's address follows:

#### Fraternal Delegate Ammons's Address.

Mr. Chairman, Comrades and Friends—It is with peculiar pleasure this year, above all years, that as a representative of the British Trades Union Congress I bring you greetings from your brothers across the sea. I want at the outset, to express my appreciation of the hospitality and the kindness and the many things I have seen and learned during the few days I have been on your shores. Coming from a little island of some account, one marvels at the distances one can travel in your land. I have looked upon what to me are the wonder cities of Denver and Salt Lake—reared, as it seemed to me, in the midst of deserts; and upon this city in which we are now gathered, but a few short years ago wiped away by a terrible catastrophe and now risen phoenix-like from its ashes more brilliant and beautiful than ever before. As I recite this I am reminded that, after all, great as these wonders are, without the skilled hand and brain of labor they would never be. The laborer of this land and all lands is the man and the woman who rears society, who will ultimately mold society, and in whose hands and in whose lap is the destiny of the whole world.

Since I have been on your shores I have heard it remarked that you did not expect there would be a representative from Great Britain this year. I venture to say, sir, that never before in the history of the whole of organized labor was it more necessary that a fraternal delegate should come from one country to another. At this time when nations are at war and ambassadors of all nations are in the courts of neutral countries, why should it be different in regard to labor? For my part, I see no reason why representatives of the working men from Germany, and Austria, and France, and all the countries, should not be gathered on this platform in neutral territory today.

I want to make it emphatically clear that whatever may be the causes that may sunder us for the moment, the British working men, like the working men of all countries, have no quarrel with their fellow working men, for the same forces operate in America as operate in the old country; it is necessary that some contradiction at least be given to the various false reports that I know have been circulated in

your midst. The people who will traduce and attack the name and the cause of labor know no geographical boundaries, no racial separation; they are to be found in America, England, Germany—the whole world over. So when I hear that you have had reports about drunken workmen, so drunken they would not go on with their work, I tell you most emphatically there was never a greater lie forged on the devil's anvil than that. When they charged us with that the labor people said: "Very well, if drink stands in the way, let the nation take over the drink," but they did not rise to the challenge; the vested interests were too powerful.

The delay of munitions. None have spent themselves more, none have given more of their help than the working men. When mistakes are made by diplomats and by politicians an excuse must be found somewhere. You can fill the rest for yourselves.

Now the two strikes. I will only refer to them, because my colleague and myself have arranged to divide our address. He will deal more particularly with questions arising from the war. The strikes that have been waged over in the old country during the period of war, have arisen out of the very highest and loftiest ideas of patriotism. They have been waged by men, not for selfish interests, but by men who have said: "If our country is in danger we will serve, but we are not going to work that more bloated profits shall be made out of the needs and necessities of our time." And the result has been that the government had to step in and take control and limit the profit made by the profit-mongers.

Voluntary service has not failed. It is essential to America that you should know this. More men than they want, more men than they can equip, more men than are necessary if we are to carry on industry can be found, and are found, under the voluntary system. Conscription is wanted, not for the war, but for the period after the war, so that a stranglehold can be had on labor.

Labor has increased the pay of the fighting man in the trenches; labor has forced the government to make provision for the widows and children of the men who go down; labor has forced the government to set up tribunals of arbitration to deal with disputes arising between working men and their employers. Now the government has come to this, they have had to declare that "without organized labor we cannot go on," and they have had to come to organized labor to endeavor to bring the people together. We are learning lessons from the war, and there is this one lesson: At first when war broke out it was said no man, woman or child should want for the necessities of life. If that thing is good in war time it is doubly good in times of peace, and should not be lost sight of.

The Trades Union Congress of this year was held in Bristol and was the greatest on record. There were six hundred and ten delegates representing upward of three million workers. The two chief topics of discussion were conscription and the industrial or craft organization. The challenge was thrown down by the National



Union of Railwaymen who, as you know, have the men in the railway yards, the office and the shop, but here and there are found scattered units very difficult to organize or even get in contact with. It was also found almost impossible for the management of the railroad companies to hear the representatives of the thousand and one different societies. The railwaymen claimed jurisdiction over all crafts working in the railway sheds or upon the railway. This was brought before the Trades Union Congress, and after a very strong and vigorous debate the craft organizations won by a very small margin. Sufficient to say that will not be the end of the matter.

Perhaps you would like to get some further idea of the strength of trade unionism in Great Britain. A day or two before I left I received the latest government report of those organizations which register under the Trade Union Act. It is not compulsory to register, but it gives certain assurances and safeguards, and many do. The number registered were 696. Of these 655 made returns. They represented a total of 3,600,000. It is safe to say there are at least 4,000,000 organized trade unionists on the other side, roughly speaking, one-tenth of the whole population. The trade unions funds increased by some \$4,000,000 during the year. The total funds amount to \$32,500,000. The income for the year amounted to \$23,000,000. The expenditure for unemployment amounted to \$2,500,000; disputes, \$2,300,000; sick and accident, \$3,500,000; miscellaneous, \$2,500,000. So far the trade unions are fairly well fixed and well established and, believe me, they are needed for in years to come there will be a trial and testing of organized labor in all countries as well as our own which will put their funds and their organizations to the severest test.

Now, while this war is going on, when the whole world seems to have run mad, it is well that we gather together in conventions of thoughtful men and women to give attention to the other questions and the other problems which are as vital and which are more enduring even than the most devastating war. The unending war between capital and labor still goes on and it will be well not to lose sight of it. If anything is necessary I will appeal to you, my comrades, that although for a time we are sundered, we shall not allow by any means that the light of the International shall go out; we must keep alive the International if we would keep alive our organizations.

May I say in passing just a word of tribute to the memory of one who was a great figure in the International movement, and to whom the seeming collapse of the International movement brought death. I refer to Comrade Keir Hardie. I suppose there is nothing I value more in this life than the memory of a fairly close friendship with Keir Hardie. No man more traduced, no man more maligned, yet no man more faithful to the working class ideal, no man has kept his faith more untarnished, and there was no price this world could offer that could buy Keir Hardie. His memory, I hope, will ever be kept green, at least on the part of labor, as one who ever marched breast forward with his face to the foe fighting the cause of labor and those who struggle and toil.

Let us remember the war in which we are particularly engaged. Our foe—organized capital—knows nothing of sentiment, knows nothing of geographical or racial division, although they do know sufficient to use all of these as a means of dividing the workers when it suits themselves. But we need to be alive to see that under no circumstances and under no conditions shall we allow them to play us one against the other any longer. How long before the workers of the world realize that between them there is no difference? We are all of one flesh and blood, we are all striving for the same ends, the same ideals and the same aspirations are ours. Shall it not be that we shall sweep aside those who would seek to divide us, that we shall

"Rise like lions after slumber  
In unvanquishable number,  
Shake to earth your chains like dew,  
Which in sleep have fallen on you  
Ye are many, they are few."

It needed the war to bring home to those in authority the truth and the power of many of the causes and the remedies we have been advocating for years. The nationalization of railways, for instance, was pronounced to be absolutely impossible. When a war broke out it was accomplished by a stroke of the pen. Munition factories, which were the monopolies of capitalists, were nationalized, and, best of all, the great healing art of the mediaeval profession was also nationalized and taken over by the State. History has taught us that anything taken over by the State worth retaining never reverts to private enterprise; and it will be up to the labor organizations on our side to see that a good fight is put up and that these shall never again go back into private hands, but that as now, so in the future they shall be run in the interests and for the advantage of the whole community.

I should be sorry, and it would be discourteous and impertinent of me, to dare to make any suggestions to a gathering like this as to what you should do or what you should think, and I am not going to attempt any such thing, but I don't think it would be wrong if I were to say

it is up to the men of America to be on guard, to see that you are not caught the same as the men of Europe have been caught. It is for democracy to keep clear vision and steady hand and brain unclouded, that those forces that have divided us shall not divide you, because you are needful to us on the other side. And democracy has in times past, not often, been able to sweep aside the machinations of diplomats and politicians.

I was interested the other day in reading in one of your libraries the "Life of John Bright." Therein I read again a part of the story of your great war between the North and the South. When the ports of the South were blockaded it brought destitution and sorrow to the men of my country, the men of Lancashire, of Manchester and the big cotton towns. We are all so linked one with the other! The politicians and the diplomats and the masters said: "Now is our opportunity, let us step in and while America is divided seek to get our way." And the people of Manchester, three hundred and twenty odd thousand, led by John Bright—the people who suffered and were suffering—said: "No, in democracy's name we will not allow any such interference; we will starve sooner than interfere with a people struggling to be free."

And with all her faults and with all her mistakes and with all the crimes that may be laid to her charge, I would not be human if I did not recognize the great liberty that the old country whence I come has won for the world; but, in spite of all that, I want you to believe me—I am here for this purpose—that my heart goes out to the whole people, to the whole working people of the world irrespective of geographical boundaries or languages. I look for the time, I long for the time when again we will gather together and confer one with another on our common difficulties and look forward with the hope of realizing our common ideals; hope for the time when again we will clasp hands, look into each other's eyes and think what a mistake it has all been; that we are still brothers and underneath the veneer of so-called civilization, underneath all the folly and wretchedness with which we are surrounded there still beat hearts high with hope, with a faith unquenchable, with a courage unconquerable that will still press forward to realize the ideals of humanity. I am looking for the time, and, America, we want you in this—

"When the war drums throb no longer  
And the battle flags are furled."

When the time comes to sit down to devise ways and means of peace it must not be left to the politicians, it must not be left to the diplomats; labor must be there, labor must demand its place in all the deliberations, in all that shall be done, to see if we cannot find a way whereby such folly and such wickedness shall be impossible in the days to come. America, yours is the place to help, to guide, to lead that way if you will. We appeal to you.

Now my message, my greeting to you I bring to conclusion. Let me tell you that over on the other side—we cannot hear from some of the countries—but no doubt in those other countries there are men who are saddened and sickened at heart, who realize they are in for a terrible business that must be gone through, but who are longing to return to the ways of peace and the ways of concord and the ways of comradeship, that again we will gather in our international gatherings and take part and lot in molding the destinies of men and nations; that the lessons we are learning, aye, that we have learned, shall bite deep into our hearts and our consciences and we will say: "Never again shall this thing be possible, never again shall civilization, humanity, our International, be outraged by such a spectacle as this." And who shall say the poet was wrong who sang:

There shall come from out this noise of strife  
and groaning

A broader and a juster Brotherhood;

A deep equality of aim postponing

All selfish seeking to the general good.

There shall come a time when each shall to another

Be as Christ would have him be—Brother unto Brother.

There shall come a time when Brotherhood grows stronger

Than the narrow bands which now contract the world,

When the cannons roar and the trumpets blare no longer.

The ironclads rust, the battle flags are furled;  
When the bars of speech, of creed and race which sever

Shall be fused in one humanity forever.

A "mutiny" broke out recently on board the Norwegian steamer "Reidar," discharging in Aarhus. The vessel arrived from East Asia with a crew of 40 lascars. These men went ashore, and, it is stated, drank a considerable quantity of cheap Danish brandy. Upon returning to the ship they attacked the officers. The third mate was stabbed in the back and others were "slightly" wounded.

## LET'S WAIT AND SEE.

The La Follette shipping law went smoothly into operation without any of the dire consequences predicted, except that in San Francisco one vessel formerly under foreign registry chose that day to hoist the American flag, and thereby come under the provisions of the bugaboo bill.

Now that this law is in operation, suppose we try the experiment of letting it alone a while, to see how it will work. That is what we do with other laws. Absolutely every objection which has been raised to this bill in the recent violent protests was raised and fully considered in discussions before the committees of Congress. Those objections were theories then, and they are equally theories now. They were met then by answers, also theoretical, which satisfied the Senators and Representatives who fully heard both sides. It was their judgment, based on argument, that the bill would not do the harm which its opponents now vociferate. There is nothing but argument on which to base that or any other judgment even now, and on argument the situation is no different now from that which existed when the bill passed, or when it was under preliminary discussion. Nothing has developed in the meantime which had not fully developed then, and there is nothing wrong about the law which was not equally wrong and equally well understood by those who passed the bill. Either they were right, or they were mistaken. Those who have heard the arguments on both sides are entitled to a theoretical opinion, agreeing with or disagreeing with them. Those who have not heard the arguments are not entitled to an opinion at all. And no opinion is worth any more now than it was when the law was passed. There is no way to get any opinion worth any more than that, except by experience, and that experience we are now about to get by the simple process of sitting still and waiting. If that process disproves the judgment of those who were convinced by argument that the bill would do the good it promised and would not do the harm its opponents threatened, then that judgment will have been refuted by the only process which is superior to that by which it was originally formed—the process of experience.

The American shipping which has left American registry on the Pacific, pending the bill, was all shipping which would have been transferred in any event, and this for reasons which would have existed equally with or without this bill. That part of the experience is, therefore, of no significance. What is to come will be of decided significance. The sensible thing for all Americans is to wait and see.—Fresno Republican.

The British Board of Trade are issuing a notice drawing the attention of owners, masters, and officers of steamships to the importance of making some arrangement for giving immediate warning in case of emergency to engineers and others who may be on duty below deck.

The British steamer "Tasso," as she was about to leave the port of Genoa, found that she could not get under way. It was later ascertained that her bronze propeller had disappeared, having been taken off by unknown robbers.



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## Economic Power Dominates.

"Political power is only reflected power—reflected from the economic," writes President Gompers in this month's issue of the American Federationist.

The article is entitled "Economic Power Dominates," and the trade union executive has this to say of the power workers hold, through organization on the industrial field:

"Several years ago when the annual convention of the American Federation of Labor was held in St. Louis at the same time as the national rivers and harbors congress, one of the well-known current periodicals published a review of the labor convention, commented on the ability of the delegates, the scope of the work of the convention and contrasted its policies with those of the national rivers and harbors congress. The review ended with the question, which was an implied criticism: Why does not organized labor go to congress? This same query was recently expressed in an editorial published in the New York World.

"Each year that has gone by has made more evident the soundness of the principles which the trade unionists have followed. As the dynamic forces in the lives of the people stand out sharply in some test that cuts through to bed-rock fundamentals, the strength and the nature of economic power is revealed. Those who had the understanding to interpret such flashlight glimpses into the heart of things and who can sense the hidden currents that are propelling the forward surge of life, know that those who handle the tools and materials of production have in their hands the great powers of the common life. Creative ability is that which gives men and women influence and value. Men and women who can do things have an importance and a power because of that ability.

"Only from a superficial viewpoint does this emphasis upon creative power appear materialistic—because attention is focused upon the products created rather than upon that greater, more beautiful thing, the wonderful, mysterious, spiritual force that gives direction and purpose to physical forces in production.

"The problems of those who handle the tools and who do the actual work of production have been to secure recognition of the value of their creative services and to maintain the right of freemen to control their bodies and their individual powers while all the time endeavoring to obtain greater opportunities and facilities for personal development and activity. These problems are problems of economic relations between themselves and those who produce and those who happen to enjoy strategic advantages in the determining distribution of the returns from production. Only a powerful industrial force can maintain industrial justice and secure for those who produce adequate return for their services.

"As individuals the workers cannot exercise sufficient influence to maintain their rights or industrial justice, but united they have power in proportion to their joint intelligence, needs and aspirations.

"The problems to be solved and the forces that will be effective are economic—hence the wisdom of the policy that the American Federation of Labor has steadfastly pursued. There have been many other advisers, some sincere, others actuated by ulterior purposes, who have advised their wage-earners to put their faith in the ballot and to 'go to congress.' But politics is concerned with providing opportunities, maintaining the right to activities, establishing ways and means by which things can be done—politics does not enter directly and intimately into industrial relations. Politics is a secondary force in industrial affairs.

"Every day is demonstrating that the center of power has shifted from politics and government to industry and commerce. Political power is only reflected power—reflected from the economic.

"This transition makes organization of industrial relations for the establishment of ideals of justice of transcendent importance. It makes the meeting and the deliberations of representatives of millions of wage-earners of very great significance to the nation and to the whole world.

"The matters that are to come before the thirty-fifth annual convention of the American trade union movement are of general concern. They are intimately interwoven with forces and conditions that have a determining influence upon the future of our nation. The decisions of the coming convention will be closely followed by those who understand the present age, for they are of greater importance to a larger proportion of our people, now and for all time, than the decisions of any other organization.

"Of course, labor will 'go to congress,' but it will be for the purpose of securing the largest degree of freedom to exercise the necessary normal activities of the workers for economic betterment; for the constructive work which the government alone can enact; and to voice the new demand for labor's complete disenfranchisement from every form and fact of unfreedom and inequality before the law."

## Supreme Court Annuls Arizona Law.

The United States Supreme Court has declared unconstitutional the Arizona law which provides that an employer of five or more persons must employ 80 per cent. qualified electors or native born citizens. The court holds that "the authority to control immigration—to admit or exclude aliens—is vested solely in the federal government."

Justice Hughes, in reading the decision, said:

"It is sought to justify this act as an exercise of the power of the state to make reasonable classifications in legislating to promote the health, safety, morals and welfare of those within its jurisdiction. But this admitted authority, with the broad range of legislative discretion that it implies, does not go so far as to make it possible for the state to deny to lawful inhabitants, because of their race or nationality, the ordinary means of earning a livelihood. It requires no argument to show

(Continued on Page 10.)

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

### AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

### GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekland Bldgs., 22 Canning Place, Liverpool.

### BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

### GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

### FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

### NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

### SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

### DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

### HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

### ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

### AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

### SPAIN.

Sociedad Sindicate de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

### URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

### ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

### BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

### SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



## World's Workers.

The Amalgamated Union of Operative Bakers, Confectioners, and Allied Workers recently addressed a letter to the British Attorney-General, informing him of the passing of a resolution at the delegate board meeting of the union, pledging it to resist conscription, military or industrial. The Attorney-General in acknowledging the receipt of the letter, asked for a fuller statement of the delegate board's views on the subject; whether they would still adhere to their opinion if conscription were proved necessary for the defeat of the enemy and the safety of the country.

The number of workpeople, exclusive of seamen, reported as killed in the United Kingdom in the course of their employment during September, 1915, was 272, an increase of 26 on a month ago and of 62 on a year ago. The mean number for September during the five years 1910-1914 was 310, the maximum being 369 and the minimum 263. Fatal accidents in the railway service during September, 1915, numbered 42, an increase of 11 on a month ago and of 3 on a year ago. The total number of fatal accidents at mines was 96, a decrease of 2 on August, and an increase of 23 on September, 1914. There were 10 fatal accidents at quarries, compared with 3 a month ago and 6 a year ago. The total number of accidents reported under the Factory and Workshop Act in September, 1915, was 122, compared with 112 in August, 1915, and 91 in September, 1914.

The total number of claims to unemployment benefit made at labor exchanges and other local offices of the unemployment fund in the United Kingdom during the four weeks ended 24th September, 1915, was 22,329, as compared with 21,663 during the four weeks ended 27th August, 1915, and with 133,692 during the four weeks ended 25th September, 1914. Of the total of 22,329 claims, 12,921 (or 58 per cent.) were claims for the direct payment of benefit, and 9,408 (or 42 per cent.) were claims for payment of benefit through associations of workpeople in the insured trades having arrangements with the Board of Trade under Section 105 of the National Insurance Act. The number of claims made during each of the four weeks was 5,845, 5,631, 5,397, and 5,456, the average being 5,582, as compared with 5,416 in the four preceding weeks and with 33,423 in September, 1914.

The following is the general conclusion arrived at by the German Department of Labor Statistics as to the course of employment in Germany in August: "Bearing in mind the difficulties created by the war, the state of employment in the majority of trades in August continued to be fair. The textile, weaving and hosiery trades, it is true, experienced a setback owing to the Federal Council's decree of August 12th reducing the hours of labor in spinning, weaving and hosiery mills; other trades reported a decline in army orders. Among the trades most actively employed were mining, most branches of the metal and engineering trades, and the food, drink and tobacco industries. Reference has already been made to the decline in the textile trades. On the other hand the potash mining industry, which has been in a constant state of depression for some months, showed some improvement during August."

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### INFORMATION WANTED.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

Oscar Olsen, age 37, a native of Hallarna, near Gothenborg, Sweden, who was sailing on the Great Lakes about three years ago, is inquired for by John V. Olsen, Sun Company, Marcus Hook, Pa. 5-26-15

Adolph Godfred Eriksen, born in Moss, Norway, is inquired for by his brother, Herman Eriksen. Any one knowing his whereabouts please notify W. Nielsen, 206 Moravian St., Philadelphia, Pa. 5-26-15

### M. BROWN and SONS

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### INFORMATION WANTED.

Ned Kirchheimer, a native of Germany, weight about 215 pounds, age 49, blue eyes and dark curly hair, who left his home April 24, 1915, to look for work, is inquired for by his wife. Anyone knowing the whereabouts of the above named, please notify Mrs. Elsie Kirchheimer, 712 Rush Ave., Houston, Tex. 9-29-15

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

Vencelus Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolamo Durbich, Zurich, Switzerland. 7-28-15

Herman Sigfrid Persson, a native of Malmö, Sweden, supposed to be sailing on the Pacific Coast, who has not been heard of for two years, is inquired for by his brother, Gustav Persson. Address 13 Stenbarksgatan Malmö, Sweden. 7-28-15

Adolf Krakan, last heard of at Port Pirie, January 1912, and again in March 1913, from Warumbo, 118 miles from Adelaide, South Australia, is inquired for by his mother at Hamburg, Germany.—8-25-15.

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## San Pedro Letter List.

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## Honolulu, H. T.

Anderson, John E. Nelsen, C. F.  
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Ekelund, Rickhard Solberg, B. P.  
Ivertsen, Sigvald B. Strand, Conrad  
Lengwenus, W. L. Thompson, Emil N.  
Möller, F.

### INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 106 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Any one knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St.—8-11-1915.

Olai Ingebrigtsen (Broek), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American bark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469—49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Steuart street, San Francisco, Cal.—8-4-15.



# Pacific Coast Marine.

A dispatch from Nome states that navigation in that section has been entirely closed for the season.

The dredge "Chinook" has left the mouth of the Columbia River for Portland, where she is to be overhauled. She will resume operations on the bar early next spring.

The freight rush from Seattle to San Francisco this fall is one of the sensations of the year in shipping circles. Every vessel sailing for the south is packed to its limit with cargo.

It was reported that the North Pacific Steamship Company had purchased the steamer "Breakwater" from the Southern Pacific Company to replace the wrecked "Santa Clara" on the Portland-Coos Bay-San Francisco run. The price paid was said to have been \$100,000.

Forty thousand dollars is to be spent in refitting the steamer "Kansas City" before putting her on the Alaska run from Seattle, according to an announcement of the Alaska Steamship Company in the northern city. The vessel was bought recently from the Union Iron Works.

Operations with the dog salmon in waters tributary to Hood Canal, Puget Sound, have been conducted by the United States Bureau of Fisheries at the Brinnon, Duckabush, and Quilcene stations, and with the improved facilities which have been provided at those stations it is expected that the collection of eggs of the dog salmon will be greater than heretofore.

After lying on the beach at Mazatlan for four years as a wreck, the Danish bark "Prins Valdemar" has been floated and towed to San Francisco by the tug "Hercules." The vessel has been bought by G. W. McNear & Co., and arrived here as an American vessel named "Prince Valdemar." It is said that she will be re-rigged and put in shape to go into service as a grain ship between this port and Europe.

Four companies operating in the Alaska trade, the Alaska Steamship Company, Pacific Coast Steamship Company, Pacific-Alaska Navigation Company and the Border Line Transportation Company, have announced a reduction on fresh halibut freight rates from \$7.50 a ton to \$5 a ton from Ketchikan, Petersburg, Wrangell and Juneau to Seattle, in an effort to recapture some of the business which is going from Prince Rupert, B. C., overland to Chicago and the East via the Grand Trunk.

For the first time in ten years there are no coal cargoes now on the way from Newcastle, Australia, to San Francisco. This is a condition which has never been known in local shipping for more than a decade and is accounted for by the fact that charters are so high that several ships are coming from the Antipodes in ballast to take heavy charters on the Pacific coast. The next vessel to leave with coal for San Francisco is the "Annie M. Reed," which is now loading in the coal port. Following her will be the French bark "La Rochejaquelein," which is due to get away from Newcastle early in February.

Roosegaard Bishop, managing director of the Java-China-Japan Line, has arrived at San Francisco, and has been in conference with officers of the Chamber of Commerce and port officials with a view to arranging the details necessary for the establishment by his company of a regular freight service between this port and Java, Macassar, Manila and Hongkong. This company will put four freighters on the run, which will enable them to maintain at least a thirty-day service, the first steamer leaving Batavia for this port early in December. The entry of this company into the trans-Pacific trade is directly due to the retirement of the Pacific Mail.

Libel proceedings have been instituted in the District Court at Seattle by United States Attorney Clay Allen against the steamship "Calchas" as the result of the discovery aboard the vessel October 15 of opium valued at about \$75,000. The ship was required to file a bond of \$30,000 to cover a fine of \$26,140 imposed upon her by Collector Roscoe M. Drumheller. The hearing on whether this fine shall be remitted, as petitioned by Alfred Holt & Co., agents for the "Calchas," before the United States Commissioner, A. C. Bowman, has been completed, and a transcript of the testimony forwarded to the Treasury Department for final determination.

The crippled Peruvian barkentine "Judith," which has been lying in the stream off Astoria for several days since being towed into port, finally received orders to discharge her deckload. Captain Bardi received a telegram from Comyn, Mackall & Co., of San Francisco, owners of the cargo, directing him to dock the vessel and have the deckload discharged as quickly as possible. The telegram also directed that as soon as the deckload is discharged Captain Genereaux, representing the owners, and Captain McNaught, representing the Board of Marine Underwriters, be requested to hold a survey of the craft and determine what repairs are necessary to make her seaworthy.

Underwriters are said to be reaping a harvest of additional premiums for vessels which have been compelled to proceed via Magellan owing

to the closing of the Panama Canal. In the case of cargo insurances the rate asked is one-fourth per cent. Steamers done for "time" with warranties which prohibit the Straits of Magellan will have to pay an additional premium, which, judging by the reduction in rate afforded to steamers which altered their route on the opening of the canal, will amount to three-fourths or one per cent. per annum. It is doubtful if in either case underwriters will gain by the transaction, as the Magellan route has been the cause of many disasters in the past.

The Norwegian four-masted bark "Bell," which arrived at Astoria on November 11, twenty-nine days from Yokkaichi, is a vessel of 3609 tons net and is one of the largest sailing vessels which ever entered the Columbia River. She was formerly the British bark "Brilliant" and shortly over a year ago was purchased by the Standard Oil Company, which placed her under the German flag. About four weeks later she was captured by the English Navy in the English Channel and was the first craft flying the German flag taken by the British during the present war. After being condemned by the English prize court, she was sold to Norwegian owners for \$61,000.

The "Mariposa," owned by the Alaska Steamship Company, Seattle, which stranded at Bella Bella, B. C., while bound from Seattle to Alaskan ports, is insured in London on a value of \$250,000, being 3158 tons gross, built in 1883. She was badly damaged by stranding off Ellamar in March last year, the claim amounting to about \$16,000. This, following on the loss of the "Edith" a few weeks ago and the "Dirigo" in November, 1914, will prove unfortunate for underwriters on this fleet, though of late years they have done well out of these particular vessels, which are insured on yearly basis at rates ranging from 9 to 20 per cent. It is understood that only 85 per cent. of the value of the "Mariposa" was covered by insurance.

Acting on suggestions made recently by the Customs Efficiency Commission, Collector J. O. Davis of San Francisco has announced a number of changes in the organization of the Custom-house. Special Deputy Collectors W. B. Hamilton and C. L. Brown, under the supervision of the Collector, will be in charge of the entire force. Deputy Collector N. S. Farley will have charge of the marine, entry, warehouse and liquidation sections. Special Deputy Collector Brown is placed in charge of the law and correspondence division, and will be assisted by H. E. Farmer and C. H. Blinn. Mail and importations will be in charge of Acting Deputy Collector R. H. Wilcox. Special Deputy Collector Hamilton will continue to act as disbursing agent, and will also be in charge of appointments, promotions and the personnel of the service. C. G. Perkins will continue in charge of the auditing branch of the service.

Damage to the steamer "Harvard," estimated at about \$5,000, resulted when she was rammed by her sister ship, the "Yale," at San Pedro on November 11. The "Harvard" was at the Pacific Navigation Company's dock when the "Yale," on arrival from San Diego, came down the channel from the turning basin on the way to her berth just above that of the "Harvard." The sharp prow of the "Yale" cut into the stern of the Harvard like a knife and carried away the rail, ripped up the deck and damaged plates and staterooms. A mistake in the engine-room is said to have caused the accident. Who was responsible for the error in signals will be determined at an investigation to be conducted later by the local Board of United States Inspectors. The damage being entirely above the water line, the "Harvard" was allowed to proceed to San Diego, where repairs will be made. The "Yale" was not injured.

Chinese witnesses before the Federal Grand Jury investigating the "Mongolia" smuggling cases at San Francisco have requested of the United States District Attorney that their names not be made public for fear they may be assassinated and their killing result in a tong war. This was the most sensational development in the initial investigation of the new Grand Jury into the wholesale Chinese smuggling case. Another feature was the appearance before the inquisitorial body of William H. Cameron, who is the paying teller of the Mutual Savings Bank. It is presumed by immigration officials that a large sum of money was involved in the attempt to smuggle not only the eighty-six Chinese from the "Mongolia," but others said to have been landed from the "Siberia," "China" and "Manchuria." This money, said to have run into the tens of thousands of dollars, passed through a local bank. It is intimated that Cameron's appearance before the Grand Jury was in the hope that he might be able to throw light upon that large financial transaction.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

## International Seamen's Union of America

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P. O. Box 314.

(Continued on Page 11.)



# Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO  
BY THE  
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Established in 1887

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Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

## NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, NOVEMBER 17, 1915.

## SEAMEN—ATTENTION.

An open meeting for all seamen in port will be held in the Maritime Hall, 59 Clay street, San Francisco, this Wednesday (Nov. 17) at 7:30 p. m.

Eloquent and distinguished speakers will address the gathering. Among these will be Samuel Gompers, President of the American Federation of Labor, and E. Bevin, a member of the British Dock Workers' Union and a fraternal delegate from the British Trades and Labor Congress to the A. F. of L. convention, now in session at San Francisco.

All seamen in port will doubtless make it a point to come to this meeting. Come early if you expect a front seat!

## AN APPEAL TO MEMBERS.

The International Seamen's Union of America, or to be exact, the District Unions which are the component parts of that organization, have been through every conceivable struggle. Strikes, lockouts, empty treasuries, internecine strife, persecution by the authorities, and other trying events have all been weathered and the Union's banner has been kept flying.

Never in the Union's history, however, was there more urgent need for the exercise of self-control, team work and all that is conveyed by these words, than there is at present. Never was there greater need for individual loyalty, forbearance, calm deliberation and careful judgment than right now.

The "Seamen's bill" is now the law of the United States. It gives us seamen more opportunity and more power to move forward and secure a greater share of the things so amply and bountifully provided by a supreme power, but so unequally distributed by the hands of man.

Let us always bear in mind, however, that no law is self-operative. In the final analysis it will depend upon the seamen and the seamen's economic organization to make intelligent use of the new freedom and the greater opportunities offered. And, let us not forget that the enemy is standing at the gate sharp-

ening his knife to cut the very vital from the new law even before it has been given a fair trial.

You, fellow worker of the sea, are not doing your share of this necessary and all important work unless you come to the Union's meetings whenever possible, acquaint yourself fully with all details and act accordingly. The officers of the Union are doing all within their power to navigate the organization through this critical period, but without the active and intelligent co-operation of the membership they are as helpless as a three skysail yarder without a crew.

Do you get the point of this argument, Brother Seaman?

## THE PHYSICAL EXAMINATION.

Notwithstanding surface indications, the JOURNAL has NOT made the charge that the physical test imposed upon applicants for able seaman certificates was made unreasonably severe with the deliberate intent of causing dissatisfaction with the new Seamen's law among American seamen.

It is quite evident, however, that such result was most earnestly hoped for by the interests and elements who are the ringleaders in the nation-wide conspiracy to discredit the law.

To quote from "Shipping Illustrated," a New York shipowners' organ, which occasionally lets the cat out of the bag:

An interesting sidelight upon the present situation is that the Department of Commerce has so zealously carried out the spirit of the new statute (La Follette's Seamen's Act) that few are the sailors that care or are able to pass the tests imposed by the Department to qualify as able seamen or certificated lifeboatmen. We understand that the situation thus created is by no means gratifying to the Seamen's Union and that many Union sailors will be driven to seek shore employment or ship in foreign vessels. It appears that the Union is vexed at the stringency of the regulations and that the operation of the new law is likely to have a most detrimental effect upon the solidity of the Union membership.

We venture to suggest in all candor that in the foregoing we find expression of a hope in which the wish is clearly father to the thought.

If the kind of physical examination now exacted from, or rather imposed upon, applicants for able seaman certificates should create dissension in the ranks of the component parts of the International Seamen's Union of America, the international shipping ring will have ample cause for rejoicing.

Needless to state, there is not the slightest danger that the men who have stood loyally by their Union during the many years of struggle will become the tools of the interests demanding the law's repeal.

The physical examination which has been prescribed by the Secretary of Commerce was never contemplated by the letter or the spirit of the law; and, as has already been stated in these columns, in due time and upon proper presentation a change toward the "reasonable" will doubtless be made.

In the meantime, let us hasten to submit our esteemed New York contemporary, and all others who care to know, the following plain facts:

1. The sailors "that care or are able to pass" are NOT few but constitute the vast majority of white seamen in American ports.
2. Between 90 and 95 per cent. of the members of the Seamen's Union are able to "pass and qualify" for able seaman's certificates.
3. Among the few seamen rejected by the

doctors are men pronounced "physically perfect" except for a slight defect in one eye.

4. The delay in issuing able seaman and lifeboatman's certificates was due wholly and solely to the incompetency of the Bureau Chiefs under Secretary Redfield. Congress gave eight months to prepare for the new law, yet able seaman certificates were not issued until six days prior to the date when the law took effect.

5. The Union is NOT vexed at the stringency of any regulations except as to the absurd and unreasonable rules pertaining to the physical examination.

And, finally, we repeat that altogether contrary to the hopes and anticipations of our dollar-worshipping "friends," the operation of the new law is NOT "likely to have a most detrimental effect upon the solidity of the Union's membership."

The Union's membership is made up of men with average intelligence; and it does not require such pointed language as appeared in "Shipping Illustrated" to illustrate forcibly and conclusively that as far as the physical examination is concerned there is a large, well developed "nigger in the woodpile."

## KRUTTSCHNITT EXPLAINS.

True to tradition, the Southern Pacific Railroad, for many years the political dictator of California, has openly thrown its dwindling prestige into the scale in order to "save the face" of the Pacific Coast coolie-lovers who would repeal the Seamen's law.

Julius Kruttschnitt, one of the guiding stars in the "S. P.," chairman of the directors of the Pacific Mail Steamship Company, and known as a man who cares more for dollars in dividends than he does for the lives of passengers or seamen, has written a letter to Secretary of Commerce Redfield denouncing the Seamen's law as responsible for the sale of the company's transpacific steamers.

Kruttschnitt, the patriot, who bewails the fact that the American flag was nearly removed from the trade to the Orient when his ships were sold, frankly admits that one of the disagreeable features of the Seamen's law is the provision which would drive out the cheap and ignorant Chinese coolies and replace them with more expensive and intelligent American seamen.

The law "imposed most burdensome restrictions," says Kruttschnitt, meaning that it forces owners of ships to employ men who understand the language of the officers and provide quarters for seamen at least nearly as commodious and wholesome as those found in most American penitentiaries. In support of his contentions Kruttschnitt quotes those notorious exploiters of labor, Robert Dollar and James J. Hill, who assail the act on the grounds that it will drive the American flag from the Pacific.

In reply to Redfield's assertion that the Pacific Mail Steamship Company and other shipowners have sold their Pacific ships at a handsome profit, Kruttschnitt said that it "was due to an accident of war that the company was able to sell its ships without a serious loss."

The "S. P." chief does not attempt to explain why several European and at least one American shipping companies have taken active steps to take over the trade relinquished by the Pacific Mail.

Altogether it is deeply significant that Mr. Kruttschnitt deemed it necessary to come to



the rescue of his protege (Schwerin), who has talked so often and said so much that it has become an easy matter to combat and ridicule any of his public statements by the simple process of making comparisons with former statements.

### LEST WE FORGET.

That the trap-door which cut off the only means of escape for the victims of the Diamond factory fire in Williamsburg was locked to keep out union organizers from the Essex Shirt Company, on the second floor, is the latest development brought out by the investigation into the cause of the great loss of life.

Nine of the victims were members of the Shirtwaist Makers and Ironers' Union. All of them were employed in the Barrett Shirt Company, on the floor above the Essex Shirt Company. When driven down by the flames, they rushed to the stairs on the west side of the building and found the trap-door bolted from the inside.—New York Press Item.

A world-wide cry of indignation has been raised because a woman was shot in Belgium by order of the military authorities.

In New York, for the third or fourth time within the present decade, a group of working women have been burned alive while at work eking out a mere existence. But, strange to relate, there is neither world-wide nor nation-wide indignation over this criminal negligence and wanton sacrifice of human life in New York.

The plutocratic press of our country does not seem to feel the least bit of alarm over this latest manifestation of a frenzied commercialism which burns our working women alive simply and solely because it is more profitable to take those chances than to install fire prevention and life-saving devices.

So let us not permit ourselves to be blinded by the shrieks of our dollar-tainted press again the outrages perpetrated at the instance of German militarism. Let us rather attend to the grosser evils at home. If the shooting of one woman in war-torn Belgium can not be condoned what shall we say of these frequent frightful holocausts in our own country?

How long shall we permit these vultures, who pose as successful business men, to exploit, maim and kill our own flesh and blood?

### AN EXCELLENT SUGGESTION.

The National Association of Manufacturers, at a meeting in New York, has adopted resolutions urging Congress to reconsider the Seamen's law, and specific objection is made to three provisions of the law: The language test, the provision that 40 per cent. of the crew of a vessel must be able seamen, and the provision that makes it "legal" for a member of a vessel's crew to quit his job.

The San Francisco Star suggests that in order to prove its good faith and uncommonly good sense, the Association should have passed other resolutions, along the following lines:

1. Demanding that fire and police departments may be composed of men who do not understand the language of the officers.
2. Demanding that crews of vessels of the Navy may be composed of men who do not understand the language of the officers.
3. Demanding that railway trains may be handled by conductors and engineers who do not understand the language of train dispatchers.
4. Demanding that it be made illegal for any employe in a factory or mine to quit his job without the consent of the employer, and that any Pullman porter who quits his job at the end of run be arrested and punished.

The man who opposes Chinese exclusion is interesting chiefly as the exception that proves the rule.

## LANDLORDISM THE CAUSE OF WAR

Address Delivered by Walter Macarthur at the International Peace Congress, San Francisco, Cal., October 11, 1915.

It is of interest to recall that four or five years have elapsed since a committee of citizens first met in this city to arrange the preliminaries of this International Peace Congress. The world was then at peace, such peace as it had been permitted to enjoy.

In the minds of thoughtful men and women everywhere the menace of war was even then present. The generally prevailing condition of the times was that of armed peace, a condition in itself hardly less intolerable than that of war, a condition that constantly threatened the utter breakdown of our civilization.

The approaching Panama-Pacific International Exposition was deemed an appropriate occasion upon which to give concerted voice to those principles and policies upon which alone peace can be established and maintained among the nations of the earth.

Much has happened since the first meeting of the Committee of Arrangements for this Congress. No one knew then as much as he knows now. Certainly no one knew then that long before the Congress should have met the world would be engulfed in the most hideous war of all time.

Probably, had we foreseen the events of the present, many things would have been arranged differently. It is more than likely that the plans of the great Exposition itself would have been postponed, if not abandoned. One thing, however, may be confidently assumed. Had the men and women who were responsible for the arrangements of this Congress known that they stood upon the brink of a great war, they would not have postponed this assemblage nor abated their enthusiasm in the cause of peace. Rather, they would have hastened the plans, and with even greater enthusiasm, if that were possible.

Never has there been greater need of the counsels of peace than at the present moment. Never have the horrors of war been more apparent than at the present moment. Never has the opportunity to marshal the forces of right and reason against those of wrong and madness been as great or as potent for the redemption of mankind as that now presented to this and other gatherings of the kind throughout the world. Never has the inspiration in the cause of real civilization, of true and lasting peace, of human progress based upon eternal justice, been as strong as that which we gather from the havoc and hell of the conflict now raging around us.

Nobody wants war. Everybody hates war. War is universally condemned as an unmitigated calamity.

When war "breaks out" each belligerent disclaims responsibility for the rupture, and offers the plea of self-defense. Everybody deprecates the result as stupid, barbaric, brutal.

Each belligerent explains the cause of the war—to his own satisfaction. But neither belligerent offers an explanation that can by any possibility be accepted by "the enemy."

The difficulty of reaching an agreement upon the cause of the war lies in the fact that the explanations offered by the respective belligerents are largely true, but wholly superficial.

In one quarter the war is explained upon the ground of the "menace of militarism." In another quarter the explanation of "trade jealousy" is put forward. The apparent irreconcilability of these explanations arises from the fact that they overlook the fundamental cause of all war, the one cause to which militarism, trade jealousy, and all other superficial or immediate causes of war are referable.

Everybody wishes the war were ended, but nobody is able to end it. The end of war in every case comes as a result of exhaustion on either or both sides. The net result is, not the settlement of old problems, but the creation of new problems, problems that grow out of the hatreds, fears and jealousies engendered by war itself.

It would appear from this glance at the "facts in the case" that war is a thing beyond human control, a "visitation," a plague that must "run its course" in accordance with some inscrutable law of nature.

If in our understanding of the laws of nature we recognize only the physical forces that surround us we must reject the theory of "natural law" as the cause of war, notwithstanding the facts, as they appear on the surface, bear very strongly in favor of that theory.

War is, after all, a product of man's hand, and also, in a sense, of his brain. There is an element, if not of initiative, at least of volition in the convulsion of war that distinguishes it from the ordinary manifestations of nature's forces.

If, on the other hand, in our conception of natural law we admit the existence of a force operating on the human mind and body, as an edict, let us say, determining man's relation to the external world, we may also admit that war is a product of natural law—that is to say, a result of the violation of natural law.

We may therefore accept the verdict, based upon the facts, that war is a product of nature. But we need not, as a consequence, accept the

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## OFFICIAL.

### SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Nov. 15, 1915.

Regular weekly meeting came to order at 7 p. m., Chas. M. Albrecht presiding. Secretary reported shipping dull. Full Shipwreck Benefit was awarded to seven members of the crew of the steamer "Santa Clara," which was wrecked on the Coos Bay bar Nov. 2, 1915. Full Shipwreck Benefit was also awarded to two members of the crew of the schooner "O. M. Kellogg." A mass meeting will be held in the Assembly Hall of the Sailors' Union on Wednesday, Nov. 17. Samuel Gompers, President of the American Federation of Labor, will be the principal speaker.

JOHN H. TENNISON, Secretary pro tem.  
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., Nov. 8, 1915.

No meeting. Shipping and prospects poor.  
REGINALD TOWNSEND, Agent.  
Room 11, De Cosmos Block, 1424 Government St.

Vancouver, B. C., Nov. 8, 1915.

Shipping slack; prospects uncertain.  
W. S. BURNS, Agent.  
213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Nov. 8, 1915.

No meeting; no quorum. Shipping dull; prospects uncertain.  
H. L. PETTERSON, Agent.  
2218 North 30th St. Tel. Main 808.

Seattle Agency, Nov. 8, 1915.

Shipping and prospects poor.  
P. B. GILL, Agent.  
84 Seneca St. P. O. Box 65. Tel. Main 4403

Aberdeen Agency, Nov. 8, 1915.

Shipping and prospects poor.  
J. PEARSON, Agent.  
P. O. Box 6. Tel. Main 557.

Portland Agency, Nov. 8, 1915.

Shipping dull; prospects uncertain.  
JACK ROSEN, Agent.  
44 Union Ave. North. Tel. East 4912.

Eureka Agency, Nov. 8, 1915.

No meeting; no quorum. Shipping medium.  
OTTO DITTMAR, Agent.  
227 First St. P. O. Box 64. Tel. 159.

San Pedro Agency, Nov. 8, 1915.

Shipping dull.  
HARRY OHLSEN, Agent.  
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Nov. 1, 1915.

Shipping and prospects poor; plenty of men ashore.  
JACK EDWARDSON, Agent.  
P. O. Box 314. Tel. 2526.

### MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Nov. 11, 1915.

Regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping quiet, plenty of men ashore. Shipwreck Benefits were ordered paid to two members wrecked on the S. S. "Santa Clara." Balloting on an election of officers for the ensuing term was proceeded with.

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, Nov. 4, 1915.

Shipping quiet. Balloted on election of officers for the ensuing term was proceeded with.  
LEONARD NORKGAUER, Agent.  
Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Nov. 3, 1915.

Shipping dull; many members ashore. Balloted on officers for the ensuing term.  
HARRY POTHOFF, Agent.  
P. O. Box 54.

Portland Agency, Nov. 9, 1915.

Shipping very quiet; few men ashore. Balloted on officers for the ensuing term.  
THOMAS BAKER, Agent.  
89 Second St. N. Phone Broadway 2306.

### DIED.

Robert Scherlau, No. 1818, a native of Germany, age 31, was drowned in the wreck of the steamer "Santa Clara," Nov. 2, 1915.



## LANDLORDISM THE CAUSE OF WAR

(Continued from page 7.)

conclusion that war is inevitable and inescapable. On the contrary, we recognize in that verdict a duty to determine the law in the case, to determine wherein we have offended against the law of our existence.

We recognize this duty the more gladly as we contemplate the workings of law in other spheres and note the harmonious action of the world's material and moral forces—the co-operation between man and nature, the reach of man's intellect into the highest realms of science—and observe the result in every development of civilization.

How, then, shall we determine that law of nature, the violation of which produces war, despite every desire to preserve peace?

This law must be determined, or we must acknowledge our impotence in the presence of nature. Merely to wish for peace is childishness. Merely to pray for peace is fetishism.

Any discussion of the subject that does not at least honestly aim at the real cause of war, merely mocks at sorrow, if it does not actually compromise with guilt.

The relation of man to the land upon which he lives and from which alone he can derive the means of subsistence affords at least an hypothesis from which we may draw a conclusion.

Man's relation to land bears two aspects, the natural and the social. In respect to the natural aspect of this relation, we perceive a direct and inseparable connection between man and land, the element upon which he depends for existence, as much as upon the air he breathes. In respect to the social aspect, we find that a barrier has been raised between the man and the land, separating man from his sole means of subsistence as effectually, in a sense, as though he were driven into the sea.

Thus ensues a conflict between the two phases of the law governing man's relation to the land. In a word, the laws of society respecting the ownership and use of the land ignore and contravene the laws of nature respecting the necessities of man's existence.

This condition produces results as inevitable as they are fatal to the world's peace. In the circumstances war and all other forms of social conflict are indeed the product of natural law, precisely as an explosion caused by applying a light to powder is a product of natural law.

To be sure, man still lives on the land. The social laws to which reference is here made do not literally separate man from the land. That were a literal, a natural, impossibility. The land laws afford an alternative of physical separation from the only means of subsistence, namely, occupation upon terms dictated by the landlord.

The terms—that is, the rent—are by the nature of things fixed at a point which enables the occupier and user—the tenant—to retain so much of the produce of the soil as may be necessary for his own existence. The remainder of the value produced by the tenant is appropriated by the landowner.

This, we believe, is a fair, but of course a very general presentation of the alternative afforded by the prevailing system of land tenure. This alternative is accepted as a matter of necessity. The man who must use the land can do neither more nor less than accept the alternative presented to him by the man who owns the land.

In appearance the tenant's course is a matter of free choice, a matter of take it or leave it. In reality the tenant has no choice at all. The necessities of his case—the imperative laws of his being—compel him to accept the terms dictated to him.

The relationship of landlord and tenant is an anomaly in nature, a defiance of natural law. To comprehend the real significance of landlordism we must look far beyond the sphere already occupied by landlord and tenant.

The evils which we observe in that field are but the reflex of a greater evil, namely, the holding of land out of use. Congestion of population, with its interminable train of public and private ills, under-production, with the consequent increase in the cost of the necessities of life, and many other "problems," occur naturally and inevitably from the fact that much of the land, and that of the most fertile quality, is held permanently out of use.

The evidence of this condition is so overwhelming that it may seem superfluous to cite particular instances. One case in point strikes me as so closely identified with the cause of the present war, and at the same time affords so striking a commentary upon the anomaly of the situation that I can not forbear to present it here.

The American Consul at Bradford, England, reporting upon the prospects for the shooting season of the present year, says:

"The 12th of August is the opening day for the grouse-shooting season, but this year there has not been the usual rush to the Yorkshire moors and to Scotland. Many of the large shootings, especially in Scotland, have not been let, and even where proprietors have been successful in securing tenants they have had to accept considerably lower rents.

"In order to prevent overstocking of the moors, which is apt to result in damage being

done to crops by the game and also in the spread of disease among the birds, the House of Lords introduced a bill to open the season earlier than the established date, but it did not become law. Lord Lovatt, speaking in the House of Lords, said that the total grouse rents of Great Britain amount to nearly a million pounds sterling (£4,866,500) per annum, and 'over and above that the amount spent by strangers, who are often foreigners, is probably an equivalent sum. The rental per acre of grouse moors is often ten times as much as the rental per acre for grazing.'

"It is said that in an average year about 2,000,000 grouse are killed, and at a time like this when prices of meat have risen so considerably it would be wrong to allow such a supply of food to be wasted. Moreover, in many instances wise and charitable arrangements for the disposal of the birds have been made, the King, for example, having given orders that all game killed on his own moors, with the exception of that required by the Royal household, shall be distributed among the naval and military hospitals."

We may easily imagine the reflections of the recipients of the Royal bounty. It is to be hoped that they will be comforted by the knowledge that although the moors are ordinarily held out of use for all practical purposes, on the present occasion they are privileged to enjoy at least a part of the product of "the shootings."

On the other hand, it may be that the comfort thus derived is tempered by recognition of the fact that but for the system under which a "shooting ground" is held at a value to its owners ten times greater than that of the same ground if devoted to common uses, the war itself would be unnecessary, if not impossible.

Another proof of the inseparable connection between the war and the land question is found in the proposals recently put forward by certain German college professors as their conception of the terms upon which peace ought to be made. Dealing with conditions on the Eastern frontier, the memorial referred to says:

"A boundary-wall and a guaranty for the increase of our population, however, are afforded by land which Russia must cede. It must be land suitable for agricultural settlement, land which will give us vigorous peasants, a perpetual source of renewed health to a nation and a country; land which can receive some of our increased population, and offer Germans who have returned from enemy countries and wish to turn their backs upon them a new home in the old one; land which will avoid a fall in the birth-rate, check emigration, and alleviate the scarcity of dwelling accommodation, and land the new settlement and Germanization of which will procure the working classes fresh opportunities for development. Such land for our physical, moral, and intellectual well-being is first and foremost to be found in the east."

It would be difficult to improve upon this statement of the college professors as a résumé of the land question in its relation to the needs of man and its effect upon man's comfort and progress. It is to be regretted that men and scholars who have learned the truth in these respects should apparently be ignorant of the equally important, and it would seem more obvious truth, that but for the land system prevailing within the German Empire itself, there would be no need of acquiring new lands in Russia or elsewhere. But perhaps the German college professors are wiser than they appear to be and are merely assuming ignorance for reasons best known to themselves.

Whether the land be held for a "rise in value," for the purpose of being "shot over," or with the object of "preventing injurious competition," the effect is the same upon the masses of men, who crowd around the borders of the soil, appealing for an opportunity to apply themselves to the production of the means of subsistence.

Denied access to the land, men turn upon each other. Blindly and dumbly in most instances—sometimes with clear vision and unmistakable articulation—at all times driven by an instinctive sense of injustice, the disinherited children of the soil lay hands upon our most cherished institutions, convulsing society and threatening with destruction the entire fabric of civilization.

War between nations is the thunderclap of forces generated in the struggle of the peoples of all nations to regain the birthright of free land.

The prevailing opinion among men attributes war to certain more or less clearly defined causes. Among these are the jealousy between nations, rivalry for supremacy in trade, quarrels arising from schemes of colonization, the spirit of militarism, and the maintenance of great armaments.

Probably one or more of these causes may be found in every war. However apparent such causes may be, further inquiry will show that each is in itself a result of the underlying, fundamental cause here outlined.

War "breaks out" between two militaristic nations. We say that the war is the logical result of the spirit of militarism. Quite true. But militarism itself is the equally logical result of a system of government under which military force alone can suffice to keep the people in subjection to wrong.

So with the other immediate causes of war.

They will be found to be merely contributory causes. Militarism, trade rivalry, colonization, and other causes of war are, in their present form, of comparatively recent origin. We see these things clearly and their characteristics are familiar to our minds. These are concrete, external matters, the effect and operation of which we feel and look upon as spectators, not as participants.

These causes of war appear to us closely, yet in a fairly true perspective. We pass judgment upon these things more or less confidently and more or less correctly. Our judgment that nations go to war because they are well prepared for war is probably correct; so is our judgment that men shoot each other because they are armed. But such judgment is valueless as a means of preventing a repetition of the occurrence.

The laws of land tenure are old—as old as civilization itself. Private land ownership exists everywhere among civilized nations, and its leading characteristics vary little in different localities. Moreover, we are participants in the institution of land ownership, whether as beneficiaries or as tenants matters little for the purpose of this inquiry.

We observe the workings of that institution, we note its immediate effects—the congestion of population and other phenomena of the times—and we give ready, or it may be reluctant, consent to this or that scheme of "land reform." We do not, however, recognize in the institution of landownership, as it has existed from time immemorial, the prime cause of all war, the parent of those convulsions that have shaken society, and sometimes destroyed the state, in many epochs of history.

The evils of landlordism are so widely disseminated, so generally prevalent, that they are quite commonly regarded as in the nature, or at least second nature of things. Two wrongs do not make a right. But wrong, if sufficiently widespread, may pass for right, owing solely to the lack of ability to successfully challenge it.

The victims of landlordism are so numerous, and their interests in other respects are so varied, that it has heretofore been impossible to unite them at any rallying point. Peoples unite against their respective governments, nations unite against each other, issues are formulated and fought out, dynasties go down in the maelstrom of revolution. But the great issue out of which all social tumult grows survives every storm.

The false system of land tenure that enables a few men to enslave the great mass of their fellows passes unscathed, and it may be unnoticed, through the wreck and ruin of empires, and derives added strength from the exhaustion of the peoples.

The cause of war is renewed by war itself. The history of war repeats itself by virtue of the fact that while war destroys the products of man's labor, it leaves the land untouched and proportionately more valuable to the landlord because more necessary to the tenant.

Any plan for the abolition of war, to be in any degree effective, must include a method of dealing with the land question upon equitable—that is to say, natural—grounds. Any plan that excludes this consideration is certain to prove futile.

Peace parliaments, disarmament, arbitration treaties, international courts, can not of themselves do more than delay, or at best "regulate" war. Such plans do not recognize the true cause of war. On the contrary, they more or less frankly proceed upon the theory that war is a condition inherent in the "nature of things," a condition that may be avoided by increasing the difficulties and formalities attendant upon the "opening of hostilities," but which can not, in the "nature of things," be entirely removed from the sphere of probability, or even certainty.

Such plans, so far from lessening the probability of war, increase it by multiplying the rules, thus in effect increasing the sanctions, under which war is conducted. No rule or sanction, no matter by what authority it may be laid down, can make war less hateful than it now is, less unjustifiable, or less likely to "break out."

War is a crime against humanity. The real cause of war is known. Humanity will not knowingly compromise with that cause, since to do so would be to invite, nay to insure, an indefinite succession of wars.

We admit that war is a manifestation of natural law, as much so as a thunderstorm or an earthquake. But we do not admit that we are equally powerless in the face of these phenomena. We are powerless to prevent an earthquake for the same reason that we are powerless to produce one—for the reason, in brief, that we have no part in the phenomenon.

But war, though a product of natural law, is also a product of human law. The immediate agency of production in the latter case is entirely human. The cause—that is, the compulsion—of war consists in the violation of natural law by our failure to recognize and obey the mandate of nature.

We admit that war is a "plague." Our hope of ending war is strengthened by our knowledge that many other plagues, each in its time growing out of causes as "inscrutable" as those of war, have been abolished, first by



the discovery of the cause, and, secondly by the use of adequate preventatives.

We recognize the cause of war in the fact—the indisputable fact—that the land of the earth, upon which all men must depend for their very lives, is owned and controlled by a very few men. The condition of practical, and in fact literal, enslavement to which the great majority of mankind in all lands is thus condemned produces results more dangerous to society, more pregnant of social disturbance, than any other, or all other "social problems" that we know of.

Relatively speaking, there is less land in the world to-day than at any time in the past. That is to say, there is less land available for the use of the people. Contemporaneously with the process of contraction of land has gone the process of expansion of human knowledge, of human desires and needs.

The system that hardly sufficed for the needs of men in the feudal times falls far short of the needs of modern times. Yet the land system of to-day is essentially that of the feudal period, with one important exception.

The feudal lord held the land upon terms of definite responsibility both to the State and to his tenants. The modern landlord recognizes no responsibility, either to State or tenant. He holds the land as his very own, and confidently asserts the "right to do as he pleases with his own."

In our own land,—here in the United States,—the land question has already become, if not actually, at least potentially as acute as in the older countries. The future of our country, as well in internal as in external affairs, will be determined by the manner in which we shall deal with that question.

By way of illustrating the situation in this respect I would refer briefly to the result of the most recent investigation of the subject. It will be recalled that the Commission on Industrial Relations, created by Act of Congress, August 23, 1912, was empowered, among other objects, to "seek to discover the underlying causes of dissatisfaction in the industrial situation and report its conclusions thereon." Among the matters investigated by the Commission was that of "The Land Question and the Condition of Agricultural Labor." Upon this subject the Commission reported, in part, as follows:

"Tenancy in the Southwestern States is already the prevailing method of cultivation and is increasing at a very rapid rate. In 1880 Texas had 65,468 tenant families, comprising 37.6 per cent. of all farms in the State. In 1910, tenant farmers had increased to 219,571, and operated 53 per cent. of all farms in the State. Reckoning on the same ratio of increase that was maintained between 1900 and 1910, there should be in Texas in the present year (1915) at least 236,000 tenant farmers. A more intensive study of the field, however, shows that in the eight-two counties of the State where tenancy is highest, the average percentage of tenants will approximate sixty.

"For Oklahoma we have not adequate census figures so far back, but at the present time the percentage of farm tenancy in the State is 54.8 and for the 47 counties where the tenancy is highest the percentage of tenancy is 68.13.

"Tenancy, while inferior in every way to farm ownership from a social standpoint, is not necessarily an evil if conducted under a system which protects the tenants and assures cultivation of the soil under proper and economical methods, but where tenancy exists under such conditions as are prevalent in the Southwest, its increase can be regarded only as a menace to the nation.

"The prevailing system of tenancy in the Southwest is share-tenancy, under which the tenant furnishes his own seed, tools and teams, and pays to the landlord one-third of the grain and one-fourth of the cotton. There is, however, a constant tendency to increase the landlord's share, through the payment either of cash bonuses or of a higher percentage of the product. Under this system tenants as a class earn only a bare living through the work of themselves and their entire families.

"As a result both of the evils inherent in the tenant system and of the occasional oppression by landlords, a state of acute unrest is developing among the tenants and there are clear indications of the beginning of organized resistance which may result in civil disturbances of a serious character.

"The situation is being accentuated by the increasing tendency of the landlords to move to the towns and cities, relieving themselves not only from all productive labor but from direct responsibility for the conditions which develop. Furthermore, as a result of the increasing expenses incident to urban life, there is a marked tendency to demand from the tenant a greater share of the products of his labor.

"The responsibility for the existing conditions rests not upon the landlords, but upon the system itself. The principal causes are to be found in the system of short leases, the system of private credit at exorbitant rates, the lack of a proper system of marketing, and last but not least, the prevalence of land speculation."

Among the remedies proposed for the situation thus depicted is the following:

"The revision of the taxation system so as to

exempt from taxation all improvements and tax unused land at its full rental value."

It has been noted with regret that the members of the Commission were divided in their report upon the conditions which appeared from their investigation. It is therefore the more significant that the members were practically agreed in their findings on the land question, as may be noted from the following views expressed by other members of the Commission. Mr. Garretson says:

"Land monopoly with resulting prohibitive price, the greatest influence in creating congestion in the cities, bears its own share of the responsibility for unrest.

"Tracing the history of every vanished civilization makes apparent the fact that in every instance decadence was preceded by urban congestion and by immense land holdings by the aristocrat or the capitalist.

"In the question of dealing with the land, should not the same doctrine be applied to land that, in the arid States, is applied to water, i. e., that no more land can be held by an individual than he can put to productive 'use,' thus making unused land revert to the State and acquirable by those who would utilize it?"

In a report signed by Commissioners Commons, Harriman, Weinstock, Ballard and Aish-ton appears the following:

"One of the growing evils to be feared is the increasing congestion of populated centers at the expense of the rural districts. This is true not only of America but also of Europe. The allurements of the city tend to draw annually thousands from the country to the city. Congested cities, especially in hard times, mean enlarged ranks of the unemployed.

"This tendency is increased where the struggle of the small farmer, not only to hold on to his land but to make a living, becomes hopeless; and where the conditions are such that the farm laborer or the farm tenant sees little or no possibility of becoming a future land-owner.

"Not least among the causes of higher cost of living has been the tendency to increase city populations at the expense of agricultural populations, thus decreasing relatively the supply and increasing the demand, and thereby inevitably raising the cost of food.

"The last census shows that we are becoming the victims of increasing absentee landlordism and farm tenancy. It points out that while the number of farm owners during the preceding decade increased 8 per cent., the number of farm tenants increased 16 per cent. If this ratio should continue for a few more decades, many parts of our Republic will find themselves in the condition from which Ireland has so recently emerged.

"In Texas this Commission found a condition of farm tenancy like that of Ireland and seemingly typical of growing conditions in various parts of the country. We therefore recommend to Congress and to the various States, that steps shall be taken to lighten the burdens of the small farmer, and make it more possible to encourage the tenant, farm laborer, and city dweller, to become land proprietors."

The findings of the Commission on Industrial Relations contain nothing new to anyone at all familiar with the facts concerning our land system. These facts have long been known and many remedies have been proposed, but to no good purpose, owing either to the insufficiency of the proposals themselves or to a lack of comprehension of the real remedy.

The expedients by which landlordism has been relieved of the pressure that constantly bears upon it from all sides have exhausted the ingenuity of statesmen and reformers. Each step in the "progress of reform" has proved but a step toward further disappointment—and final disillusionment. The only remaining hope of general and permanent peace lies, not in reform, but in restitution—in restoring the land to the people.

The method of accomplishing this end is a subject beyond the scope of these remarks. It may be pointed out, however, that the process of restitution involves no element of confiscation. Land now privately owned and in productive use may continue to be so owned and used.

The essential difference between public and private ownership of land consists in the method of appropriating the proceeds of land value, whether to public or to private uses. Any plan that insures that the proceeds of land value—themselves a creation of the public—shall be appropriated to public uses will accomplish the object of public ownership, while leaving the private owner in undisturbed possession of the proceeds derived from the use of the land.

We may safely assume that any such plan will meet with opposition and encounter difficulties. This much may be predicted of any other conceivable plan. Something, however, may be gained by a clear recognition of the fundamental cause of all war and a firm declaration in favor of action directed to the removal of that cause.

Who knows but this International Peace Congress may strike a note that shall be heard above the din of war and find an echo in hearts long since dead to all hopes of peace,

(Continued on Page 11.)

## NOTICE TO SEAMEN.

### IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,  
V. A. OLANDER, Secretary.

## LAKE DISTRICT, I. S. U. of A.

### HEADQUARTERS:

LAKE SEAMEN'S UNION,

570 West Lake Street, Chicago, Ill.

### BRANCHES AND AGENCIES:

BUFFALO, N. Y. .... 55 Main Street  
Telephone Seneca 936 R.  
CLEVELAND, O. .... 1401 W. Ninth Street  
Telephone Bell Main 1842.  
MILWAUKEE, WIS. .... 133 Clinton Street  
Telephone South 240.  
ASHTABULA, O. .... 21 High Street  
Telephone 552.  
NORTH TONAWANDA, N. Y. .... 152 Main Street  
Telephone Bell 2762.  
DETROIT, MICH. .... 15 Twelfth Street  
Telephone 3724.  
SUPERIOR, WIS. .... 1721 N. Third Street  
Telephone, New, Broad 385.  
BAY CITY, MICH. .... 108 Fifth Avenue  
OGDENSBURG, N. Y. .... 70 Isabella Street  
CONNEAUT, O. .... 922 Day Street  
SOUTH CHICAGO, ILL. .... 9142 Mackinaw Avenue  
PORT HURON, MICH. .... 517 Water Street  
ERIE, PA. .... 107 E. Third Street

### MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

#### HEADQUARTERS:

71 Main Street, Buffalo, N. Y.  
Telephone Seneca 48.

#### BRANCHES:

CLEVELAND, O. .... 1185 W. Eleventh Street  
CHICAGO, ILL. .... 445 LaSalle Avenue  
MILWAUKEE, WIS. .... 151 Reed Street  
DETROIT, MICH. .... 27 Jefferson Ave., East  
SUPERIOR, WIS. .... 1814 Fourth Street  
OGDENSBURG, N. Y. .... 70 Isabella Street  
BAY CITY, MICH. .... 108 Fifth Avenue

### MARINE COOKS AND STEWARDS' UNION.

#### HEADQUARTERS:

406 N. Clark St., Chicago, Ill.  
Telephone Main 365.

#### BRANCHES:

Buffalo, N. Y. .... Toledo, O.  
Cleveland, O. .... North Tonawanda, N. Y.  
Milwaukee, Wis. .... Superior, Wis.  
Ashtabula, O. .... Erie, Pa.

### UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

#### MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

#### RELIEF STATIONS:

Ashland, Wis. .... Ogdensburg, N. Y.  
Ashtabula Harbor, O. .... Oswego, N. Y.  
Buffalo, N. Y. .... Port Huron, Mich.  
Duluth, Minn. .... Mantowoc, Wis.  
Escanaba, Mich. .... Marquette, Mich.  
Grand Haven, Mich. .... Milwaukee, Wis.  
Green Bay, Mich. .... Saginaw, Mich.  
Houghton, Mich. .... Sandusky, O.  
Ludington, Mich. .... Sault Ste. Marie, Mich.  
Manistee, Mich. .... Sheboygan, Wis.  
Erie, Pa. .... Superior, Wis.  
Menominee, Mich. .... Toledo, O.



## WEEKLY NEWS LETTER.

(Continued from Page 3.)

that the right to work for a living in the common occupations of the community is the very essence of the personal freedom and opportunity that it was the purpose of the amendment to secure. If this could be refused solely on the ground of race or nationality, the prohibition of the denial to any person of the equal protection of the laws would be a barren form of words. The authority to control immigration—to admit or exclude aliens—is vested solely in the federal government."

The law was approved by a referendum vote of Arizona citizens last November, the vote being 25,017 for and 14,323 against. On January 7 last a special court of three federal judges, sitting in San Francisco, declared the law unconstitutional. The court said: "If, under guise of police regulation, a state can prohibit an employer from employing more than 20 per cent. of alien labor, it can prohibit him from employing more than 5 per cent., and if 5 per cent., any at all." Later this decision was appealed by the state of Arizona to the United States Supreme Court.

When the law was adopted the British and Italian governments filed protests with the federal state department. Railroads and mining corporations have opposed the law most vigorously, as it affects their supply of cheap labor.

## Real Public Ownership Demanded.

At the last meeting of the Detroit (Mich.) Federation of Labor, its legislative committee gave little encouragement that it would succeed in securing a clause in the proposed municipal street-car ordinance that would protect the trade-union movement. As the ordinance is now drawn there is no provision for arbitration, and the commission that would handle the street-car system is provided with dictatorial powers, without being responsible to the people's representatives.

The legislative committee is urging that the ordinance be amended to include collective bargaining with the various crafts, and that the main features of the agreement now existing between the street-car men's union and the street-car company be included. The unionists show that this procedure is not unusual and furnished city officials with agreements now in force in Monroe, La., and Edmonton, Alberta, Canada.

The central body supported the position of its committee, that the proposed scheme to purchase the street railway system "designed to cloak the commission with an authority independent of the city council."

## Plight of Porto Ricans.

Many claims by the American Federation of Labor regarding conditions in Porto Rico were repeated by Dr. D. W. May, superintendent of the Porto Rico experiment station, in an address at Lake Mohonk, N. Y., before the conference on the Indian and other dependent peoples.

Dr. May said the population is on the verge of starvation, and that if being underfed is slow starvation there are many starving to death every year.

"By far the large mass of the population live in the country," he said. "They are of mixed breeding—white, Indian, negro. They live in huts made of palm boards,

leaves or straw. These houses usually consist of two rooms and an outdoor kitchen—the furniture, a crude bench and one or two hammocks. Often the entire family sleep in one room on the floor. Through stress of poverty, they have fixed upon the simplest diet, of which beans and rice are the staples."

The speaker assured his audience that these workers are not oppressed or exploited. "The plantation owner is good to them, and as generous, usually, as his means will allow," he said.

It was further stated that "owing to the great amount of labor available and little organization," contractors in the cane fields are enabled to dictate their own terms. The audience was not informed of the efforts made by these workers to organize and the attempts of contractors to break a recent strike of agricultural workers.

## THE "T. F. OAKES."

Editor, COAST SEAMEN'S JOURNAL:

I noticed an article in a recent issue of your JOURNAL about the "T. F. Oakes." The article seems to give a wrong impression concerning the captain and his wife and a good many other things. Here is a true version of the affair and I hope it will prove interesting:

I left Philadelphia, Pa., in the month of February, 1897 in the British oil tanker "Kasbeck," belonging to Galbraith Pambroke & Company of London, bound for Fiume in Austria. When four days out, in a heavy northeaster, we sighted the "Oakes" under topsails and head sails on the port tack; she could easily have carried her topgallant sails, but was making no signals of distress. However, the "old man" noticed somebody waving something out of her fore-castle ports and he said to me as I was at the wheel: "Yank," there is trouble aboard that countryman of yours and I am going to see what is the matter. He then got in hailing distance and when Captain Reed saw that he was up against it agreed to have us tow him into New York. They said they could take the tow line. The old man's idea was to cross her bows and then let us get the tow line aboard, but when we were in this position our telegraph broke down and our tow line got foul of our propeller.

Mrs. Reed, seeing what had happened, put her wheel down instead of up and the "Oakes" jibboom carried away our flag staff aft. To me it has always seemed as if her idea was to sink us and then they would get enough of our crew to work the "Oakes" into New York for nothing. Now it was blowing quite a stiff northeaster. Well, we shoved the tail shaft out a half an inch and finally got the screw working and began to look for her again as it was two days since we had seen her. Well, we found her again and smashed all our boats but one and that was the working boat and four of us went aboard and got the tow line fastened. We were then about 900 miles off shore. From the time we first sighted her until we got her into quarantine was 11 days. The mate of the "Kasbeck," a sailor, a fireman and myself stayed aboard all of the time. When we got time to look around we began to take notice of the deplorable condition of things. There was Captain Reed and his wife, the second and third mates and two Chinese boys in the galley and 11 or 12 men in

their bunks. Some of them nearly dead. One died while I was shaving him and another when we moved him from his berth.

From the stories we were told it seemed that as soon as a man went out of his head Reed would come forward and charge him up with all his wages in the slop chest and the poor devils gave us everything and I don't think that there ever was an English ship with so much American clothes. Even the fireman had rubber boots and oil skins, which, by the way, was a very good thing in a ship in the western ocean where the mate always sent the watch on deck.

I had a dying confession from one of the sailors about a good many things that Reed was alleged to have done. But a reporter got it from me and it was printed in the New York Journal and I never got it back again. Mrs. Reed tried to bribe me with a plug of tobacco and an old pair of oil skin pants but she did not succeed.

There was not a thing carried away on the "Oakes" when we dropped anchor at New York. And just as we did the "Tillie Starbuck," her sister ship, was being towed out by a tug. What your correspondent must have taken for wreckage aloft was due to the fact that the firemen from the "Kasbeck" cut all of her lee braces and stole the rope and somebody let go the royal and top gallant braces. Well, we were offered all kinds of money to not appear at the trial and in fact they did get rid of the two men that were aboard of the ship with me, as they never were heard of afterwards. The lawyer tried to get me to say that the "Oakes" did not have sail enough on her to come up into the wind as she did and do us any damage. But I was a pretty good sailor those days and drinks were free for me in New York from the Mayor down and I sure kept the lawyer learning nautical terms. There were live chickens on the poop when we went on board of the "Oakes" and the grub that we took to her they did not want to pay for as they had plenty a year afterwards.

I was awarded £18 salvage.

If anybody wishes to challenge this I can be found on the S. S. "Lurline," Pier 28, San Francisco.

(Signed) JOHN ULMAR.

The Dutch steamer "Nickerie," from South America and West India ports, was stopped recently less than 100 miles from New York by the British cruiser "Isis," and two Germans were taken off. The report runs that while passing Barnegat, N. J., several miles off shore, the cruiser ordered the "Nickerie" to lay to. An officer of the warship with a squad then boarded the merchantman, seizing Otto Kurz, who embarked at Curacao, and a man named Weintraut, from Port-au-Prince. The "Nickerie" was then allowed to proceed, reaching her berth in New York harbor on Wednesday night.

The State Department has granted permission for the German auxiliary cruiser "Kronprinz Wilhelm," now interned at Norfolk, to be restored to her normal condition as a passenger liner, but the vessel will remain interned until the end of the war. The crew of the "Kronprinz Wilhelm" will be transferred to the German auxiliary cruiser "Prinz Eitel Friedrich," also at the Norfolk Navy Yard, and the vessel then will be dry docked at Newport News for a thorough overhauling.



**HEARD ON THE WATER-FRONT.**

(By a San Pedro Yarn-Spinner.)

"For hivin's sake give us a chance to take a long breath on that sailor stuff," said Dennis Murphy, after he had been listening to Donovan for a long while.

Murphy was what is commonly known as Liverpool Irish, and as sharp as a steel tack. He had left home early, stowing away in a British ship bound for San Francisco, and had to holy-stone the quarter-deck nearly half of the time on the passage, which lasted 139 days. That was enough of the sea for him, and he came ashore and took up his regular avocation as a stevedore, later marrying a handsome girl of his own nationality and settling down in the Mission, in San Francisco, where they are now raising a fine family of two boys and two girls, the two oldest having already graduated from the high school. Knowing the disadvantage of having little or no education, he saved his money and invested it in school books for the kids and also in a little cottage, which is as near a heaven as any man ever gets in this world.

Although Dennis could neither read or write, he had a gift of language which was marvelous, even for his own kind, and when he got riled he could swear by note without ever looking at the music. If anyone crossed his bows while he was in that mood his diatribes were worth traveling miles to hear. "Ye seem t' think that because the sailor travels 'round and 'round the world about ivery year that he's th' only man that iver sees annythin'. I know yer kind, and whin they're min, they're min. Ye can bet yer whole pay day on that. But they're not th' only min.

"Th' trouble with most of ye fellahs is, that ye don't half improve yer chances t' see th' wurruld. Ye draw yer pay, or all that th' ould man 'll giv ye, and the first place ye make for, afther ye hit th' dock, is Russian Frank's, or the Bells of Shandon, or some other gin mill on th' Embarcadero. Ye have a round of dhrinks, an' then ye go t' the next place, and ye keep on goin' from bad to worse, until ye land either in jail or on th' street, havin' been kicked out afther ye have spent yer last nickel. After that ye stay on board until she's ready t' sail agin. And then ye come around and tell us how much ye have seen of the wurruld.

"Have ye iver been inside th' Union Iron Works, where they build these very ships that ye sail in? No, of course ye hav'n't. At least, very few of th' common sailors have. Ye can't get in without a pass from some friend that has influence, and very few of them have anny of that kind of friends. The friends they have are the ones that are their friends as long as their dollars last. If they want friends that'll stay with them, they should first learn t' douse their mainsail and put their helm hard over, whenever a saloon heaves in sight. The good they get out of booze is no good. All of the "exhilaration," as the highbrows call it, ye pay for with 500 per cent. interest, and th' profits in your business and mine will not warrant payin' that rate.

"Have many of them iver been t' Golden Gate Park? Of coorse they hav'n't. If them that can read have ever got as far as the Ferry Builidin' they might have seen the name on the street-cars, or a jitney bus.

I'll bet they think Stow Lake is somewhere over in Switzerland.

"My advice, t' ye and yer sailormin, is, to blow one long whistle and leave the dives at least th' length of a heavin' line t' starboard. Go out and see some of the real sights, whatever port ye happin' t' be in. Up t' date the most ye hav' iver seen is sky and wather!"

**DANGEROUS CARGO.**

An action for damages of \$350,000 was begun in the United States District Court at New York recently over the sinking of the S. S. "Desola" (Br.), in the harbor of St. John's, Newfoundland, by the explosion of a cargo of acid which was to have been used in the manufacture of explosives for the Allies. The plaintiff is the Reid-Donald Steamship Co., Ltd., a Canadian corporation which owned the vessel. The defendants, C. Tennant & Sons Co., of New York, chartered the craft November 2, 1914, to carry a cargo of concentrated sulphuric acid from this port to Ardrossan and London. On January 9, 1915, she sailed with 3,500 tons of the acid in steel drums, and a few days later gases began to escape, corroding the rivets in various parts of the ship, and the captain put into St. John's for repairs. The allegation is made that the drums were poorly constructed. There a few of the damaged drums were taken off, but when the captain wished to resume the trip the surveyors refused to certify the vessel and ordered her back to New York to discharge her cargo. The "Desola" was only a short distance out of port, however, when more of the gas escaped and ate away rivets, plates and parts of the machinery. The fumes and gases were so dense, the complaint states, that the officers and crew were unable to work and the captain put into St. John's again. While the cargo was being discharged, it is alleged, the water leaking in through the rivet-holes mingled with the gas and caused an explosion which wrecked the ship. The damages asked cover the value of the ship and the cost of transporting the crew back here. The defendant company is capitalized at \$100,000.

**LANDLORDISM THE CAUSE OF WAR**  
(Continued from Page 9.)

or living only in hope of the return of armed peace, the "peace that reigned at Warsaw!"

A simple declaration in favor of a policy which shall restore the land to the people, made by any body invested with authority to establish peace, would of itself exert a more potent influence upon the mind and temper of mankind than any plan to "prevent" war by the cunningly devised and elaborately worked out expedients of force and formality.

Possibly it is vain to look for such a declaration from any body of statesmen or soldiers. The more need, then, that all bodies of citizens such as that here assembled shall declare in favor of that policy which, by conforming human conduct in the use of the land to the natural law of human existence, shall remove the cause of conflict and restore harmony between man and nature.

By this means alone may we hope to make a beginning in the work of real civilization, the work of establishing permanent peace among the peoples of the earth.

Mining is the oldest industry in central Siberia, and in the Yeniseik district about thirty gold dredgers are employed, yielding good returns.

Marines—i. e., soldiers serving on board ship—were first raised for service in 1664.

**Labor's Economic Platform**

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

**International Seamen's Union of America**

(Continued from Page 5.)

**MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.**

Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.  
 PORTLAND, Ore., 242 Flander St.  
 SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

**MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.**

Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Pler No. 1, Room 63, P. O. Box 214.  
 PORTLAND, Ore., Room 10, Bickle Bldg., 27½ Second St.  
 SAN PEDRO, Cal., P. O. Box 54.

**ALASKA FISHERMEN'S UNION.**

Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.  
 ASTORIA, Ore., P. O. Box 138.

**The Coast Seamen's Journal**

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia  
 29 ERSKINE STREET, SYDNEY, N. S. W.



## Labor News.

Trade unionists in Omaha have launched a labor forward movement and are seeking international organizations to send representatives to aid in the work.

Long hours, small pay and a reduction in wages during slack periods were given as causes for the strike at the Whitecomb Blaisdell plant of Worcester, Mass., by some of the employers at a public hearing conducted by the State Board of Conciliation and Arbitration.

The strike of several hundred sheet metal workers of Wilmington, Del., has been declared off by those workers, who announce that a satisfactory agreement has been reached with the Du Pont Company. The strikers demanded an eight-hour day and wage increases.

Over four hundred upholsterers of Philadelphia are benefited by the decision of several manufacturers that they will pay wage increases demanded by the Upholsterers' Union. These workers have been conducting an organizing campaign and have strengthened their union as a result.

In a statement explaining why it has decided to establish the eight-hour day for its 7,500 employees, the Victor Talking Machine Company of Camden, N. J., states that while losing \$1,000,000 the first year, certain adjustments and improvements will gradually restore profits to normal in about three years.

The social service committee of a Philadelphia church reports that there are thirty miles of streets in that city without sewers and that 7,000 houses are deprived of underdrainage on account of a lack of sewers. It is estimated that 35,000 persons are directly affected by this condition and that the health of 50,000 others in the immediate neighborhoods of these undrained sections is imperiled.

Grocery and provision houses of Worcester, Mass., have rejected the request of their clerks for a Wednesday half holiday and at a mass meeting of these workers it was voted to continue the agitation. Speakers pointed out that they were closer to the housewife than the storekeeper, and if each clerk did his part a sentiment could be quickly created that no grocer would dare resist.

President McGregor, of the Union Twist Drill Company at Athol, Mass., has notified the public that "we have always watched out for the interest of our employees," and that the company will continue to conduct its business "without dealing with labor unions or shop committees or their delegates." About 400 workers are on strike at this place for an eight-hour day, time and one-half for overtime and double time for Sundays and holidays.

Petitions have been placed in circulation in Arizona for the recall of Governor Hunt, as a result of the present strike of copper miners at Clifton. The State's executive, it is claimed, declared that the grievances of these workers were just, and if he sent troops there the mine owners or any one else who antagonized a settlement would be imprisoned. This policy is at such variance with that of the neighboring State of Colorado that a demand for the Governor's political head is heard in certain sections of the State. The recall petitions charge him with "incompetency and a disregard for courts."

## SEATTLE, WASH.

Office Phone  
Elliot 135

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## Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

|                    |                     |
|--------------------|---------------------|
| Aasgard, Andrew    | Krager, C.          |
| Abolin, K.         | Kressman, Karl      |
| Alonzo, T.         | Liesen, Wm.         |
| Anderson, P. A.    | Larsen, Olaf        |
| Andersen, A. C.    | Leonard, John       |
| -1108              | Lindeman, C. H. O.  |
| Abrahamsen, Halp-  | Mathisen, M.        |
| tan                | Melntyre, James     |
| Andersen, Hjalmar  | Mikkelsen, K. -1620 |
| Bering, Paul       | Mjones, John        |
| Berg, Johamus      | Martensen, Ingvald  |
| Berger, Car        | Mathisen, Sigurd    |
| Bekker, George     | Moore, C. R.        |
| Brower, Geo.       | Mattson, Erick      |
| Bucknam, J. W.     | Mikkelsen, A. W.    |
| Brown, D. C.       | Nilson, Conrad      |
| Carlson, Albert    | Nelson, Axel        |
| Carlson, John -861 | Nelson, N.          |
| Cords, A.          | Nurminen, J. E.     |
| Connouton, T. H.   | Nass, John          |
| Christensen, Anton | Newland, Ernest     |
| Dyrnes, L. E.      | Nordstrom, E. V.    |
| Eaton, I. N.       | Olsen, Harald       |
| Engstrom, Ch.      | Olsen, Herman       |
| Erikson, C.        | Olsen, C. E.        |
| Farridane, P.      | Olsen, Hans         |
| Gjelseth, I.       | Oson, J. E.         |
| Gundersen, Peter   | Ona, Sam            |
| Gustafson, Jh.     | O'Brien, J. S.      |
| Gustafson, Karl    | Palst, Max          |
| Gustafson, Martin  | Paulson, C.         |
| Grant, Dave        | Pestof, S.          |
| Haas, W.           | Peterson, Hugo      |
| Haggar, F. W.      | Peterson, C. A.     |
| Hansen, Alex M.    | Petersen, A. -1223  |
| Hansen, Olaf       | Pettersen, Harry    |
| Hansen, E. -1437   | Peterson, Hans      |
| Hill, C.           | Pederson, Carl      |
| Henriksen, Harry   | Rasmussen, Arthur   |
| Herman, Axel       | Rulter, J.          |
| Halmberg, Karl     | Samuels, H.         |
| Hjeltgren, John    | Sorensen, Jorgen    |
| Jose, C.           | Svensen, J. -1331   |
| Johnson, Andrew    | Stalsvik, J.        |
| Johnson, Jacob     | Sundt, Sigfried     |
| Johnson, P. M.     | Schweistous, W.     |
| Johnson, Ole       | Simminghjm, G.      |
| Jacobsen, Oscar    | Salvesen, Salve     |
| Jensen, S.         | Samuelson, Leonard  |
| Jorgensen, Fred    | Selken, H.          |
| Jorgensen, Jorgen  | Strandevus, Jack    |
| Kjelgren, John     | Veckenstedt, Wm.    |
| Kohmeister, O.     | Walters, G. P.      |
| Kristiansen, Nils  | White, A.           |
| Kahling, Jacob     | Williams, T. C.     |
| Karell, J.         |                     |

## Tacoma Letter List.

|                      |                    |
|----------------------|--------------------|
| Cords, W. A.         | Olsen, Martin E.   |
| Evertsen, Olof       | Paterson, John     |
| Farrell, William     | Person, Fritz Leo- |
| Haugan, Arthur       | nard               |
| Johannsen, Christian | Schmidt, Louis     |
| Linea, W.            | Thomas, Paul       |
| Line, Victor         | Ullman, Emil       |
| Murphy, Danial       |                    |

Phone Main 1202

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Dealer in  
Clothing, Shoes, Hats and  
Gents' Furnishing Goods  
108-110 MAIN STREET  
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## INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuanu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden. 5-13-14

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15

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Suits to Order, \$25.00 to \$50.00  
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## Eureka, Cal., Letter List

|                  |                   |
|------------------|-------------------|
| Contreras, Julio | Kustel, Victor J. |
| Kyrkslatt, Lars  | Kinowsky, A.      |
| Lawrence, Harry  | Ingebretsen, Alf. |
| Melander, G. L.  |                   |

## INFORMATION WANTED.

Johan Hilmar Hansen, a seaman who was last heard from in Seattle, Wash., in 1911, is inquired for by his father, Anton Hansen, Nygaten 34, Moss, Norway. 5-13-14

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. 5-13-14

Knut Jensen No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Tangemunde, A/Elbe Ostenerweg, No. 7, Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis. 4-14-15

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks Ave., Pasadena, Cal. 7-29-14



## Portland, Ore.

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CONFECTIONERY, FRUIT AND  
SOFT DRINKS

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Portland, Ore.

## Portland, Or., Letter List.

|                     |                     |
|---------------------|---------------------|
| Bese, F.            | Muller, P.          |
| Bernahrdtsen, Chas. | Metts, John         |
| Bjornlund, Axel     | Moller, L. D.       |
| Bugge, Mr.          | McConnell, David S. |
| Christensen, H. P.  | Mark, Thorwald      |
| Decas, O.           | Meckermann, Ernst   |
| Dolany, Willie      | Neuling, George     |
| Edstrom, John       | Nielsen, H. -1253   |
| Ekberg, Hugo        | Olsen, Arthur       |
| Fernandez, Frank    | Ohlsson, J. W.      |
| Geiger, Joe         | Osterberg, Henry    |
| Hecker, Wm.         | Oglive, Wm. A.      |
| Halbeck, J. O.      | Palm, P. A.         |
| Holmstrom, Chas. A. | Pedersen, J. A.     |
| Henriks, Waldemar   | -1515               |
| Ingelbrigsten, O.   | Perkins, Paul       |
| Jensen, Christ      | Peterson, M.        |
| Jensen, Wm.         | Rabel, John         |
| Jegstrup, Harold    | Reskran, George     |
| Johnson, Nils       | Rinkel, H.          |
| Jonsson, Karl       | Rimmer, Chas.       |
| Knopp, Fritz        | Schneider, J.       |
| Kristiansen, Wm.    | Schneider, Fritz    |
| Kling, J. L.        | Swanson, Emil       |
| Kelly, Patric       | Soderlund, Uno      |
| Kjer, Magnus        | Sorensen, Jorgen    |
| Knudsen, Richard E. | Shea, Oscar         |
| Larsen, H.          | Schacht, H.         |
| Leonhard, George    | Schultz, John N.    |
| Leitchford, A.      | Selin, Joe          |
| Lindblad, Konrad    | Salmelin, H.        |
| Lindberg, A. C.     | Saarinan, W.        |
| Lindholm, John      | Tulkkanen, J. J.    |
| Loescher, Joseph    | Urso, Geozzep       |
| Miller, E.          | Vlnx, H.            |
| McKeating, R.       | Windblad, M.        |
| Munchmeier, H.      | Wheatcroft, L. E.   |
| Miller, Andy M.     | White, Harry        |
| Morgan, Tim         | Westengren, C. W.   |

## Aberdeen, Wash., Letter List.

|                   |                     |
|-------------------|---------------------|
| Albers, Geo. L.   | Paul, George        |
| Anderson, Anton   | Peters, Walter      |
| Andersen, -1118   | Pearson, J.         |
| Arntzen, W., reg. | Peters, Walter      |
| Andersen, Andrew  | Paaso, Andrew       |
| Bunte, Paul       | Pettersen, Karl     |
| Burmester, T.     | Petersen, J.        |
| Bjorklund, G.     | Peterson, Nels      |
| Davis, Frank      | Risenius, Sven      |
| Eising, Ben       | Rundblad, Oscar     |
| Eriksson, -333    | Schmidt, Heinrich   |
| Evensen, Krist    | Simensen, Isak      |
| Gronos, Oswald    | Scheftner, Bernhard |
| Gueno, Pierre     | Thorn, A. L. -70    |
| Holmroos, W.      | Toves, H. C.        |
| Hansen, Ove Max   | Thorne, John        |
| Hylander, Gustaf  | Thompson, S. K.     |
| Kallas, August    | Udby, Harold        |
| Karlsson, Victor  | Wehrman, John       |
| Ludtke, Emil      | Walder, Olsen N.    |
| Machado, Henry    | Packages.           |
| Magnusson, Walde- | Glazer, Y.          |
| mar               | Gorgensen, Olaf     |
| Munsen, Fred      | Hansen, John        |
| Nilsen, -1054     | MacGuire, O. F.     |
| Nilsen, Harry     | Stanners, W. S.     |
| Nordgren, Chas.   |                     |

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Named shoes are frequently made in  
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no matter what its name, unless it bears  
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UNION STAMP.

All shoes without the UNION STAMP  
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Do not accept any excuse for absence  
of the UNION STAMP.

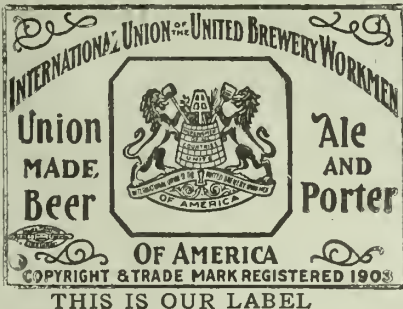
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246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

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## PERSONAL LIBERTY

IN CHOOSING WHAT YOU  
WILL DRINK

Ask for this Label when  
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or Porter,

As a guarantee that it is  
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Very best union made Hickey Shirts,  
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Shoes, Underwear, Beddings, Tobac-  
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SAN FRANCISCO

Apply to I. N. HYLEN, 49 Clay St.

## INFORMATION WANTED.

Iwar Westerberg, age about 50,  
sailing second mate on some steam  
schooner on the Pacific Coast, is in-  
quired for by Gus Englund. Any in-  
formation regarding the above named  
will be gladly received at 214 Jack-  
son street, San Francisco, Cal.

1-27-15

Theodore Krakan, last heard of in  
September 1911, at New Orleans, La.,  
is inquired for by his mother. Any  
one knowing his whereabouts please  
notify Mrs. Ad. Krakan, Langenvehm  
38 I, Hamburg 22, Germany.—8-25-15.

## Home News.

Twenty-one school children lost  
their lives in a fire in a parochial  
school at Peabody, Massachusetts,  
on October 28.

The city budget of New York  
City for 1916 will be \$214,000,000, or  
about \$15,000,000 increase over the  
present year.

The American Defense Society is  
reported to be preparing petitions  
with which to flood members of  
Congress at the opening of the ses-  
sion in behalf of the \$500,000,000  
army and navy appropriation.

The Liberty Machine and Manu-  
facturing Company of Springfield,  
Mass., has concluded that the eight-  
hour movement, now sweeping this  
section of the country, will not sub-  
side and has voluntarily granted its  
employees a 48-hour week instead of  
the present 54-hour schedule. There  
will be no wage reduction and time  
and one-half will be paid for over-  
time, with double time for Sunday  
and holiday work.

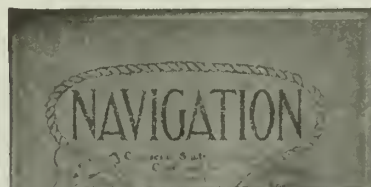
Five guards and deputy wardens  
were discharged from the Georgia  
State prison at Milledgeville as a re-  
sult of the lynching of Leo Frank.

A plot to blow up ships leaving  
American ports, and to destroy  
American munition plants, in Ger-  
man interest, it is alleged, has been  
uncovered in New York, and in con-  
nection therewith large quantities of  
explosives and explosive machine ap-  
paratus have been seized and several  
arrests have been made. The seizures  
and arrests were made at Wee-  
hawken, N. J.

The first suit under the Clayton  
Act was brought at St. Louis by  
Attorney-General Gregory against  
the United States Shoe Machinery  
Company. No request for dissolu-  
tion is made, but the court is asked  
to enjoin the company from alleged  
unlawful practices. It is charged  
with making leases of its machinery  
conditional on the lessee's agree-  
ment to refrain from buying any  
supplies from competitors. Another  
suit brought under the original Sher-  
man law is now pending on appeal  
before the Supreme Court.

That the United States Department  
of Labor is the only self-supporting  
department is one of the reasons  
why Secretary of Labor Wilson will  
ask the incoming Congress to ap-  
propriate an additional \$688,000 to  
carry on the various activities of that  
department. Secretary Wilson shows  
that the revenues of his department  
last year were \$1,875,835 in excess  
of expenditures. This year's estimates  
total \$4,271,270. Attention is called  
to the increasing successes of the  
department in settling labor disputes  
and strikes by means of conciliation.  
An additional \$25,000 is asked for this  
work.

Labor's first representative in a  
President's cabinet—Wm. B. Wilson,  
ex-secretary-treasurer of the United  
Mine Workers of America—removed  
the first spadeful of earth for the  
American Federation of Labor office  
building, on Thursday, October 28.  
President Gompers removed the sec-  
ond shovel, and Secretary Morris-  
son the third. The simple ceremony  
was witnessed by a large delegation  
of trade unionists, two of the most  
interested spectators being C. G.  
Ammon and E. Bevin, fraternal dele-  
gates from the British Trades Un-  
ion Congress to the A. F. of L.  
San Francisco convention. The  
building will be five stories in height  
with a basement. The structure will  
be completed next spring.



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If you want to know more  
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It tells how young men have  
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St. &amp; No. \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_



## Domestic and Naval.

Six more motorboats, to be used as "submarine chasers," have been ordered by Russia from Greenport Basin and Construction Company, Greenport, L. I. The craft will cost \$20,000 each. Contracts for eighteen had been placed previously.

The Kawasaki Dockyard Company, Kobe, are to construct two merchantmen to the order of the Odessa Mercantile Marine Company. The Russian company is reported to have approached the Osaka Shosen Kaisha with a proposal to purchase some of the company's vessels.

The Danish Government has prohibited the sale of Danish ships inscribed on the Danish register, or those which have been granted a temporary certificate of Danish nationality abroad to foreign citizens or foreign houses. The prohibition came into force October 6.

The Ellerman liner "Rufford Hall," which stranded in the Tsugura Straits on Benten Fima Island and has since broken in two, was insured on a value of only £65,000. She was bound from New York to Vladivostok, via Honolulu. She was built in 1914, of 5506 tons, and her actual value was considerably above her insured value.

Det Bergenske Dampskibsselskab, of Bergen, have contracted with a Copenhagen firm for the building of two twin-screw shelter-decked motor vessels of 3,800 gross tons and 6,500 tons deadweight each, for delivery in 1919. The motors will be of the latest direct reversible type, with six cylinders. All the other machinery is electrical. The vessels are intended for the South American trade.

In consequence of the active demand which has sprung up for new shipping the Rosenberg Engineering Works, Stavanger, have decided to establish a shipyard capable of building ships up to 12,000 tons. The program also includes the construction of a dry dock for vessels of the same size as the largest boats of the Norwegian-American line. The capital will be increased to about \$1,000,000.

Leonhardt Berklein, a fireman on the Clyde liner "Comanche," was sentenced in the United States District Court at New York on October 22 to five years in the penitentiary for killing Henry Heschle, another fireman, when the ship was at sea and bound for New York on July 25 last. Berklein was convicted in the first murder trial held in the United States District Court in ten years.

Hope has been given up for the colliers "Kronprins Olaf" and "Easington." The "Kronprins Olaf" (Nor.), left North Sydney for Montreal September 25, and was of 3,923 tons, built in 1907, and insured on a value of £48,800. She was owned at Sandefjord by Mr. J. Bryde. The "Easington," which was bound from North Sydney for St. John, is of 1,387 tons, built in 1907, and insured on a value of £20,000.

The banana trade between Central American ports and the United Kingdom having come practically to a standstill recently, the United Fruit Company has taken over for operation to and from American ports four steamers of the Elders & Fyffes' fleet, its English subsidiary. The four steamers, formerly plying between Central America and the United Kingdom, are as follows. "Aracataca," "Tortugero," "Zent" and "Barranca."

## White Palace Shoe Store



### JOE WEISS Union Made Shoes for Men Exclusively

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### San Francisco Letter List.

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Tupitz, C.  
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Eshart, T.  
Furth, Richard  
Hetman, Walter  
Jansson, A. L.  
Knut, Alex  
Milding, M.  
Olsen, Carl -1101  
Olsen, O. J. -1020  
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### INFORMATION WANTED.

George Alexander Sharman, a native of Brooklyn, N. Y. About 28 years of age, height 5 feet 9 inches, supposed to have sailed on the Great Lakes in 1907, is inquired for by M. L. Kinvan, 1211 Mosher street, Baltimore, Md. 7-14-15

Gus Borgstrom, a native of Sweden, age 37, last heard from at Galveston, Tex., about four months ago, is inquired for by C. O. Bettner, address 59 Clay street, San Francisco, Cal. 11-17-15

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Eric Co. Bank Bldg., Buffalo, N. Y. 6-24-14

Any member or members of the crew of the steam-schooner "Cuzco" who were on board of her in August, 1912, at Victoria, B. C., when Joseph H. O'Brien met with an accident, are requested to communicate with George Olson, attorney and counselor-at-law, 300-308 Central Bldg., Seattle, Wash.—4-7-15.

Patrick McFee, who was cook on board the schooner "Robert Henry" on a voyage to Mexico last year, is inquired for by the U. S. Shipping Commissioner, at San Francisco, Cal. 9-15-15

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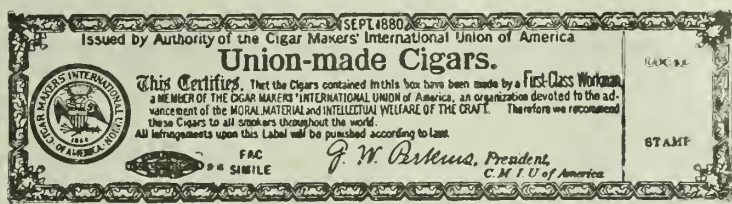
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INFORMATION WANTED.

Samuel Dickson, a seaman, age about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

South St., New York, N. Y. 9-1-15  
W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Charles Anderson, alias Helmik Helgesen, a native of Alvestad, Stavanger, Norway, age 70, is inquired for; last time heard from in 1904. Anyone knowing his whereabouts please notify his brother, B. H. Alvestad, Jewell, Iowa.

## News from Abroad.

It is reported that the number of guns for the defense of London against aircraft has been recently increased and further improvements as to their number, character and position are in immediate contemplation.

nitions, to call at the recruiting office, and if you are unwilling to give your services to your country to explain your reasons for refusing."

As a result of the recent election in South Africa the state of the parties now is: South African party, 52; Unionists, 39; Nationalists, 27; Independents, 5; Labor, 4; undeclared, 3.

According to a daily press report, the Spanish Government has ordered, by cable, six additional submarines from the Submarine Boat Corporation, making a total order for fourteen boats on order from the Spanish Government. The original contract for eight boats called for their construction in Spanish yards under patent rights on the basis of \$65,000 royalty on each boat, to be paid to the Submarine Boat Corporation.

The German federal council, it is announced, is about to take steps for the valuation of all the enemy property in Germany so as to obtain an estimate of the value of the pledge which Germany will have in her hands at the future peace negotiations, and of the extent to which it will enable her to enforce her demands. A register has already been taken of the amount of German liabilities in those countries with which she is at present at war, and vice-versa.

An official London announcement says: The British transport "Marquette" has been torpedoed in the Aegean Sea. It is understood that only 99 of the personnel of the vessel are unaccounted for. No further details have been received. The "Marquette" before she was taken into the government service was owned by the Atlantic Transport Company and sailed between Philadelphia and Baltimore and London. She was of 7050 tons and was built in Glasgow in 1897.

At a recruiting rally held recently at Birmingham, Colonel Hart, the officer commanding in Birmingham, distributed the following message: "I am requested by Lord Kitchener to disabuse your mind of the idea which is apparently prevalent, that recruits for the army are no longer required. The demand for men is now more pressing than ever, in order to fill up the drafts so urgently required at the front. The falling off of recruiting recently has caused the deepest disappointment, and I personally ask you, if you are not employed on the manufacture of munitions, to call at the recruiting office, and if you are unwilling to give your services to your country to explain your reasons for refusing."

The Teutonic drive through Serbia is still the main feature of the week's war news, though with continuous heavy fighting on the eastern, western, and Italian fronts. General von Hindenburg has continued his efforts to take Riga; but neither that city nor the fortified town of Dvinsk shows any sign of yielding, and at no point between the two have the Germans been able to cross the Dvina River. South of Riga the Russians forced them to abandon their position on the right bank of the Missa River. In Galicia the Austrians are holding their position on the Stripa River. The Russians appear to have sufficiently recovered their strength to hold their line from Riga to Bukovina.

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### INFORMATION WANTED.

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

Nils Edmund Johansen, a native of Tonsberg, Norway, age about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Chas. Maywell, a sailor, last heard of in New York City in 1892, is inquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y.—12-23-14

Fred Marjama, a native of Russia, age 36, has not been heard from since 1908, at Buffalo, N. Y. Anyone knowing his whereabouts please notify his brother, J. Marjama, 51 P. J. Timeny, a native of England, is inquired for by his sister. Anyone knowing his whereabouts please notify Miss H. J. Timeny, 56 Rutland Gardens, Hove, Sussex, England. 11-17-15

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio.—3-24-15.



### With the Wits.

Happy Thought.—"Your honor," said the arrested chauffeur, "I tried to warn the man, but the horn would not work."

"Then why did you not slacken speed rather than run him down?"

A light seemed to dawn upon the prisoner. "That's one on me. I never thought of that."—Case and Comment.

Urgent.—The Doctor—Mrs. Brown has sent for me to go and see her boy, and I must go at once.

His Wife—What is the matter with the boy?

The Doctor—I do not know, but Mrs. Brown has a book on what to do before the doctor comes, and I must hurry up before she does it.—Christian Register.

Costly Words.—"I'll give that waiter," said a customer in a quick-lunch room, "an order that will simply paralyze him."

"What will you have, sir?" presently asked the waiter.

"Bring me," said the would-be tormentor, "some verulam and ova."

"Yessir." And the waiter, a seedy-looking man, went away with a twinkle in his eye, and returned with a large plate of something hot.

"Here y'are," he said. "Eggs and bacon. In ordinary English a shilling, but in classic form three-and-six. 'Verba rebus aptare,' as we used to say at college. Anything else, sir."—Tit-Bits.

Faith in Nature.—"That fellow Morgan Buttles is terrible unpopular," said one mountainer.

"We'll have to git rid o' him somehow," replied the old moon-shiner.

"Yes. But we don't want to do nothin' in a way that ain't legitimate an' customary. You know he has p'litical ambitions."

"I've heard so. But he ain't got no pull."

"Yes, he has. An' you an' your relations want to stand back o' me when I put the case up to our Congressman. We'll git Buttles appointed a revenue inspector, an' then let nature take its course."—Washington Star.

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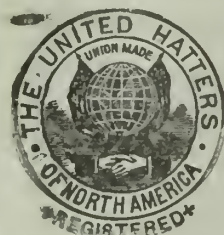


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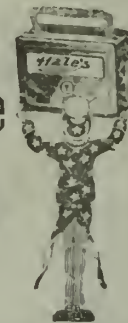
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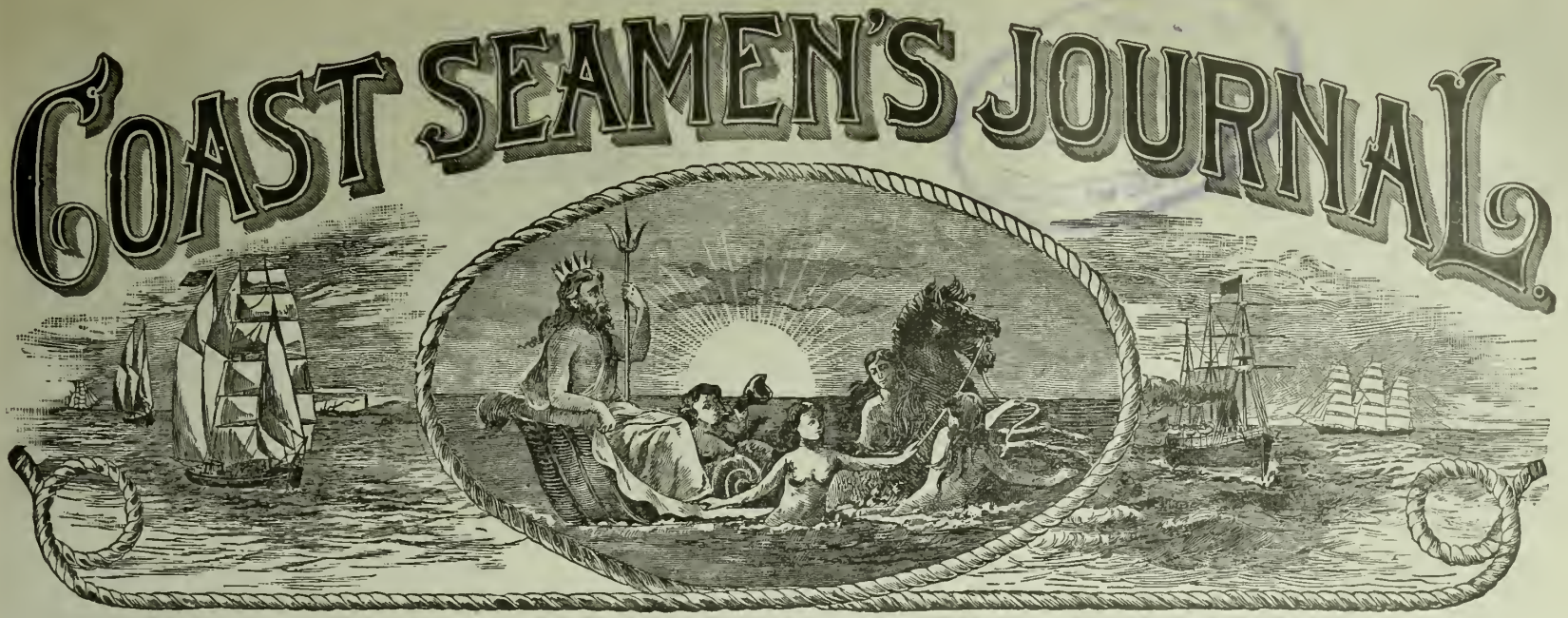
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FOR THE SEAFARING PEOPLE OF THE WORLD.  
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXIX, No. 11.

SAN FRANCISCO, WEDNESDAY, NOVEMBER 24, 1915.

Whole No. 2357.

# A. F. OF L. STANDS BY SEAMEN.

## Strengthening of Safety Legislation Demanded by Unanimous Vote.

The organized workers of America will stand loyally by the seamen and ward off the assaults of Big Business upon the La Follette Seamen's Act.

The American Federation of Labor will not only vigorously protest any proposed weakening of the legislation but will also make a determined effort to strengthen the safety provisions of the act.

### Report of Executive Council.

Following is the report of the Executive Council upon the matter:

### SEAMEN'S LEGISLATION.

We made extended reports upon this subject to the Seattle and Philadelphia Conventions, consequently we do not deem it necessary to go into details again, other than to report accurately specific data relative to the periods when positive legislative action was taken.

On October 23, 1913, the La Follette bill, S. No. 4, favored by the Seamen's Union and urged for enactment by the American Federation of Labor, was substituted for S. 136, and passed the United States Senate with only the lone vote of Senator Burton of Ohio dissenting. After many arduous efforts before the House Committee on Merchant Marine, we succeeded in having the bill reported to the House in amended form, June 19, 1914. It was bitterly opposed in the House by Representatives Humphries of Washington, and J. Hampton Moore of Pennsylvania, but finally passed on August 27, 1914. It was then referred back to the Senate Committee on Commerce.

Because of the concentrated influence of the ship owners, chambers of commerce and other business and financial interests for a while it seemed that no further action would be taken in that committee, but in response to our continued urging and due largely to the splendid support rendered us by Senators Fletcher of Florida, Chamberlain, Sheppard, and Vardaman, members of the Senate Committee on Commerce, working in co-operation with Senator La Follette, the bill as passed by the Senate and amended by the House was sent finally to conference on January 4, 1915. On February 27, 1915, following a short debate, the Senate agreed to the conference report without a dissenting vote. Almost immediately after the Senate had agreed to the conference report, Senator Hoke Smith, of Georgia, made objections and moved to reconsider the action of the Senate in agreeing to the conference report. He made a vigorous speech against the Seamen's bill, and in behalf of reconsideration. Senator La Follette replied effectively. He commended the action of the Senate in passing the bill, and concluded by moving to lay the motion of Senator Smith upon the table. The motion to table was adopted by a vote of thirty-nine "ayes" to thirty-three "nays." The House accepted the conference report, the only opposition being that of Representatives Humphries and Moore. President Wilson approved the bill on March 4, 1915.

This measure marks a great forward step in the march of human freedom and progress. It removes the last vestige of involuntary servitude from the laws of the United States. It is one of

the first measures that the A. F. of L. urged Congress to enact into law. It will improve the working conditions of seamen. Opportunities for organization will be extended, seamen in other countries will enjoy its beneficent influence, the general public who travel on the high seas will be afforded a larger measure of safety provisions. We feel confident in asserting that the passage of this wise and necessary legislation by the Sixty-third Congress was one of its distinctions.

Nevertheless, we find it to be a painful duty to call attention to the fact that a great danger still confronts this valuable piece of legislation. The cupidity and greed of not only the shipping interests of the United States, but the shipping interests of the whole maritime world are so aroused that they will leave no stone unturned nor hesitate to stoop to any subterfuge to defeat the law and the wise, humanitarian and safety provisions which it contains. A continuous, persistent campaign has been made against the measure by the great financial interests of the nation under the management of the Chamber of Commerce.

Under the guise of antagonizing the shipping bill favored by the present national administration, and which was withdrawn during the closing days of last Congress, the National Chamber of Commerce submitted for a referendum vote to its 600 affiliated local chambers of commerce, and other trade bodies representing some 300,000 business men, several propositions, including the following:

"Subsidies from the Government sufficient to off-set difference in the cost between operation of vessels under the American flag, and operation in the same deep sea trades under foreign flags."

The vote upon these propositions was overwhelmingly in favor of the one quoted.

It is, therefore, necessary that our membership be alert to the dangers confronting the people of the United States, because there is no question but what the vested interests will exert themselves to the fullest extent to defeat the meritorious principles contained in the La Follette Seamen's Act.

We should, therefore, lose no time in registering our emphatic protests with members of the Sixty-fourth Congress in favor of the maintenance and the proper enforcement of the Seamen's Act.

### LICENSED OFFICERS.

We are pleased to report additionally that the Licensed Officers' bill, H. R. 16392, by Representative Hardy of Texas, introduced by him for the purpose of improving the regulations of the service of licensed officers in the merchant marine, and for promoting greater safety at sea, was passed in the House July 7, 1914, was taken up in the Senate on March 1, 1915, and passed by that body without change. The President approved it March 3, 1915. This law affords greater protection to officers in the merchant marine when complying with their necessary public duty in reporting defects in their vessels to the proper federal inspection officials. The Act also more clearly defines and extends the right of licensed officers in the merchant marine to quit the service of a shipowner at the expiration of

their contracts without intimidation or risk of imprisonment. It is believed that all of the former elements of compulsion on the part of ship-owners against the licensed officers have been removed by the passage of the Hardy measure. This act is a valuable addition to the legislation contained in the La Follette Act protecting the rights of sea-faring men and extending greater safety measures for those who go down to the sea in ships.

### Report of Committee.

The committee to which the foregoing had been referred made the following report:

### SEAMEN'S LEGISLATION.

Under the above caption of the Report of the Executive Council will be found a report and comment upon the passage of the so-called Seamen's Act and the Licensed Officers' Act, which calls attention to the far-reaching effect of this legislation upon the life of the seaman, upon the safety of the traveling public and to the world-wide opposition to this Act, the strenuous efforts that have been and are being made to have the law either repealed or emasculated, and also to the vote upon the question of ship subsidies taken by the National Chamber of Commerce, which latter body by a very large vote records itself in favor of "subsidies from the Government sufficient to offset differences in the cost between operation of vessels under the American flag, and operation in the same deep-sea trades under foreign flags."

We endorse the statements made by the Executive Council and owing to the very general campaign of misrepresentation through which it is sought to place this legislation in an unfair and prejudicial position before the people of this and other countries, and owing to the manifest lack of real information possessed by the public in general and by the National Chamber of Commerce in particular, we believe it to be of importance to state clearly the purposes of the legislation and to show the distinction between the old law and this Act.

The Committee on Merchant Marine and Fisheries of the Sixty-second Congress in reporting the bill to the House of Representatives states the purposes as follows:

"The enactment of this bill will accomplish three very important things.

"First. It will give freedom to the sailor.

"Second. It will promote safety at sea.

"Third. It will equalize the operating expenses of foreign and domestic vessels engaged in over-sea trade and tend to build up our merchant marine."

It ought to be plain to all that with the difference in wage cost of operating vessels ranging from 20 to 200 per cent. against the American vessels, even a large subsidy could not prevent the decay of our over-sea shipping. Over-sea shipping is competitive and unless this differential can be abolished, there is no hope of having any merchant marine worthy of being called American.

This differential arose and has been continued by the treaties under which we are bound to arrest, detain and surrender back to their vessels any seaman who deserts from foreign vessels in



our harbors. The Act under consideration abrogates these treaties and the laws based on them, and releases the economic law governing wages, and the inevitable result must be to equalize the wage cost. Two free men working side by side, doing the same work, will receive the same wage. This has been proven too often to need any further discussion. Seamen's wages depend upon the port and have nothing to do with the flag. Give freedom to the seamen, provide the same standards of skill and the same laws regulating the shipment of men, and the wages will automatically become the same.

It must be equally manifest that there can be no safety at sea unless the men employed understand all orders given by the officers of the vessel. There must be perfect understanding of all verbal orders on part of the whole or at least substantially whole crew, and there must be sufficient skill in at least a part of the deck crew to be able to understand and obey all orders. It is not so important that this should be the case under ordinary conditions, but in emergencies this is indispensable for the reasonable safety of the passengers. It is equally important in freight vessels, because they otherwise become a menace to other vessels. What would be thought of a fire department in which the officers could speak but one language while the men could speak only another, and all orders had to be given through an interpreter? When a building is on fire you may get down into the street and be saved, but when a vessel is burning your route to heaven is by fire or drowning, unless there be the boats and the skilled men to save you from either, and so this Act provides a percentage of skill and a knowledge of the language of officers sufficient at least to give some promise of safety.

It is deeply regretted that this Act does not provide boats for all, and at least two able seamen for each boat, and we feel sure that disasters will ultimately compel this to become the law. The Act, however, is in this matter so great an improvement upon conditions that existed up to the time of its becoming law that it marks an epoch in maritime legislation. Equally manifest is the fact that men of sufficient physical strength, intelligence and courage needed for sea service could not be obtained so long as the seaman was compelled to surrender all rights of citizenship on joining the service. The ancient status of involuntary service could not and can not continue together with modern education. Efficient men quit the sea and boys shunned it to such an extent that sea power was passing into the keeping of the races of Asia, whose home status and condition was and is such as to make the status and condition of seamen under Occidental law appear as an improvement. From either a racial or a national point of view this would be disastrous. We could not have safety at sea, safety to our nation, or our race, or an equal chance for a merchant marine without having men of Aryan blood and of American nationality come back to the sea. Hence the freedom of the seaman and the improvement in his condition was imperative as well as humanitarian.

We protest most earnestly against any weakening of this legislation. We urge that it be strengthened in its safety provisions. We regret very deeply that the Department of Commerce has deemed it to be its duty to give to some of the provisions of this law a construction which we believe to be contrary not only to the spirit of the law, but to the letter. We can not agree with the Department of Commerce or with the Attorney-General when, in spite of the definite enactment "that foreign vessels leaving ports of the United States shall comply with the rules herein prescribed as to life-saving appliances and equipment and manning of the same," it is held by the Department and the Attorney-General that this does not apply to vessels of certain nations, nor can we agree with the Department of Commerce when, by construction put upon the clause dealing with the requirement that seamen should understand all orders, the Department holds that only orders given under ordinary conditions are contemplated. Such construction tends to destroy two of the purposes of the Act, namely, the promotion of safety and equalization of wage cost. We are opposed to subsidies of any sort.

After a brief discussion and further explanation by Delegate Furuseth, the committee's report was adopted by unanimous vote. Thus the committee's report was made the policy and slogan of the entire American Federation of Labor.

Before action was taken upon the Seamen's legislation the convention listened to a ringing appeal in the form of a letter from Secretary of Labor Wilson, urging the Federation to go on record opposing any effort to repeal the new law. Secretary Wilson's communication covers the entire question in a masterly manner, and is therefore published herewith in full:

#### William B. Wilson's Letter.

Department of Labor,  
Office of the Secretary,  
Washington, November 11, 1915.

Samuel Gompers, President American Federation of Labor, San Francisco, Cal.

Dear Sir—I am in receipt of the invitation of the Executive Council of the American Federation of Labor to visit and address the convention any time during its two weeks' session.

It has been a great disappointment to me that the pressure of official business at Washington

has prevented me from accepting the invitation. May I not, however, through you, say a few words to the convention on a subject that is very close to my heart?

As a member of the trade-union movement practically all of my lifetime I have, in common with others, participated in the great and ever present struggle for human liberty, human rights, and human uplift generally. As a result of my observations and experience in that movement it has been thoroughly impressed upon my mind that men must first achieve liberty before they attain their other rights. In the struggle of the centuries gone by, step by step, all classes of labor save one, have achieved a measure of freedom until in this country, at least, workmen are no longer compelled to work against their will or physically forced to fulfill a civil contract to labor. The single exception is the seamen of the world, including those of the United States. After a legislative struggle of more than twenty years, in which the seamen were vigorously supported by the balance of the trade-union movement of our country, the Seamen's bill was enacted into law by the Sixty-third Congress and the last vestige of serfdom by legal requirements was thereby wiped from our statute books. The seamen are freemen now and are able to stand erect before all the world, the owners of themselves and their own labor power.

The struggle has been a bitter one and the end is not yet. The same interests that fought the enactment of the measure are now putting forth every possible effort to secure its repeal, principally upon the plea that it was a hastily enacted, poorly considered measure which will drive the American merchant marine from the seas. What an absurdity! For sixty years prior to the enactment of the Seamen's law we had no merchant marine worthy of the name. It had practically gone out of existence. Surely the Seamen's law could not be blamed for destroying something that did not exist. It is a matter of record that the American merchant marine has grown more rapidly in the past eight months than it ever did before, although every man who invested in vessels under the American flag knew that the law would go into effect on November 4. And, in addition to that, American shipyards have more vessels under way for American shipowners than has ever been the case since steel superseded wood in the manufacture of ships. There could, however, be no permanent privately owned American merchant marine until the two great obstacles to its maintenance had been swept out of its way. You can have no permanent privately owned American merchant marine with an American personnel in its crews until it is just as profitable for American capital to be invested in American vessels as it is to be invested on land, and just as profitable and free and safe for American men to go down to the sea in ships as it is to labor on land. The Seamen's Act, plus the Panama Canal Act, has made possible the achievement of this much to be desired end.

There were two very important reasons why the American merchant marine had dwindled. The first of those reasons was that it cost the American shipowner more for his vessel, for the same carrying capacity, than it cost his foreign competitor. That meant a greater investment upon which dividends were to be earned than his foreign competitor had to invest for the same carrying power. That has been partly modified as a result of the Panama Canal Act, which gives him the right to register foreign-built vessels for over-sea trade. The American shipowner will not, however, be entirely upon an equal basis with his foreign competitor until he is permitted to use the vessels which he owns, no matter where he purchases them, in exactly the same kind of trade that his competitor can use them in. In other words, he must have the opportunity of using them in the coastwise trade as well as in the over-sea trade in order to be upon an equality with his competitor. But the disadvantage has been greatly modified and it is not costing the American shipowner now much more, if any more, for his vessel, at the same carrying capacity than it is costing his foreign competitor.

The other great cause for the dwindling of the American merchant marine was that it cost the American shipowner more for his operating expenses than it cost his foreign competitor; and that increased cost in operating expenses was not due to the fuel or other supplies used on board the vessel, for those things could be purchased in exactly the same markets that the foreign shipowner purchased them in and at exactly the same cost. The difference was due to the greater cost of labor for the American shipowner than for his foreign competitor. The labor itself represents about from ten to eighteen per cent. of the cost of transportation and the difference in wages ranged from twenty to two hundred per cent. Now the question naturally arises, Why was it that the foreign shipowner was able to secure his labor so much cheaper than he had a big advantage over the American shipowner in operating expenses? And the answer lies in the fact that while all other men in the civilized world had been given their freedom, that while slavery and serfdom had been abolished on land, the seamen of all the world, including the United States, still remained bondsmen to the vessels upon which they signed the ship's articles. The economic effect was direct: A shipowner under a flag of some

foreign country, signed his seamen in that foreign country. If he was flying the flag of England, he signed his seamen in the British Isles or in the Colonies from which the vessel sailed. And then when those seamen came to the United States, instead of having an opportunity of ending a civil contract to labor, as any other workmen had the right to do, that right was denied him, and if he left the vessel upon which he had signed he was looked upon as a deserter, and we who had so unanimously adopted the Thirteenth Amendment to our Constitution abolishing slavery in the United States, set the machinery of our police power in motion and hounded down the seaman, as we hounded down the slaves years ago, and carried him back to the vessel from which he had deserted and compelled him to fulfill his civil contract to labor against his will. And by utilizing that police power and running down the seaman, carrying him back to the vessel upon which he came, we maintained for the foreign shipowner the advantage he had in being able to sign his seamen in a port where the wages are lower than they are in the United States.

The Seamen's Act changes that condition of affairs. It not only says to the American shipowner that American seamen shall be free to leave their vessel when the vessel is in a safe port in this or any other country, but it says to the foreign shipowner, "When your seamen come into American ports, the very fact that they are in our waters, and under our jurisdiction makes them free men."

The result must be inevitable. You have two vessels lying at your dock. One of them is manned by American seamen securing the wages paid out of an American port; the other is manned, if you will, with Lascars, signed by an English vessel out of some of the ports of India, and those Lascars will, by the underground method if no other presents itself, learn of the wages that are paid to American seamen out of American ports and that they have the right to insist upon similar wages. Ultimately it may take time to work out—ultimately they will insist upon having just as much wages for their work as the American seaman receives for his.

That will mean that the American shipowner will be placed on the same level from a competitive standpoint as his foreign competitor is placed. And if under those circumstances, with but the same initial cost of his plant, with the same operating expenses as others have, the American shipmaster is unable to compete with the rest of the world, then I have missed my guess of the shrewdness of a Yankee skipper.

But that is not all. That deals solely with the question of human liberty. Human liberty is the basis of all, but there are other phases. One of the other phases of this very important subject is the question of safety at sea; and in dealing with the question of safety at sea, it has been too often dealt with exclusively from the standpoint of the passenger, and the thousands upon thousands of seamen in our freighters, vessels carrying no passengers, are apt to receive scant consideration, except that which grows out of the fact that certain conditions are dangerous to passenger vessels. But because we have an interest in maintaining the safety of those who travel by sea as passengers, we are led to include the same provisions for the welfare of the seamen who operate the freighters.

Among the other things the Seamen's bill insists upon is that seventy-five per cent. of the crew, who sign the ship's articles, no matter what department they may be in, shall understand the language of the officers of the vessel. Now that does not mean that they must understand English; nor does it mean that they must understand German in a German vessel, English in an English vessel, French in a French vessel; but it means that there must be no interpreter standing between the master of the ship and the crew when an emergency arises when a second's time may mean the saving or the losing of a thousand lives.

It is not only essential that there should be a sufficient number of qualified men to man the vessel under normal conditions, but it is also essential that there should be a sufficient number of men qualified to man it under abnormal conditions. And why? Because your wrecks, your loss of life, do not take place under normal conditions. You have no need under normal conditions for any great number of men or any particular skill. But it is in the abnormal conditions, where wreckage from various causes confronts you, that you need the man there who not only has the skill to perform the labor, but who has exercised that skill with a sufficient frequency to be able to do it with a cool head and a clear judgment. And so the Seamen's bill, in addition to the language test, provides for a standard of skill not only with regard to sailors, but with a new class that has been created, called life-boat men.

Nearly every condition of employment relating to seamen is determined by law or regulation. Seamen are not like other men in that respect. A man on land may make his contract with his employer in a way that would be mutually satisfactory and agreeable. Not so with the seamen. Why? Because after the vessel leaves the dock and puts out to sea there is a community of risk, and because of the community of risk there must be some central head whose orders must be obeyed. And wherever you place power in the hands of any individual there is a ten-

(Continued on Page 11.)



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## Banks Warned Against Usury.

Comptroller of the Currency Williams has mailed a letter to all national banks calling attention to the law against usury.

"This office," says the letter, "regrets to report that the sworn statements of condition of a great many national banks show that Section 5197, U. S. Revised Statutes, against usury, has been grossly violated by these banks.

"You are respectfully advised and admonished that this provision of the national bank act should be faithfully observed by all national banks, their officers and directors, in accordance with the solemn oaths taken by directors.

"You are requested to read this letter at the next meeting of your board of directors, and to have it inscribed upon the minutes, and to send a copy of this letter to every member of your board who may not be present at such meeting."

In a speech last month the federal bank officials called attention to the usurious practices of certain national banks, which charged, in some cases, as high as 2400 per cent.

"Here in this country," he said, "we find bankers, men in business who should be the most respectable, as it is the most responsible of all secular avocations, literally crushing the faces of their neighbors, deliberately fastening their fangs in the very heart of poverty."

## Reject Alleged "M. O."

Detroit trade-unionists succeeded, at the last election, in defeating the proposed municipal ownership plan by an actual majority of 2399. It was necessary to secure 50 per cent. of the total vote cast. This means that the plan was rejected by about 10,000 votes.

Unionists opposed the plan because it made no provision for arbitrating grievances workers might present. It was proposed to make the commission that would run the street cars absolute dictators, beyond the control of the city council or other representatives of the people. The powerful street car men's union showed that if this plan was adopted it would be impossible to enforce contractual relations similar to those now existing between them and the present company, and that they were in danger of losing every advance it has taken years to secure. The unionists attempted to have the proposal amended so that the workers' rights would be protected. In this they failed, so they defeated the plan.

By the small majority of 167 an amendment was carried which empowers the city to adopt the plan. It is claimed that under this amendment the defeated proposal can be resubmitted to the people.

## Immigration Figures.

A report issued by the United States Department of Labor, bureau of immigration, shows that 31,096 immigrants were admitted during the month of September. Italy contributed the largest number, 2030, followed by Greece, with 1676; England, 1359; Portugal, 1261, and Ireland, 1239. The number of Japanese total 646, while 134 Chinese were admitted.

The effect the present war has on immigration to this country is shown in the gov-

ernment's report on immigration for December, 1913, when 23,821 Russians were admitted. The last report (September, 1915), shows that 412 Russians were admitted.

Of the 31,096 immigrants during September, 1915, 4343 were classed as laborers, 1023 as farm laborers, and 2700 as servants. In the skilled trades and callings, clerks and accountants led with 788. Carpenters and joiners were next with 354; tailors, 236, and miners, 204.

The industrial States received the bulk of these immigrants, 7318 being ticketed to New York and 2923 to Massachusetts. The southern States seem to offer little attraction to these newcomers. Arkansas received only 4; Mississippi, 10; North Carolina, 18, and South Carolina, 7.

## Strike Gunmen Busy.

The numerous strikes in Worcester, Mass., have attracted the attention of strike gunmen and so-called detective agencies, who are asking business men to give them an opportunity to create trouble. One of these concerns is the "American Detective Service Company," with offices in Park Row building, New York City. In a letter signed by J. W. Weccard, general manager, and mailed to local manufacturers, the latter are given the following assurance:

"While you are having or about to have labor trouble, why not engage our services, by placing a working operator in your factory, reporting to you of the conditions, not only of furnishing you labor information, but of time killing and of all irregularities, as well as of your loyal and disloyal employees.

"We also guarantee you through our services we can break up your labor combinations or strikes. We also furnish guards to protect your property, and men to take the strikers' places."

## Says Clayton Law Records New Epoch.

Writing in St. Louis Labor, President Wharton of the Railroad Employees' Department, American Federation of Labor, discusses the Clayton act at length, and declares that "we have just cause to feel proud of the success attending the policy inaugurated by the American Federation of Labor in 1906; one by one we have witnessed the amelioration of the causes of complaint incorporated in labor's bill of grievances."

President Wharton is optimistic on labor's success in securing this legislation and believes that the United States Supreme Court cannot, "by any manner of reasoning," interpret the labor sections of the Clayton law to mean other than a guarantee of labor's rights.

"If it should come to pass that the courts should pervert and misinterpret this law," he says, "the next great fight should be directed toward securing an amendment to the constitution."

He believes, however, congress acted within its rights, and has this to say of contrary views, urged, in many instances, he declares, for questionable purposes:

"Don't be mislead by statements intended to create the impression that the labor provisions of the Clayton act are  
(Continued on Page 10.)

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

### AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

### GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London. E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeld Bldgs., 22 Canning Place, Liverpool.

### BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

### GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

### FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

### NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

### SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

### DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

### HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

### ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

### AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

### SPAIN.

Sociedad Sindicate de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

### URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

### ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

### BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

### SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



## World's Workers.

The total number of fatal accidents to seamen reported to the British Board of Trade during September, 1915, was 130, a decrease of 52 on a month ago and an increase of 48 on a year ago.

The Halifax Longshoremen's Association and the shipping companies have just completed a new wage and working agreement for the coming year which carries with it, among other concessions, an increase in wages for the longshoremen.

According to returns supplied to the Danish Statistical Office 3.7 per cent. of the 129,500 members of trade unions reporting were unemployed at the end of July, as compared with 3.3 per cent. in the previous month and 3.8 per cent. in July, 1914. The average time lost through unemployment during July was seven-eighths of a day per member, as compared with three-fourths of a day both in June and in July, 1914.

By a law dated 10th July last, which came into operation from that date, the principle of a minimum wage has been established in France for females engaged at home in executing work given out by employers in the clothing trades, including the manufacture of hats, boots and shoes, embroidery, lace, feathers, and artificial flowers. The minimum rates to be determined under the present law are such as will enable a workwoman of average capacity to earn in ten hours a wage equal to a minimum laid down by the Consultative Labor Councils, or, where such do not exist, by Wage Boards to be set up for the industry or district in question.

The current issue of the Canadian Labor Gazette reports that during September there was continued activity in the manufacture of munitions of war, as well as general improvement in lumbering and coal mining, resulting in an increased demand for labor, although dullness in the building trades continued except at a few points in the Maritime provinces. Eastern cities generally reported conditions steadier and were looking forward to the winter more confidently than at the same period of last year. While the local demand for labor in the Western provinces showed no improvement it was expected that the British Commission which is enlisting miners for employment in the United Kingdom would absorb most of the unemployed coal miners of the West.

According to the recently published report by a special Government Commissioner on the British coal mining industry, the number of women employed on the surface of mines under the Coal Mines Act of 1911 was, at the end of the year 1913, 6,554; of these 2,933 were employed in Scotland and 2,829 in Lancashire. There had been a considerable increase in the number of women employed at Scottish coal mines since the commencement of the war. While the committee felt there was no doubt that women could be still further employed in the performance of light work, such as the sorting and cleaning of coal on the surface of the mine, thus liberating some old men and boys for work underground, after careful deliberation of the facts and evidence no action was recommended with a view to the more extensive employment of women on the surface of coal mines.

## SAN PEDRO, CAL.

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A. E. BLAIZE

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### Mills, Elbert & Nash

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### INFORMATION WANTED.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

Oscar Olsen, age 37, a native of Hallarna, near Gothenborg, Sweden, who was sailing on the Great Lakes about three years ago, is inquired for by John V. Olsen, Sun Company, Marcus Hook, Pa. 5-26-15

Adolph Godfred Eriksen, born in Moss, Norway, is inquired for by his brother, Herman Eriksen. Any one knowing his whereabouts please notify W. Nielsen, 206 Moravian St., Philadelphia, Pa. 5-26-15

### M. BROWN and SONS

have moved to

109 SIXTH STREET

Opposite Sailors' Union Hall  
SAN PEDRO, CAL.

### INFORMATION WANTED.

Ned Kirchheimer, a native of Germany, weight about 215 pounds, age 49, blue eyes and dark curly hair, who left his home April 24, 1915, to look for work, is inquired for by his wife. Anyone knowing the whereabouts of the above named, please notify Mrs. Elsie Kirchheimer, 712 Rush Ave., Houston, Tex. 9-29-15

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

Vencelus Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolamo Durbich, Zurich, Switzerland. 7-28-15

Herman Sigfrid Persson, a native of Malmo, Sweden, supposed to be sailing on the Pacific Coast, who has not been heard of for two years, is inquired for by his brother, Gustav Persson. Address 13 Stenbarksgatan Malmo, Sweden. 7-28-15

Adolf Krakan, last heard of at Port Pirie, January 1912, and again in March 1913, from Warumbo, 118 miles from Adelaide, South Australia, is inquired for by his mother at Hamburg, Germany.—8-25-15.

## San Pedro Letter List.

Annell, Albert  
Anderson, John  
Allen, Goldie Thorn  
Anderson, George  
Anderson, John -1968  
Anderson, Martin  
-1894  
Anderson, Sven  
(Reg. Letter.)  
Andersson, Eukan  
Bergh, Borge  
Buanik, L.  
Brelm, Hans  
Bergman, Leo  
Benrowitz, Felix  
Carera, Pete  
Cook, Harry  
Christlson, Jim  
Duval, William  
Eriesson, Otto  
Eklund, Sven  
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Flsher, Wm.  
Gustafson, Carl  
Gillholm, Albin  
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Gronlund, O. -414  
Hornlin, Ernest  
Holin, Johan  
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Hugo, Bernhard  
Haupt, Fritz  
Hansen, Charly  
Hansen, Hilmur  
Hannus, Alex.  
Iversen, Ivar  
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Jackisch, Max.  
Johnson, Chas. A.  
-2044  
Jonson, Leonard  
Jensen, H. -1555  
Johansson, Victor  
Johansson, Geo. W.  
-1219  
Johnson, Geo.  
Johnson, Edward A.  
Johnson, John A.  
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Kaiser, Richard  
Kaski, Albert  
Kahln, Ed.  
Lybeck, Thomas  
Larsen, Klaus L.  
Lauritzen, Ole  
Lindholm, Chas.

Loscher, Josef  
Lindeberg, Ernst  
Latz, Konstant  
Lundstedt, Chris.  
Lalan, Joe  
Monterro, John  
Martinel, Walter  
Mikalsen, Andreas  
Malm, Gustaf  
Mesak, E.  
Nefahr, Oskar  
Nelson, Ernest C.  
Nyhagen, Julius  
Olsen, Ernest V.  
-1216  
Olsen, John  
Owen, Fred  
Olin, Emil  
Palmquist, Albert  
Peterson, Karl E.  
-903  
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-1064  
Peterson, N.  
Peterson, Otto  
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Parsons, Olaf  
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Swanson, Ben.  
Schoveesser, E.  
Samseter, Paul  
Strahle, Chas.  
Sternberg, Alf.  
Soderlund, Anton  
Schmidt, Louis -2492  
Schmidt, Lauritz P.  
Sevenson, Paul  
Sievers, G. P.  
Tamlar, P.  
Trovik, Harald  
Thorsen, Charles  
Uhlrig, Richard  
Uby, Charles  
Vohs, Heinrich  
A. Verdonk, Peter  
A. Williamsen, W. A.  
West, J. W.  
Ylilen, Sam  
Zimmer, Walter  
Zeldler, Fred  
Packages and Photos  
Anderson, David C.  
Peterson, Hugo  
Schmidt, Lauritz P.  
Zunk, Bruno

## Honolulu, H. T.

Anderson, John E.  
Burk, Harry -1284  
Crantly, C. W.  
Eugenlo, John  
Ekelund, Rickhard  
Ivertsen, Sigvald B.  
Lengwenus, W. L.  
Moller, F.

Nelsen, C. F.  
Peterson, Carl  
Peters, Walter  
Relther, Fritz  
Solberg, B. P.  
Strand, Conrad  
Thompson, Emil N.

### INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 106 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Any one knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St.—8-11-1915.

Olai Ingebrigtsen (Brock), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American bark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469—49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Steuart street, San Francisco, Cal.—8-4-15.

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# Pacific Coast Marine.

R. P. Schwerin, general manager of the Pacific Mail Steamship Co. since 1891, has been appointed vice-president and general manager of the Associated Oil Co., controlled by the Southern Pacific Co. He will take office Dec. 1.

The loss through the destruction by fire of Pier 14 at Seattle, occupied by the Blue Funnel line, will exceed \$1,000,000 for the goods alone. The line has arranged with the port commission to take over Smith Cove pier as a terminal until Pier 14 has been rebuilt and is ready to resume operations. The work of reconstructing the pier will require approximately four months.

The Standard Oil Co.'s barque "Calcutta" arrived at Liverpool Oct. 29, 87 days out from San Francisco, with a cargo of 569,172 gallons lubricating oil. The "Calcutta's" passage of 87 days is a world's record for this voyage, and is, of course, due to the fact that she went via the Panama Canal, having been towed from this port to Balboa by the tank steamer "J. A. Moffett," proceeding from Cristobal under sail. Ordinarily this voyage by a sailing vessel, going around Cape Horn, takes about 150 days.

James Griffith & Sons, barge operators on Puget Sound, have purchased the one-time Pacific Mail steamer "Barracouta." The Pacific Mail sold the vessel some time ago to George Mendelson, a local junk dealer, and it was presumed she would be broken up for scrap. The "Barracouta" was built at Glasgow, having been launched in 1883 under the British flag; later she was transferred to the Hawaiian flag and then granted American registry when the Hawaiian Islands were annexed by the United States.

The steamer "Edna," known as the "Mazatlan" when owned and operated by Captain Fred Jebsen, was libeled twice during the week. One of the libels was placed by Attorneys Frank & Frank, and the other by Attorney Samuel Knight. They aggregated several thousand dollars. In both instances the damages sought to be recovered arise from the detention of the vessel by the Mexican authorities at Ensenada for almost a year, and Jebsen's professed inability to fulfill contracts relative to the movement of cargoes.

The steam-schooner "Fort Bragg," with twenty-four passengers and twenty-one members of the crew, went ashore and quickly became a total wreck on November 5 near San Jose del Cabo, Lower California, but owing to the use of the breeches buoy all were safely landed on the beach. The "Fort Bragg" is well known in the coasting trade, having plied between San Francisco and Mendocino ports for many years. Four months ago she went into the Mexican trade. The vessel was built in Fairhaven in 1910, is of 705 tons' register and 160 feet long.

The barkentine "Retriever," which has been laid up in the bay for five years with the exception of a few trips outside the heads, where "terrible tragedies" were enacted aboard her by motion-picture concerns, has been practically rebuilt and is going back in the trade. The vessel was sold a month ago by W. G. Tibbetts to C. J. Colly. The latter has chartered her for a trip to Melbourne with a cargo of lumber at 100 shillings. It is said that the old vessel will more than pay for herself on the trip. The "Retriever" was built at Seabeck, Wash., in 1881, is of 547 gross tons.

Captain Hiller has arrived at San Francisco from Norway to take command of the steamer "Pacific," now nearing completion at the Union Iron Works. This vessel was launched September 4 as the "Annette Rolph," having been contracted for by the Rolph Navigation & Coal Co. This firm, however, disposed of the vessel to Norwegian purchasers for a sum stated to be considerably over the contract price, and the vessel's new owners have rechristened her "Pacific." As first intended her construction was purely that of a freighter, but now passenger accommodations are being put in for quite a number of people.

On the eve of her last voyage from Seattle the Great Northern liner "Minnesota," which sailed on November 13 for the United Kingdom with a great cargo of grain, lumber and canned salmon, was libeled for \$10,000 in the United States District Court by the Robert Dollar Company. The complaint alleges a breach of contract in the "Minnesota's" failure to load 190,000 feet of lumber for Glasgow. It is alleged that the "Minnesota's" agents agreed to carry 300,000 feet of lumber, but that after 110,000 feet were loaded the agents refused to take the rest of the shipment. Bond was given to permit the vessel to sail.

Information received in Portland from Charles R. McCormick of San Francisco is to the effect that the auxiliary power schooner now being built for his company at St. Helens has been chartered already to load lumber here for Australia at a rate of 90 shillings for Sydney, 100 shillings for Melbourne or 110 shillings for Fremantle. At these rates the profits to the vessel's owner on her first trip will approximate

\$35,000. The new schooner has not been named yet, but it is reported she may be called the "City of Portland." The auxiliary machinery for the schooner is now on the way from Norway. The charter just announced carries an option for a second trip.

The American steamer "Camino," California's relief ship to Belgium last year, is reported to have been sold by Swayne & Hoyt of this city to Barber & Co. of New York for \$450,000. The vessel is now in the Eastern port and is to be loaded with a full cargo for France. The "Camino," loaded to capacity with California foodstuffs, left this port soon after the invasion of Belgium to aid the stricken residents of that country. She was beset with heavy weather from the time she passed through the Panama Canal, had to put in to New York for fuel, and after leaving that port was disabled in a heavy blow and was towed into Halifax, where repairs were made. She reached her destination finally, after several months had elapsed.

While the slides in the Panama Canal are being removed at the rate of over 220,000 cubic yards weekly it was said at the canal offices that it could not yet be determined when the obstruction would be removed. Officials still refuse to predict any approximate date of re-opening the canal. Big fleets of merchant vessels are held up at both ends and much cargo is being transferred by the Panama Railroad. The Washington office announces that the flat rate of \$3 a ton for freight transfer will be continued until further notice and that steamers have the option of selecting the flat rate or the regular classification. The flat rate includes free wharfage, craning, stevedoring, etc. The shortage of fuel oil on the Isthmus, resulting from the unprecedented demands for it during the congestion of traffic has been relieved by arrivals of over 100,000 barrels at Balboa.

The new coast guard station being constructed at Coos Bay is located at a point from which there is a clear view of the bay inland for 3½ miles to Empire, and towards the sea across the bar to the ocean. The bar is a mile from the station, but the lookout tower will be half a mile from the bar, and at a point where the sunken jetty and crossing will be plainly discernable at all times excepting when things are obscured by fog. The new station will cost the government \$29,600, as it was bid in for that amount, whereas the appropriation was \$47,000. After the first plans were drawn the government eliminated the provision for a retaining seawall, which would cost about \$5000. The station is on the south side of the bay, at Coos Head, where the waters strike a sand spit half a mile in length, the entrance to Charleston Bay, an inlet which makes to the southward. The lookout is on a high eminence probably half a mile from the station and will be connected by telephone with the keeper's residence. The station and its buildings are protected by a jetty, which was a part of the plans, 181 feet in length and 18 feet wide at the bottom and three feet at the top. This is of concrete, and at high water shuts off the breakers that come in toward Coos Head. The buildings consist of the crew's quarters and the keeper's residence.

The sickening calamity howling of the San Francisco Chronicle does not seem to frighten responsible shipping companies from taking up the trade relinquished by the Pacific Mail Company. At any rate, the Chronicle announces that the proposed line of freight steamers between Java and San Francisco has become a reality by an announcement made through J. D. Spreckels & Brothers, owners of the Oceanic Steamship Company, to the effect that they had been made local agents of the new company, and that within less than a month a fleet of four splendid 13,000-ton steamers, all flying the flag of Holland, will be in operation between this city and the rich islands of the Netherlands in the Indian archipelago. The service will be inaugurated on December 15th, when the Dutch steamer "Arakan" will sail for this city from Batavia, Java, via Manila, Hongkong and Yokohama. Thereafter the sailings will be every thirty days, on the 15th of each month. The second ship to leave will be the "Tjikembang," then will follow the "Karimoen," and then the "Tjison-dari." All of the vessels are of Dutch registry, and their ownership is divided among three big Holland companies. The new line is to be known as the Java-Pacific Line, and is the result of the coalition of the three companies referred to. These are the Java-China-Japan line, an Amsterdam corporation already operating a fleet of vessels between Java and Sydney, Australia; the Rotterdam Lloyds of Rotterdam, and the Netherlands Steamship Company, also of Amsterdam.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

## International Seamen's Union of America

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and

INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary,  
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AFFILIATED UNIONS.

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NORFOLK, Va., 41 Loyalls Lane.  
MOBILE, Ala., 104 South Commerce St.  
NEW ORLEANS, La., 206 Julia St.

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New York Branch, 400 West St. Telephone 5153  
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NEW ORLEANS, La., 117 Decatur St.  
BALTIMORE, Md., 806 South Broadway.  
MOBILE, Ala., 104 S. Commerce St.  
PHILADELPHIA, Pa., 206 Moravian St.

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NEW YORK, 51 South St. and 280 West St.  
BALTIMORE, Md., 802-804 South Broadway.  
NORFOLK, Va., 41 Loyalls Lane.  
NEW ORLEANS, La., 206 Julia St.  
MOBILE, Ala., 104 S. Commerce St.

### HARBOR BOATMEN'S UNION.

Headquarters:  
NEW YORK CITY, 190 West St. Phone 4126 Worth.

### LAKE DISTRICT. LAKE SEAMEN'S UNION.

Headquarters:  
CHICAGO, Ill., 570 West Lake St.

##### Branches:

BUFFALO, N. Y., 55 Main St.  
ASHTABULA HARBOR, O., 21 High St.  
CLEVELAND, O., 1401 W. 9th St.  
MILWAUKEE, Wis., 133 Clinton St.  
N. TONAWANDA, N. Y., 152 Main St.  
CONNEAUT HARBOR, O., 992 Day St.  
ERIE, Pa., 107 E. Third St.  
DETROIT, Mich., 15 Twelfth St.  
SUPERIOR, Wis., 1721 N. Third St.  
BAY CITY, Mich., 108 Fifth Ave.  
OGDENSBURG, N. Y., 70 Isabella St.  
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.  
PORT HURON, Mich., 517 Water St.

#### MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:  
BUFFALO, N. Y., 71 Main St.  
Branches:  
CLEVELAND, O., 1185 W. Eleventh St.  
CHICAGO, Ill., 445 La Salle Ave.  
DETROIT, Mich., 27 Jefferson Ave.  
MILWAUKEE, Wis., 151 Reed St.  
SUPERIOR, Wis., 1814 Fourth St.  
OGDENSBURG, N. Y., 70 Isabella St.  
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(Continued on Page 11.)



# Coast Seamen's Journal

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BY THE

SAILORS' UNION OF THE PACIFIC

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PAUL SCHARRENBERG.....Editor  
I. M. HOLT.....Manager

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## NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, NOVEMBER 24, 1915.

## A PICTORIAL HISTORY.

In accordance with the action of the last I. S. U. of A. convention, there has been prepared a pictorial history of the Seamen's struggle for freedom.

The picture contains the portraits of the men who took a leading part in furthering the legislation which was secured only after twenty-three long years of persistent effort.

President Wilson, Senator La Follette and Secretary of Labor William B. Wilson have each been presented with a handsomely and appropriately framed copy of the picture. Formal presentation of a copy was also made to the American Federation of Labor convention in session at San Francisco during the past two weeks.

It is a hopeless task to attempt to describe in mere words a pictorial history which has such deep and world-wide significance. A copy of this work of art will be on display in every Seamen's Union hall on this continent, and the organized seamen of Europe will doubtless be delighted to accord similar honor to the momentous victory won on March 4, 1915.

"Shipowners Fined for Failure to Comply with Seamen's Law." Thus reads the headline in the morning paper. A perusal of the article shows that fines have been charged against those vessels which were unable to secure the required quota of certificated able seamen during the first few days after the law took effect. Certificated men were not available because Messrs. Chamberlain and Uhler had been asleep at the helm, as usual. If shipowners are to be fined for the incompetency of these two time-servers it serves them right, as neither Chamberlain nor Uhler could have held their jobs for all these years without the support and backing of the shipping interests. Let us hope that this fining of shipowners will hasten the "firing" of the real offenders.

Even the beasts of the field know the value of sticking together.

## "A PLACE OF SAFETY."

The ghost of the Teutonic submarine policy, so strenuously and successfully protested by President Wilson, has been very much in evidence of late, although in another section of the war-infested waters. The sinking of the Italian liner "Ancona" with the loss of several American lives will doubtless bring forth the proper note to Austria holding that nation to "strict accountability," etc.

In connection with the sinking of the "Ancona" a very interesting point has been raised by Secretary Lansing. It was stated "officially" that the placing of American citizens in small boats on the high seas was not regarded as according them a "place of safety" within the meaning of the term as used in international law.

In its correspondence with Germany over the "Frye" case, the American Government expressed the view that open boats did not constitute a place of safety. This has now been broadened by an official interpretation to apply to all American citizens, whether traveling on belligerent or neutral ships.

If an open boat does not constitute a place of safety, what shall we say of a nation which permits its ships to go to sea on the longest possible voyages with only sufficient lifeboats to take 75 per cent. of those on board? And what shall we say when ships are permitted to go to sea in the coastwise trade and for traffic on the Great Lakes with so few lifeboats and rafts that from 30 to 50 per cent. of those on board will be without either in case of accident?

After all, it does not matter what we might say about such a policy. The fact remains that the "unreasonable" safety requirements in the La Follette Seamen's Act only call for lifeboats to accommodate 75 per cent. of those aboard a vessel in the off-shore trade; and the same "pernicious" law requires lifeboat accommodation for a much smaller number (in some instances as low as 20 per cent.) if the vessel is engaged in the coastwise trade or in navigation on the Great Lakes.

Secretary Lansing's definition of a "place of safety" ought to be helpful in strengthening the safety features in the Seamen's law. If a seat in a lifeboat is not a place of safety, it is surely immeasurably safer than standing room on a raft.

"Boats for all" is still an eminently proper and reasonable demand.

The mass meeting of Seamen held on Wednesday last in the large Assembly hall of the Sailors' Union of the Pacific was a pronounced success. President Gompers and Secretary Morrison of the American Federation of Labor, and John H. Walker of the United Mine Workers, were the principal speakers. At the conclusion of the regular Sailors' Union meeting on Monday the Seamen in the port of San Francisco were further addressed by the two fraternal delegates from the British Trade Union Congress, Messrs. C. G. Ammon and E. Bevin.

It is a mistake on the part of labor to attempt the refutation of the "class" theory by insistence upon the mutuality of the interests of labor and capital. These are merely elements of the same principle—the productive capacity. To speak, therefore, of the mutuality of interest between labor and capital as of two principles is of itself to recognize two classes, the laborer and the capitalist.

## AN OPTICAL ILLUSION.

"Our vanishing Merchant Marine" is the title of a recent editorial in the San Francisco Chronicle. The same issue of that malodorous sheet contains half a column of "news" explaining that there is more business in the market for the building of ships than can possibly be handled in United States shipyards.

With regard to the local plant, the Union Iron Works, the "Chronicle" chronicles these facts:

For the first time, the San Francisco shipbuilding plant will engage in building ships for service on the Atlantic.

Every one of the five building slips will have a big tanker or cargo boat on the ways.

The number of men employed will be immediately increased from 3300 to over 4000.

There is business enough already in sight to keep the Union Iron Works running to capacity for at least two years.

Sure Mike, "our vanishing merchant marine" is some curious, nebulous phenomena. It is visible only in the editorial sanctum of the trust-editor.

All American shipyards are "full up."

Foreign-built vessels are still falling over themselves to come under the American flag by virtue of the Act of August 18, 1914.

The Pacific Mail Steamship Company's late Oriental fleet is still sailing under the Stars and Stripes and is giving employment to more white seamen than ever before. In fact, the only merchant vessel that has "vanished" from American registry since the Seamen's bill was enacted into law is one (1) of Captain Dollar's British-built and coolie-manned freight steamers.

It is notorious that the Chronicle frequently succeeds in fooling itself to a vanishing point but its editorial policy with reference to an American merchant marine has not had the same effect.

By changing the status of its six fireboats from general seagoing craft to river and harbor boats, the City of Chicago saves a few dollars at the cost of endangering lives and property and also nullifies the new Seamen's law. Under the old license the fire-tugs were permitted to sail anywhere on the Great Lakes. The new status limits the boats to the river and out in the lake only as far as the breakwater. In the event of fire along the lake front, or in South Chicago, the fireboats would not be permitted to go unless towed by a tug with a Great Lakes certificate. Trade unionists are astounded at this attempt at so-called economy, and President Fitzpatrick, of the Chicago Federation of Labor, together with Secretary Olander, of the Lake Seamen's Union, have filed protests with city officials.

Mr. Schwab, of Steel-Trust fame, has recently been quoted as follows:

We need an American Merchant Marine. We must have just that and nothing else, and I, for one, don't care a rap as to the particular method by which it is accomplished—but it must be an AMERICAN Merchant Marine.

Such patriotic sentiments, coming from Mr. Schwab, are startling indeed. But what does he mean by an "American" Merchant Marine? Does he mean a coolie-manned fleet of the Schwerin-Dollar variety? Does he want to establish an American Merchant Marine under labor conditions such as have prevailed in the industries governed by the Steel Trust? We hope for the best but fear for the worst. Charles Schwab's Americanism consists mainly in boosting for a high protective tariff and unlimited opportunity to exploit imported labor.



## "MIGHT IS RIGHT!"

Beginning with the publication of Secretary of State Lansing's note of protest against Great Britain's unjustifiable interference with neutral commerce, and particularly with American shipments to neutral nations, many occurrences closely related to the sea have enlisted public attention. The note in question, in a summing-up of the evidence presented, held that the blockade upon which it was sought to base the proceedings referred to as objectionable, is ineffective, illegal and indefensible. It refused to recognize the right of Great Britain to intercept, detain or seize American ships and merchandise upon the grounds advanced by that nation, declared that the relations between the United States and Great Britain "must be governed not by a policy of expediency, but by established rules of international law," and followed this by the assertion that it (the United States) "unhesitatingly assumes" the task of championing the integrity of neutral rights and will devote its energies to that end. An answer to this note is not expected for some weeks.

While awaiting a reply, it is understood that Secretary Lansing will prepare and transmit a supplementary note protesting certain features of the British contraband list.

In the meantime—i. e., since the receipt of the United States protest—the British Government has gone further than ever in interfering with American ships and American commerce. The American steamships "Hocking" and "Genesee" have both been seized as tentative prizes of war, although one of these vessels was en route from one American port to another, and the second was bound for Montevideo with a cargo of American coal. Neither of these unwarrantable seizures have so far brought forth more than a polite inquiry from Washington, although it seems quite clear that there is trouble ahead for practically every single one of the foreign-built vessels (aggregating some 500,000 tons) which have been admitted to American registry under the Act of August 18, 1914. But Great Britain has not only seized American ships. Search of an American vessel within the three-mile limit of the Mexican coast is the latest feat announced, and another polite inquiry from Washington has elicited the information that the vessel searched was outside the three-mile limit. The latter assertion is made notwithstanding the positive statement of officers on the American battleship "Kentucky" to the contrary.

But the worst is yet to come. An order-in-council has been made prohibiting British ships from carrying cargo from one foreign port to another after December 1, unless licensed. In other words, when President Wilson issued his protest against Great Britain's unjustifiable interference with neutral commerce in the war zone, the British Government promptly replied by interfering in a most outspoken manner with neutral commerce in strictly neutral zones.

The Maritime Hall Building of San Francisco was visited by many of the well-known trade-unionists in attendance at the A. F. of L. convention. All visitors expressed their surprise and admiration of the splendid building, the commodious halls, reading rooms, offices, etc., but above all they liked the spirit which had made it possible to erect and pay in full for such a magnificent building.

For fair products of all kinds consult the JOURNAL's ad columns.

## SCANDINAVIANS IN AMERICA.

## A Review of Professor Babcock's Monograph Upon the Norsemen Who Migrated to the United States.

The author of "The Scandinavian Element in the United States" is now dean of the college of liberal arts in the University of Illinois. But his interest in Swedes, Norwegians and Danes resident in the United States doubtless first became keen when he was connected with the University of Minnesota, a State where the political power and social achievements of the three peoples have been conspicuous. He dedicates his study to a group of assistants in preparing it, among them Knute Nelson, United States Senator from Minnesota.

Fully aware that strictly speaking there is no basis for use of the word Scandinavian as he employs it, the author, nevertheless, continues to use it, for it serves his purpose. The people he has in his thought are the 2,200,000 persons and their descendants who since 1820 have formally been registered as migrating from Sweden, Denmark and Norway to the United States. Making allowance for others of the same race stocks the total number of these transplanted Norse men and women is probably not far from 3,000,000 now. Of these the Swedes predominate in Minnesota, Michigan, Nebraska and Kansas; the Norwegians in Wisconsin, North Dakota and South Dakota, and the Danes in Iowa, Minnesota, Wisconsin, Illinois and Nebraska. In Minnesota the Norwegians nearly equal the Swedes in number. Nor is New England without some colonies, rural as in Aroostock county in Maine, and urban as in Worcester, Boston, Hartford and Providence. Cities and towns of the interior like Chicago, Rockford, Minneapolis, St. Paul and Duluth are large centers for skilled workers, bankers, manufacturers and politicians to whom the chance to rise in the world has given leadership. In the light of their achievements, these settlers undoubtedly form one of the most distinct additions to the national race amalgam; and are so placed geographically as to aid strategically in holding the northern Mississippi valley true to democracy, Protestantism and an Americanism that will be single-purposed, not hyphenated.

Of course, Professor Babcock does justice to that first migration of Swedes to the country, leading to the setting up of New Sweden in what is now southern New Jersey and Delaware, a colony enjoying the patronage of the redoubtable Gustavus Adolphus; but the real migration did not begin until the nineteenth century, and then it was a natural exodus, neither forced by severe economic stress, as in the case of Ireland's first tide toward New England's shores, nor by religious persecution. Liking for adventure, sympathy with democracy, a desire to get ahead pecuniarily and the glowing reports of pioneers as to the fertility of the prairies, the richness of the forests and the high wages paid to skilled labor started the first wave, and its successors have rolled on steadily ever since. Professor Babcock makes it clear that much of the migration was skilfully promoted by the States to which the first settlers came. The railways of the mid-West did their share as effectively as the transatlantic steamship companies since have done their part in increasing south European migration. Then, as now, the shiftings of population had their commercial side. It was not all idealism and a search for a Utopia beyond seas. But once in the region of the country where climate and environment, lake and forest, reminded them so much of home, the settlers flourished; and if, as they multiplied, they sent large sums home to Scandinavia for support of kindred, they also in due time added vastly to the economic resources of their adopted land. First as wage earners, then as independent farmers, business men, manufacturers and bankers, they have forged ahead. It is the author's estimate that the Scandinavians enumerated in the census of 1890 represented a capital value of about \$850,000,000, to which the immigration of the next five years added not less than \$230,000,000. Twenty years have passed since then. What must the total be now?

Coming to the United States from lands that long since escaped from any form of servile labor, the pioneer Scandinavians for that reason (and also because in most cases they were convinced "democrats") allied themselves with the Republican party, and were fierce foes of slavery. In the Civil War they made fine records as soldiers in the northern armies, producing no conspicuous military leader, but furnishing to Minnesota and Wisconsin volunteer forces splendid privates for the regiments. Following the war the Republican party held most of the transplanted Norsemen and their sons down to the days of President Cleveland, since which time both in their journalism and in their voting they have become increasingly independent of partisan control. In the agrarian uprising of the mid-West they have had their share, many of them becoming Populists, Greenbackers and Progressives. This political transformation and its consequences are well described. To the people of the mid-West it will be an old story; but to the Atlantic seaboard's and southern States' political leaders it will be revealing if any of them chance to study the monograph.

(Continued on Page 10.)

## OFFICIAL.

## SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Nov. 22, 1915.  
Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping dull. E. Bevin and C. G. Ammon, Fraternal Delegates to the American Federation of Labor from Great Britain, addressed the meeting.

JOHN H. TENNISON, Secretary pro tem.  
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., Nov. 15, 1915.

No meeting. Shipping and prospects poor.

REGINALD TOWNSEND, Agent.  
Room 11, De Cosmos Block, 1424 Government St.

Vancouver, B. C., Nov. 15, 1915.

Shipping slack; prospects uncertain.

W. S. BURNS, Agent.  
213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Nov. 15, 1915.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.  
2218 North 30th St. Tel. Main 808.

Seattle Agency, Nov. 15, 1915.

Shipping and prospects poor.

P. B. GILL, Agent.  
84 Seneca St. P. O. Box 65. Tel. Main 4403

Aberdeen Agency, Nov. 15, 1915.

Shipping dull; prospects uncertain.

J. PEARSON, Agent.  
P. O. Box 6. Tel. Main 557.

Portland Agency, Nov. 15, 1915.

Shipping dull; prospects uncertain.

JACK ROSEN, Agent.  
44 Union Ave. North. Tel. East 4912.

Eureka Agency, Nov. 15, 1915.

No meeting; no quorum. Shipping medium.

OTTO DITTMAR, Agent.  
227 First St. P. O. Box 64. Tel. 159.

San Pedro Agency, Nov. 15, 1915.

Shipping dull; prospects poor.

HARRY OHLSEN, Agent.  
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Nov. 8, 1915.

Shipping and prospects poor; plenty of men ashore.

JACK EDWARDSON, Agent.  
P. O. Box 314. Tel. 2526.

## MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Nov. 18, 1915.  
Regular weekly meeting was called to order at 7 p. m., Harry Frazer in the chair. Secretary reported shipping very quiet. The full shipwreck benefits were ordered paid to two members wrecked on the steam-schooner "Fort Bragg." Balloting on officers for the ensuing term was proceeded with.

EUGENE STEIDLE, Secretary.  
42 Market St. Phone Kearny 5955.

Seattle Agency, Nov. 11, 1915.

Shipping slow. Balloted on officers for the ensuing term.

LEONARD NORKGAUER, Agent.  
Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Nov. 12, 1915.

Shipping dull; lots of men ashore; prospects poor.

HARRY POTHOFF, Agent.  
P. O. Box 54.

Portland Agency, Nov. 15, 1915.

No meeting. Shipping slow.

THOMAS BAKER, Agent.  
89 Second St. N. Phone Broadway 2306.

## DIED.

Jens Christopher Jensen, No. 1943, a native of Norway, age 34, was drowned from the gasoline schooner "Surprise" at Pigeon Point, November 17, 1915.

John McConomy, No. 1009, a native of Scotland, schooner "Surprise" at Pigeon Point, Cal., November 17, 1915.

Edward Murry, No. 1896, a native of Ireland, age 49, was drowned from the U. S. Transport "Logan," November, 1915.



### PILING UP THE DEBTS.

As warring Europe has massed her fighting units into aggregates so vast as to be fantastically greater than any ever known before, so she has mobilized her money resources. The maintenance of military operations unparalleled in extent has been made possible by unparalleled financial operations and, though war is always a wasteful consumer of wealth, the burden laid upon posterity—for it is mostly posterity which pays—by the great conflict has already dwarfed by comparison any which preceded it.

Prior to the present catastrophe the costliest military campaign in modern history was that which England waged with France, from 1793 to 1814, the Napoleonic wars. When that titanic struggle commenced the funded debt of England, wholly the product of wars which had gone before, amounted to \$1,220,000,000. When Napoleon finally went to Elba, in 1814, the British Government had a funded debt of more than \$3,700,000,000 in addition to a large floating debt. But the war's expense did not cease even then, and by 1816 the total debt had reached a figure only slightly under \$4,500,000,000, the largest in its history up to the outbreak of the present war. The total cost of the twenty-two years of warfare has been estimated by authorities at \$6,250,000,000, and half of this was represented in the increase of the British debt.

The only other war in European history comparable in cost to the Napoleonic wars was the Franco-Prussian war. That comparatively brief contest cost France directly some \$2,750,000,000, and from 1870 to 1872 her national obligations were increased by almost \$1,700,000,000. Unlike England, which gradually reduced its debt after 1816 (at the close of the 1914 fiscal year it stood at \$3,535,000,000) the French debt increased largely after the Franco-Prussian war and on January 1, 1914, it amounted to more than \$6,500,000,000—the largest national debt at that time. Much of this increase, however, was devoted to the acquisition by the State of railroads, and to educational and other social developments, which, in England, were financed by taxation.

The American Civil War cost more than any other save the Napoleonic wars, the total expenditures having been reliably estimated at \$5,000,000,000, and as a result the interest-bearing indebtedness of the United States was raised from only \$64,000,000 in 1860 to \$2,332,331,208 in 1865. Almost immediately after the war, however, the debt began to decline, and in 1892 it was only \$585,000,000. Since then it has increased substantially, partly as a result of the war with Spain, but it is still the smallest of the debts of any of the great powers. The annual interest charge is only 23 cents per capita.

Thus the combined direct cost of the three most expensive wars in modern times, one of which raged through a period of twenty-one years, was \$14,000,000,000. The twenty greatest wars in the century and a quarter preceding the European war have cost directly, in the aggregate, \$22,000,000,000. Europe's total war bill for the 125-year period did not exceed \$18,000,000,000. Much of that sum, however, went to swell the national debts and when war broke out a year ago last August the nations involved were already struggling with national obli-

gations amounting to approximately \$28,000,000,000, mostly the accumulation of centuries of fighting and preparations for fighting.

Europe's recent borrowings to finance the greatest war in history have already mounted upward of the monstrous sum of \$19,000,000,000—more than the total direct cost of all European wars in the century and a quarter preceding the outbreak of the present catastrophe.

What each country has borrowed since the outbreak of the present war is set forth in the current issue of the New York "Annalist," as follows:

#### United Kingdom.

|  |                         |
|--|-------------------------|
| Bonds: 3½ per cents.....                             | \$ 1,750,000,000        |
| 4½ per cents.....                                    | 2,925,000,000           |
| Five-year Exchequer 3s.....                          | 239,000,000             |
| Treasury bills (various rates).....                  | *575,000,000            |
| One-half of Anglo-French credit in New York, 5s..... | 250,000,000             |
| <b>Total .....</b>                                   | <b>\$ 5,739,000,000</b> |

\* Estimated amount now outstanding.

#### France.

|  |                         |
|--|-------------------------|
| Bonds: National defense.....                         | \$ 1,230,000,000        |
| Treasury .....                                       | 450,000,000             |
| One-year 5 per cent. notes in London .....           | 50,000,000              |
| One-year 5 per cent. notes in New York .....         | *25,000,000             |
| Credits and collateral loan in New York .....        | 73,000,000              |
| One-half of Anglo-French credit in New York, 5s..... | 250,000,000             |
| <b>Total .....</b>                                   | <b>\$ 2,078,000,000</b> |

\* Estimated.

#### Russia.

|  |                         |
|--|-------------------------|
| 5 per cent. bonds.....                                 | \$ 515,000,000          |
| 5½ per cent. bonds.....                                | 515,000,000             |
| 4 per cent. bonds.....                                 | 309,000,000             |
| Treasury bills; at home and in England and France..... | 1,252,000,000           |
| <b>Total .....</b>                                     | <b>\$ 2,591,000,000</b> |

#### Italy.

|  |                       |
|--|-----------------------|
| 5½ per cent. bonds.....                          | \$ 200,000,000        |
| 4½ per cent. bonds.....                          | 200,000,000           |
| Loan now being placed in the United States ..... | 25,000,000            |
| <b>Total .....</b>                               | <b>\$ 425,000,000</b> |

#### Germany.

|                             |                         |
|-----------------------------|-------------------------|
| First war loan, 5s.....     | \$ 1,115,000,000        |
| Second war loan, 5s.....    | 2,265,000,000           |
| Third war loan, 5s.....     | 3,025,000,000           |
| Notes in United States..... | 10,000,000              |
| <b>Total .....</b>          | <b>\$ 6,415,000,000</b> |

#### Austria.

|                                  |                         |
|----------------------------------|-------------------------|
| Austrian 5½ per cent. bonds..... | \$ 433,000,000          |
| Hungarian 6 per cent. bonds..... | 237,000,000             |
| War loans, credits, etc.....     | 1,161,000,000           |
| <b>Total .....</b>               | <b>\$ 1,831,000,000</b> |

#### Turkey.

|                                  |                         |
|----------------------------------|-------------------------|
| Loan in Germany.....             | \$ 250,000,000          |
| <b>Total war borrowings.....</b> | <b>\$19,329,000,000</b> |

In addition to these loans, Canada has borrowed \$70,000,000, India \$15,000,000, and numerous neutrals have put out loans, estimated at an amount exceeding \$300,000,000, the principal ones being the borrowings of Holland, amounting to \$143,000,000, and Rumania, \$40,000,000.

To what great heights the figures may climb before peace finally comes must be left to the imagination.

The frigate "Portsmouth," once the pride of the American navy, has been committed to the flames. She had seen active service in the Mexican war, had performed a conspicuous part in protecting American interests in the Orient at a later date, was in commission until the Civil War, and for nearly half a century has been one of the interesting relics at navy yard moorings. Unlike other historic craft of the naval service that have taken the same route to extinction, the "Portsmouth" in her last moments received the attention of the motion-picture camera and will doubtless be burned and sunk daily and nightly for some time to come before large and interested audiences throughout the world.

### HEARD ON THE WATER-FRONT.

(By a San Pedro Yarn Spinner.)

"Well, Murphy," said Donovan, "if it's anny satisfaction t' ye, I'm willin' t' admit that all ye say about th' booze is thrue, an' thin some. I've been through all of that experience and I know the game a great deal better than ye do. They make fun of Secretary of the Navy Daniels, but if they had an Admiral Grape-juice in the merchant marine, it would be the best thing that iver happened. But that doesn't alter the fact that they beat the game in the government service, right under the commandant's very nose. We were layin' in the Yangtse River one time, off Shanghai, and the order had gone forth, 'No more hooch on this ship.' 'Aye, aye, sir,' came back the answer from every man as the word was passed along.

"The bum-boat men came aboard every day with canned fruit and everything else that goes into the sailor's mess. We used to go ashore nearly every night and go to his place, where he had a complete set of tinnies' tools. We would melt the tops off the cans, empty out the canned peaches, or whatever it happened to be, fill them up with such liquid chain lightning as we could get, solder the tops on again, and the next day the cans of ostensible peaches came over the side and we had all of the balloo juice we could drink.

"On another occasion we had a shore boat come along under the bow, about midnight. Some one dropped the lead line from the cathead and the boat pulled away so quietly that even the officer on watch never suspected there was anything going on. The boatman hitched on a basket of bottles at the end of the line on shore and we stealthily began to haul it inboard again. All at once it became fouled somewhere, and try the best we could, we failed to get it free. The boatman finally cut the line and we dug up another lead from the storeroom and spliced it on to the end of the cut piece of rope. We had got our prize tangled up in the telephone cable.

"The next afternoon we asked for shore leave, 'to go swimming.' The captain said, 'No, it isn't safe to go swimming here. There is an awful strong undertow.' We convinced him that we were all crack swimmers, which was the truth. We got the leave all right, and the diving that was done during that week would have won us a medal if we had been trying to raise the 'F-4' in Pearl Harbor. We had to give the expedition up, and the sorrowful hearts on the ship that night would have made as fine a band of professional mourners as ever sat up at an ould country wake.

"Oh, I tell ye that there's nothing that one of thim fiends won't do for booze. Just the same, I believe that if your Uncle Samuel would take the bull firmly by the horns, he could put both the booze-fighters and the booze-sellers absolutely out of business. If it's good for the Russians and the Frinchmin in time of war, it ought to be good for us in times of peace."

On May 10, 1872, the largest piece of gold ever mined was taken from a claim in New South Wales. It was four feet nine inches high, three feet two inches wide, four inches thick on an average, and weighed 540 pounds. The value of the metal was \$148,000.



**STEEL TRUST PROSPERITY.**

(By Congressman Clyde H. Tavenner.)

Thanks to an investigation of the Bethlehem Steel Company's strike in 1910, information is available as to conditions of labor in that armor-making concern's plants. The inquiry was made by the United States Bureau of Labor in 1910, under the direction of Ethelbert Stewart, a special agent of the Labor Bureau at the time, who bore the reputation of being one of the most experienced economic investigators in the country.

When this strike began there were no labor organizations in the plant; the company would not permit them. It was the higher grade workers who led off in the strike. Many of the highest-grade men had approximately a 10½-hour day. But they were frequently being required to work overtime on week days and to do additional work on Sundays. Fearing that the encroachments of overtime and Sunday work were leading to a 12-hour and 7-day schedule for the whole force, they therefore protested. Therefore the protesting committee was discharged; therefore the strike.

The Government investigation revealed this:

Out of every 100 men—29 working 7 days every week; 43, including these 29, working some Sundays in the month; 51 working 12 hours a day; 25 working 12 hours a day, 7 days a week; 46 earning less than \$2 a day.

These are the grim figures which the United States Bureau of Labor gives us of the working shifts of the Bethlehem Steel Company as drawn from the company's own time books. This is the manner in which the concerns that have drawn down \$175,000,000 of the people's money were treating their employees in 1910. Since that time considerable eight-hour legislation has been passed, and there is no record of the number of 12-hour shifts now in force.

Workingmen of the Nation, are you willing that your government shall continue to give contracts running into the millions annually to firms that have mistreated and underpaid their employees as have these great war-trafficking concerns? If you are not willing, then protest against it. But let me assure you at the outset that one protest will not be sufficient. The chances are you will have to speak loud and often before your voice will be heard in far-off Washington.

Encouraged by the success of Mississippi River clam farmers in raising pearls through the cultivation of fresh-water clams, we are told, a Chinese possessed of large ideas on the subject is going into the business of raising pearls through the cultivation of salt-water clams in the lagoons around Playa del Rey, Cal. In his native land the development of pearls in oysters has been carried on with more or less success for centuries. Some years ago an American traveler applied the same process to fresh-water clams, producing, it is said, pearls of various colors and of high quality. There is something very attractive in the pearl-farming idea. It ought, however, to be mentioned that the pearl fishers of the upper Mississippi earn all the pearls they find.

**FEUDALISM IN TEXAS.**

Land monopoly and free institutions are antagonistic. This is the case even when the monopolist means well. It is the case on a 100,000-acre tract near Corpus Christi, Texas, the property of a corporation of which the chief stockholder is Charles P. Taft, brother of the former President. On this tract are three towns and a number of farms. Nearby is the town of Sinton, also owned by the company. The inhabitants of this tract are tenants or employees of the company. Under such conditions neither owners nor tenants could possibly prevent the development of a state of affairs indicated by the following from a Texas correspondent of the New York Call:

Three towns, dominated by the company; the adjoining town of Sinton, a scene of its business operations; 4000 people living on the place and dependent upon the company and the cemetery owned by the company, too. Yet that is the picture in part only.

The town of Taft, in Democratic Texas, went Republican in the last general election. And some say it is because the company has a way of controlling the vote of its employees. The rest of the county is Democratic by nativity.

It is compulsory for every person on the ranch to pay a part of his income to support the company doctor, and employees proving negligent in this respect are considered undesirable. The company sells coupon books to its dependents that are good for trade at any of the stores or commissaries, and in this way aids itself in maintaining a monopoly over the mercantile business of the community.

At present the company is farming 10,000 acres by wages and tenant labor. The wages farms are divided into 1000-acre tracts, each with its cluster of houses for the Mexican farm hands, and the cottages for the white manager and his assistants.

And here on this estate there is an ominous calm—a suppression of speech and feelings that always accompanies life in the shadow of monopoly.

It is essential to the American citizen to be able to think aloud; and it is high time to consider seriously the possibilities of this new industrial feudalism that can undermine free institutions and reduce tenant and employee to a condition of dependence that leaves no possibility for free action and its corollary—self-respect.

Laborers on the farms are paid one dollar a day. For these conditions neither Mr. Taft nor his local representatives are any more responsible than are other citizens who uphold land monopoly. Mr. Taft and his fellow stockholders are only doing what the people of Texas, by their votes, have intimated that they want them to do. The remedy is in the hands of the voters of the State. They can, whenever they wish, destroy the monopoly that is reducing producers of wealth to a state of serfdom.

But they must act quickly before monopolistic institutions take from them the power to make the change.

There is pending now in the Texas Legislature a constitutional amendment to apply the single tax. This should be pushed through that it may be voted on by the people at the earliest possible moment and put an end to all possibility of feudalism within the State.

The trades union movement is the harbinger of a new economic and social philosophy; it has discarded the tenets of the old school of political economy, evolved for the defense of greedy capitalists exploiting child labor; it has repudiated the fallacies of the same school for its apologies in defending the employment of woman at long and exhaustive hours of toil. It stands for equal opportunities in the industrial arena—for the right of every worker to make a living at a fair compensation.—Cigar Makers' Journal.

**NOTICE TO SEAMEN.****IMPORTANT.**

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,  
V. A. OLANDER, Secretary.

**LAKE DISTRICT, I. S. U. of A.****HEADQUARTERS:**

LAKE SEAMEN'S UNION,  
570 West Lake Street, Chicago, Ill.

**BRANCHES AND AGENCIES:**

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CLEVELAND, O.....1401 W. Ninth Street  
Telephone Bell Main 1842.  
MILWAUKEE, WIS.....133 Clinton Street  
Telephone South 240.  
ASHTABULA, O.....21 High Street  
Telephone 552.  
NORTH TONAWANDA, N. Y.....152 Main Street  
Telephone Bell 2762.  
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Telephone 3724.  
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Telephone, New, Broad 385.  
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OGDENSBURG, N. Y.....70 Isabella Street  
CONNEAUT, O.....922 Day Street  
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue  
PORT HURON, MICH.....517 Water Street  
ERIE, PA.....107 E. Third Street

**MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.****HEADQUARTERS:**

71 Main Street, Buffalo, N. Y.  
Telephone Seneca 48.

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CHICAGO, ILL.....445 LaSalle Avenue  
MILWAUKEE, WIS.....151 Reed Street  
DETROIT, MICH.....27 Jefferson Ave., East  
SUPERIOR, WIS.....1814 Fourth Street  
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Demand the union label upon all purchases!



## WEEKLY NEWS LETTER.

(Continued from Page 3.)

empty promises; the organized enemies of labor and fanatics along certain lines are deliberately circulating false and mischievous statements for the purpose of deceiving the workers and making them believe that the decision of the Supreme Court of the United States, under the Sherman anti-trust law, is applicable today.

"The workers have a right to believe that the congress of the United States is acting within its rights in the enactment of the labor sections of the Clayton anti-trust act; they also have a right to believe that any decision that may later be rendered by the Supreme Court, contrary to the intent and purpose of congress, will be corrected.

"The workers are going to accept in good faith an act of congress admittedly designed to free them from cruel, inhuman, liberty-destroying precedents, handed down to an enlightened people from an age when human rights and liberty were hardly conceivable."

## Why Copper Miners Struck.

Striking miners and other employes in the Clifton, Ariz., copper district are standing firm and deny the stories of rioting and disorder manufactured by operators. There are about 5,000 workers on strike, roughly divided as follows: 500 Americans, 3,000 Mexicans and Spaniards and 1,500 Italians, Austrians and Slavs. Nearly a dozen dialects and languages are spoken by these workers, most of whom know practically nothing of trade unionism, but who were compelled to organize because of unbearable conditions.

The strikers claim they were forced to patronize company stores and contribute \$2 a month if married and \$1.50 a month if single to the hospital fee. Each man in Morenci, it is charged, must pay the company \$1.25 per month for water rent. If six members of a family are employed, they must pay \$7.50 for water rent alone, irrespective of how little may be actually used.

The operators have refused to arbitrate the strike and have delivered an ultimatum in which they say:

"When it shall appear that conditions in this section warrant it and the companies are satisfied that the general sentiment of the community and their former employes is unanimous in favor of a resumption of operations on the basis of wages and conditions that have prevailed heretofore in this district the companies reserve to themselves the right to decide whether or not they shall again start up their plants."

## Burbank Favors Children.

Child labor profiteers will get little assistance from Luther Burbank, who asks: "Isn't it as important for a nation to raise a good human crop as it is to raise good orchards?"

In a speech before a conference of social workers at Oakland, Cal., the naturalist declared that the first ten years of a child's life should be surrounded by sunshine, cheerfulness, love and laughter, because, he said, it is abnormal and cruel to run all children through the same mill and stuff and cram their little heads to the breaking point. The speaker said a child is vastly more sensitive than a plant and

that there is not an attribute lacking in a plant that can not be bred into it. The same is largely true of human nature, he said. Heredity will make itself felt first, but in child-rearing, heredity and environment are equally important. What then can we expect from children raised in dusty factories, crowded tenements and unventilated schools? We let the weeds grow and then set fire to them by bad environment.

## White Plague Deaths Reduced.

Hope for the solution of tuberculosis is expressed by Dr. George M. Kober in a bulletin issued by the United States public health service.

He finds encouragement in the fact that the death rate from tuberculosis apparently has been reduced from 326 per 1,000 in 1880 to 147.6 in 1913, which means that if the former rate of mortality had been continued the number of deaths from the disease last year would have been 322,027 instead of 143,000. This is equivalent to a saving of 179,027 lives during 1913 from this disease alone.

"Tuberculosis has been aptly spoken of as the great white plague," says Dr. Kober. "and its ravages may be appreciated when we recall that in spite of marked progress in preventive efforts this disease carried off during the year 1913 over 143,000 victims in the United States alone. If we accept Dr. Phillips' estimate that for every death from tuberculosis there are ten cases of the disease, the number of persons afflicted in this country would be 1,430,000. If we accept the most conservative estimates offered on this point, viz., 1 per cent. of the population, the number of consumptives would be 987,813. The average duration of a case of tuberculosis is about three years, and the cost of medical attendance, food, nursing and loss of work during this time has been estimated at \$2,240; but taking a most conservative basis and calculating only \$1,500 for each death, the 143,000 deaths represent an annual cost of \$214,500,000 to the people of the United States."

Dr. Kober places much value on health talks, especially to children. He says we should supply our children with healthful schoolrooms and teach them the value of pure air, sanitary homes, proper and sufficient food, physical culture, baths and suitable clothing, and the importance of temperance and pure and clean lives. The lessons taught, he believes, will finally be applied in the homes and workshops of the nation. He also favors giving encouragement to every movement which makes for better health and a temperate, untainted and virile race, which, he declares, will offer the best safeguard in the prevention of tuberculosis.

## Criminals Made by Jails.

"The Real Jail Problem" is the subject of a booklet published by the Chicago Juvenile Protective Association in an effort to save victims of the law's delay. It is stated that about 8600 persons are annually sent to the county jail and only about 1600 are found guilty. What of the nearly 7000 others, is asked? What of those who have become jailbirds and suffered the penalty of imprisonment because they were too poor to provide bonds? It is stated that 15,000 persons are committed to the house of correction every year, and that the vast majority

of them are there not because they have been found guilty of offenses deserving a house of correction sentence, but because they were too poor to pay the small fines assessed against them.

Discussing this subject, the booklet shows:

"In 1913, 82 per cent.; in 1912, 82 per cent.; in 1911 and 1910, about 86 per cent. of all the prisoners in the house of correction had been committed solely for the non-payment of fines. It is scarcely necessary to point out that ultimately these fines are paid not only by the men and their families in suffering and privation, but also by the taxpayers who support the institution."

To correct these evils, it is recommended that:

"Persons accused of crime should be placed on probation when unable to secure bonds.

"A different jail should be used for persons awaiting trial than the one for persons sentenced.

"A county jail should be a place of detention only for the few persons who cannot safely be released pending trial.

"A sentenced prisoner should be given an opportunity to work outdoors and a chance for improvement."

## SCANDINAVIANS IN AMERICA.

(Continued from Page 7.)

Intensely Protestant, bred under forms of Episcopal rule which he soon forsakes settling in the new country, the Scandinavian American usually remains loyal to the Lutheran branch of the church. As such he is conservative in his regard for creed and ritual, and a theory of ecclesiastical control of elementary education which at times leads him to form strange alliances with Roman Catholics to attack what he and his temporary allies call secular education and interference with the linguistic rights of parents and children. But these alliances do not remain permanent. Too many of the Scandinavian immigrants and their children owe their education to the public schools and State universities to let them be permanently arrayed against the democratic system of education. At home they are the most literate peoples of Europe. Arriving in the United States they soon make a record for ability to read and write in English, which has never been seriously challenged by any group of non-English speaking immigrants until the Russian Jew began to appear.

Quite aggressively sectarian in his loyalties the Scandinavian has carried this attitude into his system of higher education, with results that Professor Babcock, surveying the field, considers unfortunate and narrowing; but it is a situation that the rising power and growing attractions of State universities are influencing and broadening.

Able journalism, weekly and daily in form and broadly patriotic, has done much to bring to pass the swift absorption of the people in the body politic. Usually this press has led in hostility to the liquor traffic, a characteristic of the Scandinavian peoples, notably the Norwegians. Arguments and ideals that have influenced voters in Norway have been influential in the United States, and have been factors in prohibitory or restrictive movements wherever tried in the mid-West, notably in the Dakotas.

Scandinavians do not play a large part in the radical proletariat of any towns or cities that they may inhabit. By increasing intermarriage with persons of other northern European race stocks they are helping make the racial amalgam. They do not plan—says Professor Babcock—"to perpetuate any distinctively Scandinavian influence on the population or institutions of the United States. . . . No dramatic outbursts of national feeling, or antagonisms to ancient enemies will rekindle enthusiasms in the American Scandinavians. Furthermore, no great and permanent causes centering in Europe continually demand their active and intense sympathy. . . . Their church organizations, decentralized, centrifugal rather than centripetal, recognizing no unity under a temporal head, can not be turned into a keen, insinuating political weapon. . . . They will be builders, not destroyers; their greatest service will be a mighty, silent, steady influence, reinforcing those high qualities which are sometimes called Puritan, sometimes American." Read in the light of recent national history and the revelations the country has had on the possibilities of a dual sort of loyalty cherished by some hyphenated Americans, this statement is doubly interesting.

The title of the work is "The Scandinavian Element in the United States." By K. C. Babcock. University of Illinois, Urbana. \$1.15.



## A. F. OF L. STANDS BY SEAMEN. (Continued from Page 2.)

dency to gather more power towards himself. And because of that tendency in human nature to use the power it has to gather more power, when you place the absolute power in the hands of one man over the lives and property of others at sea, where for the time being he is beyond the reach of governmental control, then you must by law regulate and limit those powers.

The provisions of the Seamen's Act are not imposed solely upon American vessels. That must be clearly understood. They are imposed upon American vessels now. It will be June next before it goes into effect with other vessels. And that is due to the fact that we have not only passed laws regulating the life of the seamen, but we have entered into treaty arrangements with other countries by which they regulated the activities of our seamen in those countries, and we regulated the activities of their seamen in our country. Those treaties required a certain notification before they could be ended. Usually one year's time. Three months' time was given to the President of the United States in which to prepare for the renunciation of the treaties, and so, in the early part of June of this year, the treaties were renounced, and beginning with the early part of June of next year, not only the seamen of the United States will be free, but the seamen of every country in the world whose vessels trade in American ports.

So the Seamen's bill stands out as one of the great landmarks in history. The Magna Charta, the Declaration of Independence, the Constitution of the United States, the Emancipation Proclamation, the Clayton Act and the Seamen's law, giving freedom to all seamen in the waters of the United States, stand out pre-eminently in the struggle for human liberty.

As to the claim put forward for the Pacific Mail Steamship Company, that it was forced out of business because of the enactment of the Seamen's law, the records of the Merchant Marine and Fisheries Committee of the House of Representatives at Washington prove that the statement is without foundation. In February, 1913, the general manager of the company appeared before the committee and during his testimony stated in substance that the Pacific Mail Company was going out of business because they were unable to operate profitably in the Oriental trade under the laws then in existence and the hope that they might be able to operate in the coastwise trade through the Panama Canal was made impossible of realization by the passage of the Panama Canal Act prohibiting railroad-owned vessels from using the Panama Canal. And as the Pacific Mail Company was owned principally by the Southern Pacific Railway Company, it was shut out from that trade and consequently they were going out of business whether the Seamen's bill passed or not.

It should be observed that the vessels sold by this company are still carrying commerce under the American flag. It is also worthy of note that the vessels were sold at a time when more trade was being offered from the Orient to the United States than all vessels in the trade, including the ships of the Pacific Mail, were able to properly carry.

But, aside from that, the freedom and safety of our people should take precedence at all times over private profits. We need a merchant marine that will take care of our commerce in times of peace and whose vessels and crews can be our reliance in times of war. If private capital can not operate vessels successfully under these conditions, and they certainly have not been successfully operated during the past sixty years under the old laws which these people desire to return to, then the welfare of our people would seem to require our Government to step into the breach to own and operate such vessels as may be necessary for the extension and maintenance of our commerce, and operate them in a manner that will maintain the rights and liberties of the workmen employed and the safety of all.

May I not, therefore, express the hope that the present convention of the American Federation of Labor may go on record opposing any effort to repeal the Seamen's law or to again rivet the shackles upon sea-faring men that have been so recently broken asunder, and that the criticism of those who assert their inability to operate vessels at a profit unless they have serfs for their workmen should be met by a declaration in favor of the acquisition and operation of vessels by the United States Government on a basis of liberty, justice and safety.

Sincerely yours,  
W. B. WILSON,  
Secretary of Labor.

The British Admiralty have decided upon a duly authorized cap badge for the use of officers of transports, and the various naval transport officers have been advised accordingly. The approved design has a circular center with the lettering R. N.—Transport and an anchor in good inset. The Crown which figures above and the laurel leaves on each side of the center are in conformity with the Admiralty patterns.

## ABOUT TACTICS.

It is really too bad to see so many active, militant workers wasting their time trying to convince themselves and fellow workers that the reason there is no more labor organization in this country, is because the A. F. of L. is made up of "craft unions," and because some charge an initiation fee of ten to twenty-five dollars.

One thing certain is that while these militants may mean well, they prove by their propaganda that they have had little actual experience in organization in the labor movement. It is often very easy to organize a union of discontented workers, but the great problem is to make that union live and become a permanent source of power. While I am certainly not an advocate of high initiation fees or of high dues, I realize that there are times when it is the organization's best interest to have an initiation fee and monthly dues which many would call high.

The other decrease afflicting so many active rebels, is to present "craft unionism" as the great cause of all labor defeats. When a strike is not as successful as hoped for, they immediately know the cause for it—"craft unionism." Craft organization is proclaimed the root of all evil in the labor movement. They are like the doctor who had one remedy; did you have rheumatism, he gave you paregoric; was it consumption, again it was paregoric; for a broken leg, paregoric was the remedy. And so these impractical critics proclaim the one cause, "craft unionism" and the one cure "industrial unionism."

To the man who is forced to study the labor struggles closely, and who can do so without prejudice, it is clear that every strike is a problem by itself. Whether the union involved is an industrial or craft union, it takes different tactics for different situations. What is proper in one place is wrong in another; what is right for one craft or locality would not get the goods for another craft or locality.

The current theory among "industrialists" that when a section of an industry strikes, all workers in the industry must quit work to make the struggle successful, is nonsense. It all depends upon the occasion and circumstances. There are times when a general walk-out is the proper method and will get results, and again there are times when, in order to gain concessions, it is wise to have only part of an industry out, and the others on the job. Often the men can do more to win the strike by staying on the job than by walking out.

To successfully carry on a labor struggle, it is necessary to study every situation, study all the things involved, study the local unions, every grievance, every strike and lockout, just as a doctor studies a patient and uses the proper tactics at the proper time. Not like the doctor who gave paregoric for every ill, or who thought every sick child had the measles.

Every time you see something wrong in the labor movement, don't immediately cry out "craft unionism." Learn the real cause and give an intelligent solution.—The Toiler.

Error of opinion may be tolerated where reason is left free to combat it.—Jefferson.

## Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

## International Seamen's Union of America

(Continued from Page 5.)

### MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

#### Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

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### MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

#### Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

#### Branches:

SEATTLE, Wash., Room No. 203, Grand Trunk Dock. P. O. Box 214.  
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### ALASKA FISHERMEN'S UNION.

#### Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

#### Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.  
ASTORIA, Ore., P. O. Box 138.

## The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia  
29 ERSKINE STREET, SYDNEY, N. S. W.



## Labor News.

A minimum wage amendment to the Cleveland city charter was adopted at the recent election by a majority approximating 50,000. The act applies to all work done by the municipality and provides that where a craft is organized, the rates of that union must prevail. In trades and callings where no unions exist a minimum of \$2.50 per day shall be the rule.

A. F. of L. Vice-President O'Connell, member of the United States Commission on Industrial Relations, recently talked on "Labor and Industrial Unrest," at a mass meeting in Pittsburgh, Pa. The visitor was inclined to let the work of the commission speak for itself, but he made this point: "If it did not accomplish anything more, it made John D. Rockefeller, Jr., pay a visit to the Colorado mines for the first time in eleven years."

Secretary Harry Morrison, of the International Union of Laundry Workers, reports that a new union has been organized at Davenport, Iowa, and that trade conditions throughout the country show a general improvement. Laundry workers at Oskaloosa, Iowa, have secured an agreement in which hours are reduced from 10 to 9 per day, and a new contract, which includes betterments, has been successfully negotiated at East St. Louis, Ill. At Coffeyville, Kan., a five days' strike secured the signature of a large laundry proprietor to a contract.

Details of the manner in which the Pennsylvania child labor law will be enforced after January 1, and the plan for the continuation schools, are announced in a bulletin issued by the division of vocational education. Considerable attention is given to standards of physical fitness for guidance of physicians in the examination of applicants for certificates. Minors suffering from tuberculosis, organic heart, Grave's and kidney diseases, and having circulatory disturbances and defective vision may not receive certificates. Certificates may be refused until defects in teeth and vision, nasal obstructions, malnutrition, defective hearing, nervous weakness and marked stooped shoulders are corrected or during contagious diseases. Certificates also may be refused for work about power-driven machinery in cases of loss of arm, leg or eye, or in cases of epilepsy.

The criminal court of appeals of Oklahoma has reversed the district court of Oklahoma County and annulled the law making it a misdemeanor for an employer to require employes to sign a contract not to become members of a labor union. The district court fined Manager Bemis of the Oklahoma Railway Company \$200 for coercion of laborers. He threatened to discharge them if they joined the Street Car Men's Union. On appeal this decision was reversed. In his opinion Judge Anderson followed the decision of the United States Supreme Court, January 25, 1915, when a majority of the Supreme Justices annulled a similar law, passed by the Kansas Legislature. Since then the Ohio Supreme Court, on May 5, annulled the anti-coercion law of that State. Summed up, these tribunals take the position that the worker has the right to quit work for any cause or no cause, and the employer has the same right.

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Near Yesler Way SEATTLE

## Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

|                    |                     |
|--------------------|---------------------|
| Aasgard, Andrew    | Krager, C.          |
| Aholln, K.         | Kressman, Karl      |
| Alonzo, T.         | Larsen, Wm.         |
| Anderson, P. A.    | Larsen, Olaf        |
| Andersen, A. C.    | Leonard, John       |
| -1108              | Lindeman, C. H. O.  |
| Abrahamsen, Hal-   | Mathisen, M.        |
| tan                | McIntyre, James     |
| Andersen, Hjalmar  | Mikkelsen, K. -1620 |
| Berling, Paul      | Mjones, John        |
| Berg, Johamus      | Martensen, Ingoald  |
| Berger, Car        | Mathisen, Sigurd    |
| Bekker, George     | Moore, C. R.        |
| Brower, Geo.       | Mattson, Erick      |
| Bucknam, J. W.     | Mikkelsen, A. W.    |
| Brown, D. C.       | Nelson, Conrad      |
| Carlson, Albert    | Nelson, Axel        |
| Carlson, John -861 | Nelson, N.          |
| Cords, A.          | Nurminen, J. E.     |
| Connouton, T. H.   | Nass, John          |
| Christensen, Anton | Newland, Ernest     |
| Dynes, L. E.       | Nordstrom, E. V.    |
| Eaton, I. N.       | Olsen, Harald       |
| Engstrom, Ch.      | Olsen, Herman       |
| Erikson, C.        | Olsen, C. E.        |
| Farridane, P.      | Olsen, Hans         |
| Gjelseth, I.       | Olsen, J. E.        |
| Gundersen, Peter   | Ona, Sam            |
| Gustafson, Jh.     | O'Brian, J. S.      |
| Gustafson, Karl    | Pabst, Max          |
| Gustafson, Martin  | Paulson, C.         |
| Grant, Dave        | Pestof, S.          |
| Ilaas, W.          | Peterson, Hugo      |
| Hagger, F. W.      | Peterson, C. A.     |
| Hansen, Alex M.    | Peterson, A. -1223  |
| Hansen, Olaf       | Petterson, Harry    |
| Hansen, E. -1437   | Peterson, Hans      |
| Hill, C.           | Pederson, Carl      |
| Henriksen, Harry   | Rasmussen, Arthur   |
| Hernan, Axel       | Rulter, J.          |
| Halmberg, Karl     | Samuels, H.         |
| Hjelgren, John     | Sorensen, Jorgen    |
| Jose, C.           | Svendsen, J. -1331  |
| Johnson, Andrew    | Stalsvik, J.        |
| Johnson, Jacob     | Sundt, Sigfrid      |
| Johnson, P. M.     | Schwelstous, W.     |
| Johnson, Ole       | Simminghijlm, G.    |
| Jacobsen, Oscar    | Salvesen, Salve     |
| Jensen, S.         | Samuelson, Leonard  |
| Jorgensen, Fred    | Schiken, H.         |
| Jorgensen, Jorgen  | Strandevus, Jack    |
| Kielgren, John     | Veckenstedt, Wm.    |
| Kohlmelster, O.    | Walters, G. P.      |
| Kristiansen, Nils  | White, A.           |
| Kalning, Jacob     | Williams, T. C.     |
| Karell, J.         |                     |

## Tacoma Letter List.

|                      |                    |
|----------------------|--------------------|
| Cords, W. A.         | Olsen, Martin E.   |
| Evertsen, Olof       | Paterson, John     |
| Farrell, William     | Person, Fritz Leo- |
| Haugan, Arthur       | nard               |
| Johannsen, Christian | Schmidt, Louis     |
| Linea, W.            | Thomas, Paul       |
| Lina, Wictor         | Ullman, Emli       |
| Murphy, Danial       |                    |

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Is the place for a good and quick service

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## Teddy & Hagan

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## SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

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BARBER SHOP

125 D. St., Eureka, Cal.

ED. SWANSON, Prop.

## Eureka, Cal., Letter List

|                  |                   |
|------------------|-------------------|
| Contreras, Julio | Kustel, Victor J. |
| Kyrkslatt, Lars  | Kinowsky, A.      |
| Lawrence, Harry  | Ingebretsen, Alf. |
| Melander, G. L.  |                   |

## INFORMATION WANTED.

Johan Hilmar Hansen, a seaman who was last heard from in Seattle, Wash., in 1911, is inquired for by his father, Anton Hansen, Nygaten 34, Moss, Norway.

5-13-14

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng.

5-13-14

Knut Jensen No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Tangemunde, A/Elbe Ostenerweg, No. 7, Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis.

4-14-15

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks Ave., Pasadena, Cal.

7-29-14

## KELLEHER & BROWNE

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Corner of Cauch PORTLAND, ORE.

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Best Meals on the East Side  
\$5.50 Meal Ticket for \$5.00  
Phone East 406

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PORTLAND OREGON  
CON. SILVER, Mgr.

## Willamette Cigar Store

H. SORESENSEN, Proprietor

CIGARS, TOBACCO,  
CONFECTIONERY, FRUIT AND  
SOFT DRINKS

Corner Front and Burnside,  
Portland, Ore.

## Portland, Or., Letter List.

Bese, F. Muller, P.  
Bernardsen, Chas. Metts, John  
Bjornlund, Axel Moller, L. D.  
Bugge, Mr. McConnell, David S.  
Christensen, H. P. Mark, Thorwald  
Decas, O. Meckermann, Ernst  
Dolany, Willie Neuling, George  
Edstrom, John Nielsen, H. -1253  
Ekberg, Hugo Olsen, Arthur  
Fernandez, Frank Ohlsson, J. W.  
Geiger, Joe Osterberg, Henry  
Hecker, Wm. Oglive, Wm. A.  
Halbeck, J. O. Palm, P. A.  
Holmstrom, Chas. A. Pedersen, J. A.  
Henriks, Waldemar -1515  
Ingelbrigsten, O. Perkins, Paul  
Jensen, Christ Peterson, M.  
Jensen, Wm. Rabel, John  
Jegstrup, Harold Reskran, George  
Johnson, Nils Rinkel, H.  
Jonsson, Karl Rimmer, Chas.  
Knopp, Fritz Schneider, Fritz  
Kristiansen, Wm. Schneider, Fritz  
Kling, J. L. Swanson, Emil  
Kelly, Patric Soderlund, Uno  
Kjer, Magnus Sorensen, Jorgen  
Knudsen, Richard E. Shea, Oscar  
Larsen, H. Schacht, H.  
Leonhard, George Schultz, John N.  
Letchford, A. Selin, Joe  
Lindblad, Konrad Salmelin, H.  
Lindberg, A. C. Saarlunen, W.  
Lindholm, John Tuhkanen, J. J.  
Loescher, Joseph Urso, Geozep  
Miller, E. Vlnx, H.  
McKeating, R. Windblad, M.  
Munchmeier, H. Wheatcroft, L. E.  
Miller, Andy M. White, Harry  
Morgan, Tim Westengren, C. W.

## Aberdeen, Wash., Letter List.

Albers, Geo. L. Paul, George  
Anderson, Anton Peters, Walter  
Andersen, -1118 Pearson, J.  
Arntzen, W., reg. Peters, Walter  
Andersen, Andrew Paaso, Andrew  
Bunte, Paul Pettersen, Karl  
Burmester, T. Petersen, J.  
Bjorklund, G. Peterson, Nels  
Davis, Frank Risenius, Sven  
Eising, Ben Rundblad, Oscar  
Eriksson, -333 Schmidt, Heinrich  
Evensen, Krist Simensen, Isak  
Gronos, Oswald Scheftner, Bernhard  
Gueno, Plerre Thorne, A. L. -70  
Holmroos, W. Toves, H. C.  
Hansen, Ove Max Thorne, John  
Hylander, Gustaf Thompson, S. K.  
Kallas, August Uddy, Harold  
Karlsen, Victor Wehrman, John  
Ludtke, Emil Walder, Olsen N.  
Machado, Henry Packages.  
Magnusson, Walde- Glazer, Y.  
mar Gorgensen, Olaf  
Munsen, Fred Hansen, John  
Nilsen, -1054 MacGuire, O. F.  
Nilsen, Harry Stanners, W. S.  
Nordgren, Chas.

When making purchases from our  
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Seamen's Journal.



Named shoes are frequently made in  
Non-Union factories

## DO NOT BUY ANY SHOE

no matter what its name, unless it bears  
a plain and readable impression of this  
UNION STAMP.

All shoes without the UNION STAMP  
are always Non-Union.

Do not accept any excuse for absence  
of the UNION STAMP.

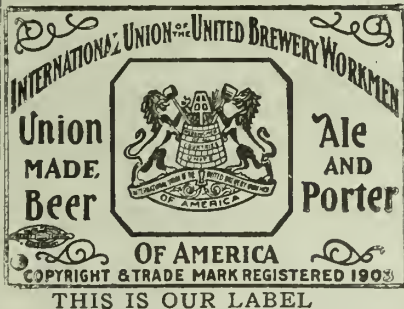
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246 SUMMER STREET, BOSTON, MASS.

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Chas. L. Baine, Sec.-Treas.

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PERSONAL LIBERTY  
IN CHOOSING WHAT YOU  
WILL DRINK

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Everything Guaranteed

Union Made Goods

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- on -

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SAN FRANCISCO

Apply to I. N. HYLEN, 49 Clay St.

## INFORMATION WANTED.

Iwar Westerberg, age about 50,  
sailing second mate on some steam  
schooner on the Pacific Coast, is in-  
quired for by Gus Englund. Any in-  
formation regarding the above named  
will be gladly received at 214 Jack-  
son street, San Francisco, Cal.

1-27-15

Theodore Krakan, last heard of in  
September 1911, at New Orleans, La.,  
is inquired for by his mother. Any  
one knowing his whereabouts please  
notify Mrs. Ad. Krakan, Langenvehm  
38 I, Hamburg 22, Germany.—8-25-15.

## Home News.

William Jennings Bryan, formerly  
Secretary of State, is in disagree-  
ment with President Wilson with  
regard, practically, to the entire pre-  
paredness policy of the latter. He  
criticized quite pointedly the position  
taken recently by the President in  
his speech before the Manhattan  
Club of New York.

A French Commission is visiting  
the United States, making a study of  
industrial methods, manufacturing  
plants, etc., preparatory, it is said, to  
placing orders in behalf of French  
interests for American machinery,  
running to a very high figure. The  
commission has in view the rehabili-  
tation of French industries at the  
close of the war.

Earnings of the United States  
Steel Corporation for the last quar-  
ter total \$38,710,644, an increase of  
\$10,760,589 over the preceding quar-  
ter. The report states that the  
three months embraced in the quar-  
ter show a steady growth. Septem-  
ber's earnings of \$14,569,652 exceed-  
ed those of August by \$922,000, while  
August made a gain of \$1,736,762  
over July.

The American Defense Society,  
with headquarters in New York, has  
addressed a letter to President Wil-  
son asking that in "this critical hour"  
he will use his influence "to throw  
light upon the subject which is agi-  
tating every patriotic American mind  
to-day"—namely, the exact state, as  
determined by experts, of national  
defense. In this connection the same  
society asks Secretary Daniels to  
make public the report of the gen-  
eral naval board.

Because their demand for a wage  
increase from \$8.65 to \$12 a week  
was refused, 200 unskilled laborers  
employed at the Readville shops of  
the New York, New Haven & Hart-  
ford Railroad struck. These work-  
ers are unorganized. The Brother-  
hood of Railroad Carmen has as-  
sured the strikers that their work  
will not be done by unionists. A  
committee representing the Feder-  
ated Trades, and composed of car-  
penters, machinists, boiler makers,  
sheet metal workers and carmen,  
has been appointed to visit the su-  
perintendent of the Readville shops  
on behalf of the strikers.

Advices from Washington say that  
with the national defense program  
completed, and progress made for  
launching it auspiciously in Congress,  
President Wilson is now turning his  
attention to the question of rev-  
enues. The plans of the administra-  
tion in this particular are said to be  
unsettled. The problem, it is gen-  
erally admitted, would be greatly  
simplified by a decision to issue  
\$240,000,000 in Panama canal bonds,  
already authorized, to cover existing  
and prospective deficits. Opposition  
has developed, however, to such an  
extent that this plan may have to be  
abandoned. If it shall, or must, be  
abandoned, the administration on the  
eve of a national campaign, it is  
pointed out, will find itself confront-  
ed with the necessity of raising in  
some other way more than \$200,000,-  
000. One way of doing this would  
be through reduction of the exemp-  
tion figure in the income tax by  
\$1000. Another would be through  
the maintenance of the duty on sugar.  
Another would be through the im-  
position of a tax on the production  
and exportation of war munitions.  
Another would be through the ex-  
tension of the emergency or war tax.

## Port Townsend, Wash.

## FRANK STHEVENS

Deals exclusively in Union-Made

CIGARS, TOBACCO, ETC.

Call at his old Red Stand on  
Water Street, Port Townsend  
Next door to Waterman & Katz

## INFORMATION WANTED.

Ingvald Andreas Hansen, alias  
Andrew Hansen, a native of Nor-  
way, age about 36; tall, dark; last  
heard of July, 1905. His address  
then was, Andrew Hansen, Karluk,  
Kodiak Island, Alaska. He is in-  
quired for by his mother. Anyone  
knowing his whereabouts please  
notify Staff Captain Robert Smith,  
district officer, native work, Alaska,  
Box 925, Wrangell. 4-3-15

Wilhelm Ekelund, a native of  
Sweden, is inquired for by his  
brother, Axel Ekelund, New Harbor  
Hotel, Drumm street, San Francisco,  
Cal. Anyone knowing his where-  
abouts please notify the above ad-  
dress. 3-10-15

"Strafing."—We take from a Su-  
matra paper a list of some of the  
words which the Germans in their  
patriotic ardor propose to substitute  
for the English sporting terms for-  
merly in use:

Golf = Löcherballspiel.

Cricket = Dreistäbenschlagerspiel.

Leg before = Beinenschwindel.

Not out = Nochnichtabgemacht.

Wicket = Dreistäbeneinrichtung.

Half-time = Halbspieldwarte-pause.

Hands = Händefehler.

Start = Abgangsstelle.

Starter = Hauptabgangsstellenauf-  
sichtsvorsether.

We can now understand the posi-  
tion of the German who says he has  
no time for sport.—Punch.

Not Rich.—"Every time Dubson  
opens his mouth he gives himself  
away."

"Even at that, he's no philanthro-  
pist."—Birmingham Age-Herald.

One Installment.—"Is this piano  
yours?"

"Oh, about an octave of it."—Bos-  
ton Transcript.



## Domestic and Naval.

During the month of October 88 vessels of 17,368 tons were built in the United States, of which 7, of 9,866 tons, were steel steamers, as follows: Atlantic and Gulf, 2, of 5,496 tons; Great Lakes, 5, of 4,370 tons.

The motor vessel "Columbia," built at Copenhagen for account of the East Asiatic Company, Ltd., ran a successful trial trip Oct. 12. The "Columbia" is of 9,550 tons and has Diesel motors of 3,100 horsepower. Otherwise she is very much like the "Malakka" and the "Tonkin."

The iron hull "Rosalia D'Al," purchased from the Boston Iron and Metal Company of Baltimore, by George R. Dilkes & Company, and taken to New York to be converted into a barge, is ready for service. The owners will have her on a coasting trip by November 1 and her first will be in the phosphate rock trade from Florida deposits to Baltimore. The craft sank in Hampton Roads three years ago and when raised was purchased by the Baltimore concern.

Upon the recommendation of Rear Admiral Joseph Strauss, Chief of Ordnance, the Navy Department has decided to purchase a high power motor boat for experimental purposes to develop the value of this type of craft in protection against submarine raids. Naval observers in England report that the British have made splendid use of these fast motor boats in their successful campaign which drove the German U-boats out of British waters.

Captain Anton G. Thomsen of the "Frederik VIII," which arrived at New York recently, completed his three hundred and ninety-ninth voyage between Denmark and New York as a master. He received his master's papers in 1881, and his record shows that he has covered nearly 1,600,000 miles during his time as master. On these voyages he has carried 125,000 passengers. For special services rendered at sea, he has been decorated twice by the Danish Government and once by Sweden.

During her endurance trials in Massachusetts Bay, Nov. 5, the new United States battleship "Nevada" made an average speed of 20.54 knots for 12 hours. The contract called for 20.5 knots, so that the ship was apparently just able to squeeze through. The trials were interrupted Nov. 6 for the purpose of overhauling the Curtis turbines, which have given no little trouble since the ship came out. It is reported that during her fuel consumption trials, run Nov. 9, the "Nevada" showed an economy of 10 per cent. over the quantity stipulated in the contract for a 12-hour run at 15 knots.

The Lake Torpedo Company, Bridgeport, Conn., is extending its land holdings to establish a new shipyard for the building of submarines, destroyers and fast cruisers for foreign governments. The company also has let a contract for the erection of a large new machine shop in its No. 1 shipyard. The decision to take foreign contracts is a change in the policy of the company. Since Mr. Bryan laid down the rule that the selling of submarines to belligerents constituted a breach of neutrality, the company has refused many orders from the warring powers. Mr. Schwab found a way around the rule by shipping submarine parts to Canada and assembling them there, and the Lake concern purposes to do likewise.

## White Palace Shoe Store



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WE USE ONLY THE BEST LEATHER MARKET AFFORDS

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#### San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abmeyer, Henry  
Abrahamson, Alex  
Acorn, Albert  
Adams, Billy  
Adams, Hugo  
Aderman, E.  
Ahlfsars, Arthur  
Ahlstrom, Harry  
Akman, Joseph  
Almer, J.  
Almer, John G.  
Andersen, Albert  
Andersen, Alfred  
Olaf  
Andersen, A. M.  
Andersen, Frank  
Andersen, H. J.  
-1620

Baker, H.  
Bakkenson, P. J.  
Behrendt, Carl  
Beinawicz, Felix  
Beier, Jens Ch.  
Beling, Oskar  
Bender, Herbert  
Bernhard, J. S.  
Berry, David J.  
Beyerle, Rupert  
Bledeman, Aug.  
Birkenberg, Henry  
Bjerk, G. -2007  
Bjorkstrom, Artur  
Block, Wm.

Cainan, George I.  
Cariera, Peter  
Carleston, John  
Carlson, Martin  
Carlsson, Adolf M.  
Carlsson, John  
Carlston, Al  
Catt, Frederick  
Cellan, John  
Christen, B.  
Christensen, Erling  
Christensen, Hans  
Christensen, W.

Dachner, Richard  
Dahlqvist, Fred  
Danilensen, David  
Dare, Stanley  
Davis, G. T.  
Day, William  
De Freitas, J. Inacio  
Demetrak, C.

Eckart, T.  
Edlund, Conrad  
Elsenhart, N.  
Eklund, John  
Ekstrom, George  
Ellson, Sam  
Emanuelson, Karl

Falcon, M.  
First, Frank  
Fischer, P.  
Foppoli, G.  
Fosgren, C.  
Foster, Chas.  
Fredriksen, B. O.  
Freiberg, Peter  
Gallagher, Jas.  
Galleberg, Martin  
Gart, George  
Gibbs, James  
Gilbert, A.  
Ginsdal, Eiling  
Gindflood, C.  
Gorden, George  
Grantley, C. W.  
Grantstrom, Nestor  
Graves, Edward L.

Haak, Reinhold  
Hagen, Georg  
Halbeck, O.  
Hall, H.  
Hall, S. C.  
Hammergren, Oscar  
Hammerouist, A. C.  
Hansen, B.  
Hansen, Carl M.  
Hansen, C. F. -1576  
Hansen, E. A.  
Hansen, F. -1735  
Hansen, G. H.  
Hansen, H. O. -2418  
Hansen, Jeremias  
Hansen, L. P.  
Hansen, Martin  
Hansen, P.  
Hanson, Harold  
Haugen, Hans C.  
Hauschmitt, A.  
Hawkins, F.  
Hedenskoeg, John  
Ikonom, Joe  
Ingebretsen, Olaf

Heiberg, M.  
Heinig, Hans  
Heldt, Charles F.  
Hellensten, Axel H.  
Helmor, Fred  
Hjelsten, John  
Henriksen, Charles  
Henriksen, T.  
Henriksen, Wm.  
Hermansson, C. P.  
-1622  
Heyens, H.  
Higgins, F.  
Hilderbrand, A.  
Hisker, William  
Hokanson, John  
Hole, Sigvald  
Holm, Arthur  
Holmes, Chas. P.  
Holm, Harry  
Holst, R.  
Hoose, Frank

Insunso, Francisco  
Jackson, Peter  
Jacobson, J.  
Jahrling, Herman  
Jakobsen, Valdemar  
Jameson, H. W.  
Jansen, Hans  
Jansen, Jakob  
Janson, E. A. -2247  
Jenkins, T.  
Jensen, Carl  
Jensen, C.  
Jensen, C. E.  
Jensen, H. -1555  
Jensen, Henry  
Jensen, Jack  
Jensen, J. F.  
Jensen, J. K.  
Jensen, Thoyus  
Jespersen, Christ  
Johannessen, A.  
-1487  
Johansen, Axel  
Johansen, Johan

Kaktin, Ed.  
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Kargan, F.  
Karlsen, Arnt  
Karlsso, J. -537  
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Kirkowsky, Adam  
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INFORMATION WANTED.  
George Alexander Sharman, a native of Brooklyn, N. Y. About 28 years of age, height 5 feet 9 inches, supposed to have sailed on the Great Lakes in 1907, is inquired for by M. L. Kinvan, 1211 Mosher street, Baltimore, Md. 7-14-15  
Gus Borgstrom, a native of Sweden, age 37, last heard from at Galveston, Tex., about four months ago, is inquired for by C. O. Bettner, address 59 Clay street, San Francisco, Cal. 11-17-15  
Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y. 6-24-14  
Any member or members of the crew of the steam-schooner "Cuzco" who were on board of her in August, 1912, at Victoria, B. C., when Joseph H. O'Brien met with an accident, are requested to communicate with George Olson, attorney and counselor-at-law, 300-308 Central Bldg., Seattle, Wash.—4-7-15.  
Patrick McFee, who was cook on board the schooner "Robert Henry" on a voyage to Mexico last year, is inquired for by the U. S. Shipping Commissioner, at San Francisco, Cal. 9-15-15



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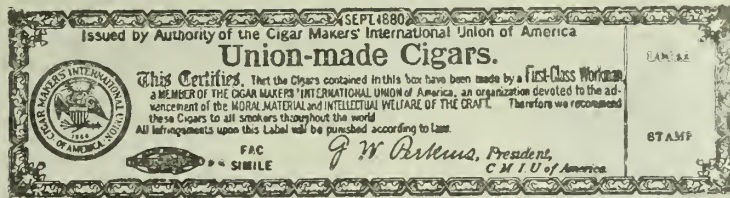
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INFORMATION WANTED.

Samuel Dickson, a seaman, age about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Charles Anderson, alias Helmik Helgesen, a native of Alvestad, Stavanger, Norway, age 70, is inquired for; last time heard from in 1904. Anyone knowing his whereabouts please notify his brother, B. H. Alvestad, Jewal, Iowa.

## News from Abroad.

The report of the British prison commission shows that in 1914 sentences were imposed on 114,283 persons in the United Kingdom, a decrease from the previous year of 37,000.

John Lind, who was President Wilson's special representative in Mexico during the early days of the Administration, is on his way to Mexico to act as advisor to General Carranza.

Some insurances have been placed at Lloyd's to pay a loss in the event of Czar Ferdinand of Bulgaria still being on the throne June 30, 1916. Business was done at rates of 71-3 per cent. and 10½ per cent., but later orders were placed at 21 per cent.

Advices from Australia state that sailing vessels are finding difficulties in securing crews. The shortage of men is not confined to one port of the Commonwealth, but extends to every shipping center alike, and it is only by almost superhuman efforts that several masters have been able to get their vessels away during the last few weeks, so difficult has it been to secure men. There does not appear any prospects of the supply of men becoming any better in the near future.

There is a great scarcity of shipbuilding material in Japan. In the past shipbuilding material has been supplied by Great Britain, Belgium and Germany. These countries are now unable to fill orders. Accordingly Japan has no other alternative but to import these materials from the United States, especially steel girders and plate. Of the 31 vessels which were started the last year, 60 per cent. of the orders for the necessary material has been delivered. Of the remaining 40 per cent., a large part is to be ordered from the United States.

Opposition to the proposed change of the Chinese government from a republic to a monarchy developed on the part of the Allied countries engaged in the European war. It was feared that the change might be attended by armed resistance, and more war at this time is not desired. The Chinese government, however, insists that the matter is in the hands of the people, and that a postponement of action cannot be secured. The minister of foreign affairs assures the Japanese and the European representatives that the governors will be able to maintain order during the transition to the monarchy.

The measures decided upon by the British Government in pursuance of the recent decision to utilize British shipping more effectively to meet the needs of the war have taken the shape of two Orders-in-Council made November 10. The first prohibits British ships from carrying cargo from one foreign port to another foreign port after December 1, unless licensed. The second gives power to requisition ships for the carriage of foodstuffs and necessities. Regarding the first Order-in-Council, the official statement says: "It is not expected that it will be necessary to interfere with established services between foreign ports, and every effort will be made to avoid disturbing pre-existing business arrangements." The object of the second order is to secure tonnage in case of need for the carriage of foodstuffs and other cargoes and to prevent rates on such commodities from rising to a prohibitive level.

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### INFORMATION WANTED.

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

Nils Edmund Johansen, a native of Tonsberg, Norway, age about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Chas. Maywell, a sailor, last heard of in New York City in 1892, is enquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y.—12-23-14

Fred Marjama, a native of Russia, age 36, has not been heard from since 1908, at Buffalo, N. Y. Anyone knowing his whereabouts please notify his brother, J. Marjama, 51 South St., New York, N. Y. 9-1-15

P. J. Timeny, a native of England, is inquired for by his sister. Anyone knowing his whereabouts please notify Miss H. J. Timeny, 56 Rutland Gardens, Hove, Sussex, England. 11-17-15

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio.—3-24-15.



### With the Wits.

Welcome Change.—"You look blue and discouraged, old man."

"I'm not myself this morning."

"Well, that's nothing to feel so bad about."—Boston Transcript.

Untouched.—Friend—Well, how's the war affecting you?

Post-Cubist-Impressionist Sculptor—Not a bit, old chap. I never sold anything before it started—and I haven't since.—Punch.

Scripture Revised.—"The Bible tells us we should love our neighbors," said the good deacon.

"Yes, but the Bible was written before our neighbors lived so close," replied the mere man.—Philadelphia Record.

A Hasty Inference.—Yesterday was one of those off-days in newspaper life. Under the heading, "War Questions Answered," The Evening Mail told an anxious reader how to obtain a marriage license.—F. M. O'B. in The New York Evening Mail.

Aerobatic.—Smart Young Man—What do you think of Brown?

Indignant Old Gentleman—Brown, sir! He is one of those people that pat you on the back before your face, and hit you in the eye behind your back!—Tit-Bits.

Delay Explained.—"What are you doing there, Ellen?"

"Excuse me, miss, but my apron caught in the door."

"But you left the room ten minutes ago!"

"Yes, miss, but I only just found it out."—The Passing Show.

A Timely Hint.—O'Leary, V. C., is bright as well as brave. To a young fellow who begged him for one of his buttons as a keepsake, Michael said:

"Is it one button only you're waitin'? Sure, if ye'll just cross the road a bit there's a fine-lookin' sergeant there who'll give you a coat full of buttons for the asking; and you'd look mighty fine in khaki, me lad."

The souvenir hunter disappeared.—Boston Transcript.

### An Invitation

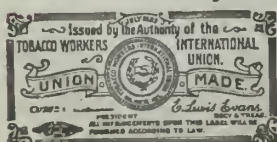
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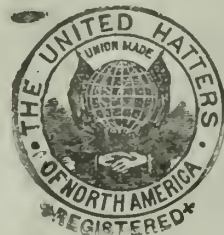


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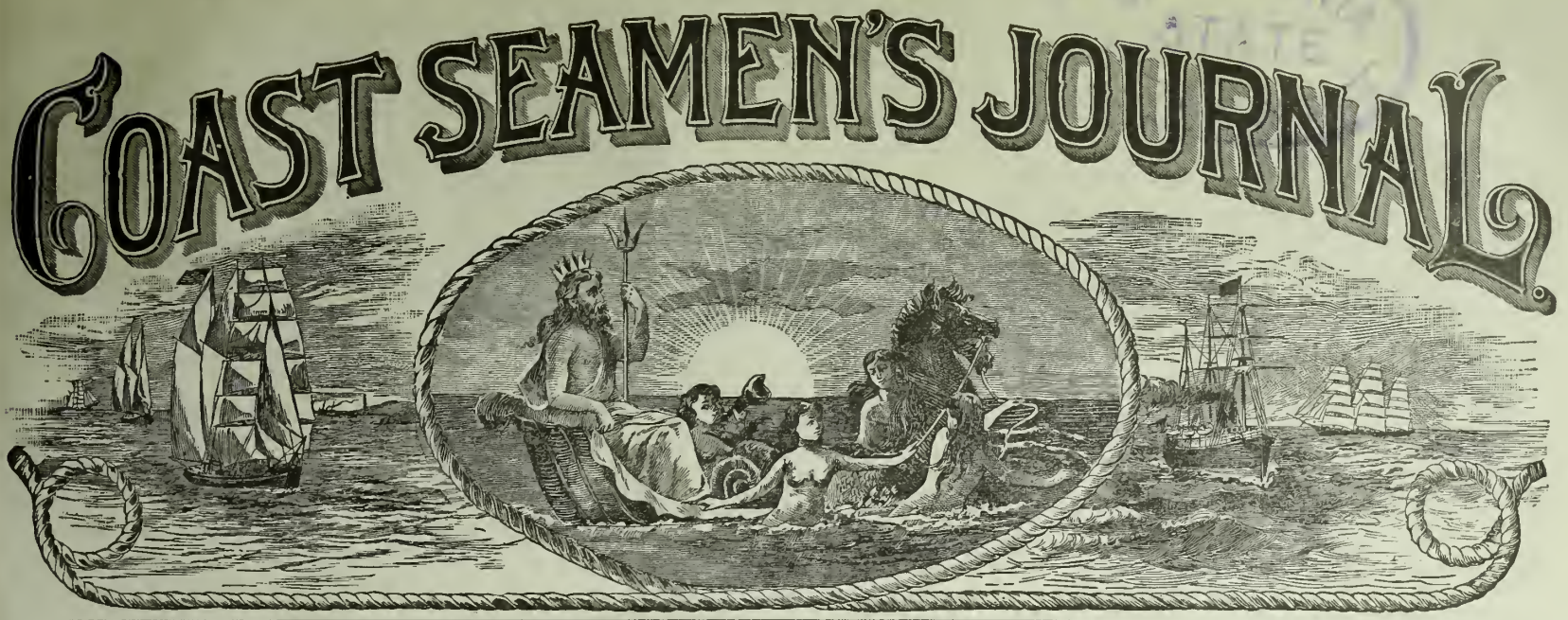
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# LABOR AGAINST SHIP-SUBSIDIES.

## "Government-Owned Ships" Better Than Gifts to Shipowners.

Shipowners who complain most bitterly about the La Follette Seamen's law claim that they cannot operate vessels under the American flag in competition with vessels under the flags of other nations unless they are permitted to run their vessels in their own way without being "hampered" by laws which give freedom to seamen and assure greater safety of life and property at sea.

The gentlemen who make these claims know that for years and years they have had just such a condition. They know that American seamen have been driven from the seas because of that condition. And yet there was no appreciable growth in the American foreign-going merchant marine until the enactment of the emergency shipping legislation on August 18, 1914. Since the latter date the growth of tonnage in the American merchant marine has been phenomenal. Unfortunately, there has been no corresponding growth in the number of native or naturalized American seamen. And it is generally conceded by thinking men that an American merchant marine which does not give employment to Americans is but a hollow mockery and does not stand for anything "American" except perhaps the world famous sign of the American dollar.

### The A. F. of L. Resolution.

Realizing these facts, the American Federation of Labor has unanimously reiterated its previous attitude against ship-subsidies and declared for a Government-owned fleet of merchant vessels.

To quote the resolution in question:

"Whereas, The American Federation of Labor is unalterably opposed to ship-subsidies which take public moneys for the purpose of promoting private gain; and

"Whereas, An American merchant marine can be built up on a basis that will give freedom to the seamen and safety to the traveling public without resorting to subsidies; and

"Whereas, The present world crisis has demonstrated that the building up of an American merchant marine is essential for the extension and protection of our foreign trade and vital to the interests of all classes of our people; and

"Whereas, An American merchant marine with an American personnel is the only safe method of providing an effective naval auxiliary which will promote our commerce in times of peace and furnish us the means of defense in times of danger; and

"Whereas, Private capital has failed during the past fifty years to develop or maintain a merchant marine under our flag, leaving the vital interests of the country unprotected either by the building and operation of the necessary ships or the creation of a trained body of seamen upon whose allegiance the country must depend in a crisis; therefore, be it

"Resolved, That the American Federation of Labor is heartily in favor of the immediate creation by the United States Government of an American merchant marine to be manned by American seamen under conditions that will make them an effective naval reserve, and recommends to the Congress of the United States prompt passage of legislation for the establish-

ment of a shipping board for the building or purchase of vessels by the United States Government to be operated for the development of our foreign trade under conditions that will give safety to the traveler and freedom to the seaman and to be available as an effective naval auxiliary for the protection of our country in time of war; and be it further

"Resolved, That the Executive Council be directed to present this resolution to the President and Congress of the United States and that all affiliated bodies be advised to adopt and submit the substance of this resolution to their respective Senators and Congressmen."

### Many Favor Government-Owned Ships

In addition to the united support of Labor, which is now assured, many public-spirited individuals and organizations have gone on record during the recent past for a merchant marine which will be American in fact as well as in name.

Not the least among these is Roger W. Babson, banker, noted economist and financial expert. Mr. Babson publicly announced himself an ardent supporter of Secretary McAdoo's plan for the construction of a naval auxiliary merchant marine for the United States. He stated that as the result of two trips to South America for the purpose of studying business opportunities for North America there, he had been converted to the idea that only through a government-owned line of ships can the problem of building up our trade in that part of the world be solved.

At the same time, he pointed out, a merchant marine such as the new shipping bill provides will offer the only possible means of breaking up the foreign shipping pool "which at present has our manufacturers in its grip." He would use Government ships to do what privately owned lines cannot afford to do—break down the extortionate transatlantic rates by threat of competition.

"Until recently," said Mr. Babson, "I have opposed government ownership in general, and especially as applied to shipping. Brought up in Gloucester, of a family interested in shipping and banking, I looked with hostility upon a 'paternalistic' policy in shipping affairs. But the only side of the case that had been presented to me was the condition of shipping between this country and Europe.

### Converted by Actual Experience.

"Two years ago I went to South America, for the first time, and I saw that conditions there were entirely different. One year ago I went again, taking a route through the Panama Canal, down the west coast to the Straits of Magellan, and up the entire east coast. I came back an ardent supporter of the McAdoo plan for a Government-owned merchant marine.

"The great difficulty with the people to-day in speaking of Government ownership is that they think only of shipping between here and Europe, where lines are already established. Now, the function of the Government is not to do what people are doing, but to help them to do it. The Government should bear the same relation to a nation that a father bears to his home. A father does not do for a boy what the boy can

do for himself, but he does a great many things for the boy in his 'teens in order to prepare him to do it for himself later.

"Our relations with South America at present are just the same as the relations between a farmer's boy who has a garden, and the distant city. To give the boy a start the farmer provides transportation to market for the boy's goods; otherwise the boy would have to give up the garden. It is all important that our manufacturers be aided in getting our goods to this market.

"Now the question—why not subsidies?

"The answer is very simple. The subsidy is a fine thing provided we can be the only country to give subsidies. The reason that England, Germany and other countries have used subsidies to such advantage is that they were a unit and alone in the field. Moreover, now that they are already so well entrenched, it would take \$100,000,000 and a generation of time for us to secure a footing by their methods. As fast as we gave a subsidy they would add a similar amount to their present subsidy, and they would continue to be just so much ahead of us.

### Corrupting Influence of "Subsidy."

"Competition in subsidies is the same as competition in armaments; at the conclusion both sides bear the same relation to each other as they did at the first, but both are greatly burdened with both debt and corruption.

"Congressmen who have never been to South America fail to realize that most of the shipping there is already done in coastwise ships. It is true that the lines between European and South American ports are operated by private corporations. But a large proportion of the business between North America and South America is at the present time in government-owned ships.

"The Brazilian government, the Chilean government and the Peruvian government are interested in the steamship business. If these poor and struggling governments are willing to make the sacrifice to help bridge the chasm between North and South America, shouldn't a big rich government like our own be willing to do something along the same line of government-

"I say 'along the same line' because I believe that some of these governments would consider it a very unfriendly act on the part of our country to subsidize a privately-owned line in competition with their government-owned lines. This was brought out very clearly in talks which I had with prominent officials while in South America. They would feel all right to have our government build ships of its own. Then all would be on the same footing, and operating on the same policy for mutual advancement and development.

"Another reason why I am in favor of government-owned ships is because I believe that is the only arrangement which will enable us to break up the steamship pool which at present has our manufacturers in its grip. No private corporation, with or without subsidy, could resist the temptation to become part of the pool, which is controlled abroad and whose rates are beyond the regulating power of our laws. But government-owned ships could no more join the pool than the postoffice department could make



a deal with the express companies to hold up the people.

"No private shipping corporation could break up these pools; it would cost too much money and the stockholders wouldn't stand for it. These pools can be broken up only by government-owned ships not responsible to stockholders.

"There is a strong sentiment in this country against the use of naval ships in offensive warfare, but in favor of a big navy for defensive warfare. My idea would be to use the merchant ships in the same way—for defensive but not for offensive warfare.

"When our ships are constructed let us be frank with these foreign shipping corporations and tell them that if they will give up their pools and give our merchants and manufacturers a square deal with just rates, we will hold to the scheduled rates and compete only in the character of service rendered. But if they are going to continue to discriminate against our commerce we will step in and cut the rate, destroying their pool and compelling them to deal justly with our people.

"Finally, we must remember that there is an intimate connection abroad between the ship owners and the merchants and manufacturers, so that the former are practically a delivery service run by the latter. A subsidized American merchant marine would have no such connection with our industries, but a government-owned merchant marine would bear to our industries the same relations as our public roads or our parcels post."

Late reports from Washington state that a tentative draft of a new government ship purchase bill, to be urged upon the coming session of Congress, has been considered by a conference at the Treasury Department in which Secretary Redfield and Solicitor Thurman of the Department of Commerce went over the measure with Secretary McAdoo. This draft follows the lines laid down in a recent speech by the Secretary of the Treasury outlining the purposes of the administration as to naval auxiliaries and the upbuilding of the merchant marine. The McAdoo plan contemplates the expenditure of \$50,000,000 by a government shipping board consisting of the Secretary of the Navy and the Secretary of Commerce and three other members to be named by the President. The board would be authorized to organize a corporation to subscribe to its capital stock, and to vote the stock purchased in elections for directors. Through this corporation the board would maintain shipping lines, operating or leasing them to private concerns.

### THE "LUSITANIA" AGAIN.

What the situation must be on an ocean liner, known to be doomed to sink within a few minutes, is something that most of us would rather learn from description than personal experience. An interesting description of the "Lusitania" happening is given by one of the survivors in a book entitled "The 'Lusitania's' Last Voyage," by Charles E. Lauriat, Jr., published by Houghton-Mifflin Co., Boston and New York, 1915; price, \$1.00 net.

Probably Mr. Lauriat did not realize that his account constitutes a very good illustration of the need of such legislation as is contained in many of the provisions of the La Follette Seamen's law. He shows that many more lives could have been saved had there been better seamen on hand and less incompetency or carelessness in management of the vessel. The steamer was going at a slow rate of speed through the danger zone. The port holes were open so far down that when the vessel listed water rushed in and made her sink more quickly than she would otherwise have done. Even necessary appliances were lacking. One boat filled with women and children, which the author observed, could not be cut away from the ship in time to avoid capsizing, because no ax was at hand. There was general confusion and lack of discipline.

After giving the evidence of his own eyes, Mr. Lauriat reproduces the report of the British Court of Inquiry finding no fault with anything but the submarine.

For fair products of all kinds consult the JOURNAL's ad columns.

### REASONABLE WAGES.

It is safe to assert that in the opinion of an overwhelming majority of wage-workers there is no such thing as a reasonable wage. The "reasonableness" of a wage is fixed for the most part on the standard of living of the worker. This takes no thought of the productive value of the employe, but where are wages fixed on productivity?

We understand the difference between living standards and it is just as easy to note their regulation of wages. Go anywhere one likes, to the most remote parts of the world where conditions are primitive and living only subsistence, to the most civilized part of the world where living is supposed to be of a higher order, and we find that living standards everywhere of the majority have everything to do with wages paid for the greater part of the work.

The basic reason for our objection to immigration is its low standard of living that makes its wage competition feared by all of us who have managed to get a step ahead of the old world. Why do we object to European immigration and put up with its continuance and stand ready to resist by force, if need be, Asiatic immigration? Simply because the habits and living standards of the Asiatic are so far below our own that we realize we must go down before them without hope of successful wage competition on our part. We admit that if the European has a chance "he will go after the money" as soon as he learns to live better, but we have no such hope of the Asiatic.

The demand for an uninterrupted stream of immigration has for its inspiration the hope of keeping living standards at the lowest point. Surely with thousands of unemployed there is no demand for workmen that cannot be supplied from the wage-earners already on the ground.

On the subject of wages and the demands of capital first to be taken care of in wage adjustments, *The Saturday Evening Post* said:

"In one of his few economic discussions Lincoln said that labor came before capital and created capital, and so was entitled to first consideration. But it can not get first consideration.

"Most businesses, as a primary condition of their existence, must pay a living wage to the capital employed in them; but some businesses can exist indefinitely without paying a living wage to the labor employed. There are exceptions, but, as a rule, you can say of any business that, unless it pays four per cent. or better on the capital invested, it is only a question of time until it goes out of existence; yet it may continue indefinitely without paying labor the cost of maintaining and replacing itself.

"The fact that capital must be reasonably compensated or it will withdraw is so much a matter of common knowledge that employers naturally regard as unreasonable any wage demand that trenches on a satisfactory return to capital. But from a laborer's point of view a reasonable wage is one that will meet his reasonable wants, and it is no more unreasonable for him to want roast beef than for his employer to want it. Both sides use arithmetic to demonstrate the reasonableness of their wage ideas. The employer may show that he can not afford to pay more and the work-

man show equally that he can not afford to take less.

"Most wage disputes turn on the reasonableness of the scale, as though the problem involved were one that could be solved by logic and mathematics; but each side works the problem with a different divisor. The reasons that convince one side have no sanction on the other. When one side's reasons do not apply on the other side there is little point in talking about reasonableness."

Neither logic, mathematics, productivity nor much of anything else will assist to secure reasonable wages unless the workers demanding them have sufficient strength of their own to make themselves indispensable to their employers, which cannot be done so long as there are two men for every job.

The recent street-car strike in Chicago furnishes an object lesson for the workman. Fourteen thousand five hundred employes struck and before ten hours there were enough strikebreakers on the way to take the jobs vacated to fill every one of them. The demand for a reasonable wage, based on the standards of living of the Chicago street-car men, was thought more than enough for the needs of the men who were ready, at the old rate, to take the places of the men who struck.—*The Railroad Trainman*.

The "Stockholm system" of allowing each citizen only a fixed quantity of spirituous drink, which was inaugurated just after the war started, has now been extended to thirty-one of the one hundred districts in Sweden. The system which is now in operation was devised by Dr. Ivan Bratt. It allows every citizen in good standing to buy one liter and no more of spirituous liquor every five days. To make this plan feasible, each person is provided with a small book resembling a commutation railroad ticket, from which a coupon is torn every time the consumer buys his liter of whisky, brandy, cognac, punch, schnapps, or whatever kind of alcoholic beverage he fancies. At the same time his book is stamped with the date of the purchase, so that it is clear to the dealer when he made his last purchase. Without showing his book, no citizen of Stockholm has the remotest chance of obtaining a bottle of liquor anywhere in the city. It is true that in some cases, however, exceptions are made. If one can persuade the authorities that on account of his social position and the demands of constant entertainment one liter every five days is totally inadequate, and if the authorities are convinced that such a person can be trusted with more liquor without abusing the privilege conferred upon him, he is then given a special license to purchase two, three, or more liters, according to the circumstances. On the other hand, if the person is a drunkard, has a police record, or has in any other way incurred the displeasure of the authorities, he is allowed no liquor at all.

Quantities of California rainbow trout have been taken to New Zealand and planted in streams and lakes, where they have thrived to a surprising extent, furnishing splendid sport to fishermen.

Liberty means responsibility. That is why most men dread it.—Bernard Shaw.



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## Printers Make Gains.

Secretary-Treasurer Hays, of the International Typographical Union, announces the following recent gains:

Dayton, Ohio, three years' contract, with third year. The night rate is: \$25.50 first year; \$23.50 the second year, and \$24 the third year. The night rate is: \$22.50 first year; \$26.50 second, and \$27 third. The union also secures control of apprentices, with a scale for them.

Sapulpa, Okla., increases wages \$2 per week for foremen, operators and floormen, and \$2.50 for machinist operators.

Sioux City, Iowa, board of arbitration has ruled that after June 1, next year, wages shall be increased \$1 a week for a period of two years.

Perth Amboy, N. J., secures three-year contract with an increase of 50 cents a week each year.

Ithaca, N. Y., secures \$16 a week this year and \$17 next year. The secretary writes: "Twelve years ago we were working 10 hours a day for \$9 a week."

Decatur, Ill., raises wages 2 cents an hour for the next two years and an additional 2 cents for the third and fourth year.

Syracuse, N. Y., increases wages of job printers \$1.50 a week.

## Will Cut Liability Rates.

The Pennsylvania State insurance fund, which manages the State workmen's compensation insurance, has officially announced that rates will be 10 per cent. less than the insurance rate manual.

The manual, which will be the standard for private concerns, has not been published, but the State declares that regardless of these figures, it will cut them 10 per cent.

Officers of the State insurance fund say they can reduce rates 10 per cent below those charged by private concerns because the State will not have to figure on agents' commissions or dividends for stockholders.

"There is also the advantage to the subscribers in the State fund," say officers, "that there will be no contingent liability to assessments. The purpose of the act was to make the payment of the premium the sole liability to subscribers, and no assessment will be levied in any case, as there is not one word in the act creating the State fund that directly gives or by implication suggests the right of assessments."

The 10 per cent. reduction means that the State fund will not remain inactive while hostile manufacturers and private insurance companies war against the compensation act. Instead, the State officials propose showing manufacturers it is safer and more economical to insure with the fund.

## Southern Newspaper Favors Trade Unions.

The "Columbia State" of Columbia, S. C., has again shown it is in the forefront of thoughtful Southern newspapers by a defense of the workers' right to organize. Manufacturers are called upon to reckon with the spirit of the times, and in referring to the discharge of several cotton operatives

in Greenville, because they joined the United Textile Workers' Union, the editor says:

"Collective bargaining by labor is recognized nearly everywhere in the United States, and in opposing it is no more wisdom than would be opposing movement of the tides or the march of the seasons."

"To say that textile workers of the South," continues this paper, "are peculiarly situated, that they and their work differ from other laboring men and their employment, so that unionizing them would not help them, is to challenge the plain facts of labor's history."

"If the mill workers of South Carolina have in politics flocked together, if they have sometimes stopped their ears to the appeals of their real friends, if they have fallen an easy prey to demagogues opposed to every reform designed for their betterment, the explanation is not hard to find. They have felt that they were neglected and forgotten. A sense of helplessness and hopelessness has depressed them and they have groped for and grasped at anything that has promised relief and strength. Why should anyone oppose their unionizing? Why should they not join forces? Let them do so, and as sure as day comes after night, they will become self-reliant and gain freedom from a demagogic domination. They will learn and know that fellow citizens engaged in other work are not their enemies and oppressors."

"The mill workers have the right to unionize. Their unionizing cannot and ought not to be prevented. It will make them better citizens and better men. It will in time make them freer and stronger. That is enough for 'The State.'"

## Union Shop on Railroads?

Railroad officials no longer victimize members of brotherhood grievance committees. Other reasons, sufficient to themselves, have caused these brotherhoods not to insist on the union shop.

The Locomotive Firemen and Enginemen's Magazine, official organ of the Brotherhood of Locomotive Firemen and Enginemen, indicates, however, that the time is ripe for the application of the theory that those who enjoy benefits should pay for them.

A Magazine correspondent, imbued with the non-union shop fallacy, protested against the views of another correspondent who supported the union shop theory. The former presented the well-known views of anti-unionists and insisted that the brotherhood should not "dictate" to non-brotherhood men or try to take from them what "rightfully belongs" to them. This claim is answered by Editor McNamee of the Magazine in the following straight-from-the-shoulder manner:

"As an expression of the honest views of its author the foregoing letter is entitled to space in the Magazine, but the imperative need of railroad labor to-day is the closed shop and the eight-hour day. The enjoyment by train service employees of humane working conditions and a square deal in the matter of bearing the burden of the cost of protection depends on the institution of these reforms, and the sooner they can be established the better will it be for the railroad workers. As to keeping the non-brotherhood fireman from what 'rightfully belongs' to him, it should be

(Continued on Page 10.)

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

### AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

### GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekland Bldgs., 22 Canning Place, Liverpool.

### BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

### GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

### FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

### NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

### SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

### DENMARK.

Somandenens Forbund, Toldbodgade 15, København.

Sofyrbodernes Forbund, St. Annaplads 22, København.

Dansk So-Restaurations Forening, Nyhavn 17, København.

### HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

### ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

### AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

### SPAIN.

Sociedad Sindicate de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

### URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

### ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

### BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

### SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



## World's Workers.

According to the monthly report of the British Engineers the union numbers 189,514 members now. During the last two years it gained 37,618 members. In the course of the current year, the wages of machinists rose by a weekly average of 3 shillings.

The Spanish Federation of Lithographers protests in an open letter to the Typographical Union against the intention to change the title of the organization into Union of Workers Employed in the Publishers' and Pressmen's Trade, as the lithographers want to keep to their trade organization and object to an industrial union.

According to the British Labor Gazette New South Wales, Victoria, Queensland and Tasmania still give cheap passages to farm workers, lads, or female servants, or to persons who have relatives in Australia. But no assisted passage is given to men of military age. Passages also from £1 each are given by New South Wales and Victoria on certain conditions to widows and young women who will take up domestic service.

The organ of the German Factory Workers' Union reports that the Dunlop Rubber Company in Hanau, an English concern, was obliged to cease operations as a result of instigations on the part of rival firms. This throws 351 workers and women workers out of work, the firm, however, continues paying half the weekly wages for the present. The workers have commissioned Hoch, the Social-Democratic member for the district, to approach Government in regard to permission for the firm in question to re-open the concern.

The delegates of the French Central Federation of Miners at a special congress called at Commeny, passed a resolution in which, after declaring that they fully recognized the obligations which the war imposed upon them and that they were fully resolved to preserve the "union sacrée," they demanded that the wages of the miners should be raised by f.1 25c per day and that this increase should be included in the minimum wage. The delegates explain that this rise is necessitated by the dearness of living caused by the war, and by the corresponding rise in the price of coal. The second resolution passed by the congress demands that the working day of eight hours should again come into force in the mines, in conformity with the law of December 31, 1913.

A recent issue of "Soziale Praxis" announces the formation of an International Defensive Federation of Scandinavian Employers. The Federation will afford to its members such mutual support, in labor disputes, as the Swedish, Norwegian and Danish Unions of Employers have been wont to give in the past. The new agreement (which has now been sanctioned by all the employers' organizations concerned) consists chiefly in an undertaking with respect to labor disputes. If a dispute occurs in one country, the Employers' Associations in the other countries will grant subsidies. The financial obligations will come into force in case any labor union in one country receives a financial subsidy from a labor union in another country in consequence of any arrangement in regard to the matter that may be made by the labor unions.

## SAN PEDRO, CAL.

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A. E. BLAIZE

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### Mills, Elbert & Nash

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### INFORMATION WANTED.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Molendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

Oscar Olsen, age 37, a native of Hallarna, near Gothenburg, Sweden, who was sailing on the Great Lakes about three years ago, is inquired for by John V. Olsen, Sun Company, Marcus Hook, Pa. 5-26-15

Adolph Godfred Eriksen, born in Moss, Norway, is inquired for by his brother, Herman Eriksen. Any one knowing his whereabouts please notify W. Nielsen, 206 Moravian St., Philadelphia, Pa. 5-26-15

### M. BROWN and SONS

have moved to

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Opposite Sailors' Union Hall

SAN PEDRO, CAL.

### INFORMATION WANTED.

George Alexander Sharman, a native of Brooklyn, N. Y. About 28 years of age, height 5 feet 9 inches, supposed to have sailed on the Great Lakes in 1907, is inquired for by M. L. Kinvan, 1211 Mosher street, Baltimore, Md. 7-14-15

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

Vencelus Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolamo Durbich, Zurich, Switzerland. 7-28-15

Herman Sigfrid Persson, a native of Malmo, Sweden, supposed to be sailing on the Pacific Coast, who has not been heard of for two years, is inquired for by his brother, Gustav Persson. Address 13 Stenbarksgatan Malmo, Sweden. 7-28-15

Adolf Krakan, last heard of at Port Pirie, January 1912, and again in March 1913, from Warumbo, 118 miles from Adelaide, South Australia, is inquired for by his mother at Hamburg, Germany.—8-25-15.

## San Pedro Letter List.

|                      |                      |
|----------------------|----------------------|
| Annell, Albert       | Loscher, Josef       |
| Anderson, John       | Lindeberg, Ernst     |
| Allen, Goldie Thorn  | Latz, Konstant       |
| Anderson, George     | Lundstedt, Chris.    |
| Anderson, John -1968 | Lalan, Joe           |
| Anderson, Martin     | Monterro, John       |
| -1894                | Martinel, Walter     |
| Anderson, Sven       | Mikalsen, Andreas    |
| (Reg. Letter.)       | Malm, Gustaf         |
| Andersson, Enkan     | Mesak, E.            |
| Bergh, Borge         | Niejahr, Oskar       |
| Buanik, L.           | Nelson, Ernest C.    |
| Brein, Hans          | Nyhagen, Jullus      |
| Bergman, Leo         | Olsen, Ernest V.     |
| Benrowitz, Felix     | -1216                |
| Carera, Pete         | Olsen, John          |
| Cook, Harry          | Owen, Fred           |
| Christison, Jim      | Olin, Emil           |
| Duval, William       | Palmquist, Albert    |
| Eriesson, Otto       | Peterson, Karl E.    |
| Eklund, Sven         | -903                 |
| Edolf, Charles       | Petterson, A. K.     |
| Fisher, Wm.          | Poppe, George        |
| Gustafson, Carl      | Peterson, Hans.      |
| Gilholm, Albin       | -1064                |
| Grigoleit, Ed.       | Peterson, N.         |
| Gusek, Bernhard      | Peterson, Otto       |
| Gronlund, O. -414    | Poscet, P.           |
| Horlin, Ernest       | Parsons, Olaf        |
| Helin, Johan         | Roed, Halfdan        |
| Holmstrom, Fritz     | Rogis, A.            |
| Hansen, M. -963      | Skaanes, Egil        |
| Haro, A.             | Svendsen, S. -1714   |
| Hugo, Bernhard       | Swanson, Ben.        |
| Haupt, Fritz         | Schovesser, E.       |
| Hansen, Charly       | Sanster, Paul        |
| Hansen, Hilmar       | Strahle, Chas.       |
| Hannus, Alex.        | Sternberg, Alf.      |
| Iversen, Ivar        | Soderlund, Anton     |
| Johannesen, Ingval   | Schmidt, Louis -2492 |
| Jacksch, Max.        | Schmidt, Lauritz P.  |
| Johnson, Chas. A.    | Sevenson, Paul       |
| -2044                | Sievers, G. P.       |
| Jonson, Leonard      | Tamisar, P.          |
| Jensen, H. -1555     | Trovik, Harald       |
| Johansson, Victor    | Thorsen, Charles     |
| Johansson, Geo. W.   | Uhlig, Richard       |
| -1219                | Uby, Charles         |
| Johanson, Geo.       | Vohs, Heinrich       |
| Johnson, Edvard A.   | Verdonk, Peter       |
| Johansson, John A.   | Williamson, W. A.    |
| -1659                | West, J. W.          |
| Kolodzie, George     | Ylmen, Sam           |
| Kaiser, Richard      | Zimmer, Walter       |
| Kaski, Albert        | Zoidler, Fred        |
| Kalm, Ed.            |                      |
| Lybeck, Thomas       |                      |
| Larsen, Klaus L.     |                      |
| Lauritzen, Ole       |                      |
| Lindholm, Chas.      |                      |

## Honolulu, H. T.

|                      |                   |
|----------------------|-------------------|
| Anderson, John E.    | Nelsen, C. F.     |
| Burk, Harry -1284    | Petersen, Carl    |
| Crantly, C. W.       | Peters, Walter    |
| Eugenio, John        | Reltner, Fritz    |
| Ekelund, Rickhard    | Solberg, B. P.    |
| Ivertsen, Sigvald B. | Strand, Conrad    |
| Lengwenus, W. L.     | Thompson, Emil N. |
| Moller, F.           |                   |

### INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenburg, Sweden. 9-23-14

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 106 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14.

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Any one knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St.—8-11-1915.

Olai Ingebrigtsen (Brock), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American bark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469—49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Steuart street, San Francisco, Cal.—8-4-15.

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# Pacific Coast Marine.

Authority has been received at Mare Island to build a second destroyer, to be known as No. 69. The keel will be laid early next year, as soon as No. 68 is launched. The boat will cost \$762,000. It will have a speed of thirty knots.

Fawcner, Currie & Co., Seattle, announce that with the reopening of the Panama Canal the Delaware, Gulf & Pacific Transportation Company of New York will place three steamers in a fast freight service between New York, San Francisco and Puget Sound.

Direct service from Alaska to New York, Boston and Charleston, S. C., is planned by the Alaska Steamship Company, according to J. H. Bunch, general freight and passenger agent. The company recently purchased two freighters from the Great Lakes and intends to get two more.

Captain Jose Bardi, master of the crippled Peruvian barkentine "Judith," recently in trouble off the Oregon coast, died at a hospital at Astoria after a brief illness with la grippe, aggravated, it is said, by worry over the misfortunes which befel his vessel. Captain Bardi was 68 years old and left a widow. He had lived in Peru for thirty-six years.

Libel proceedings were instituted in the Federal Court at Seattle against the freighter "Seward," owned by the Alaska Steamship Company, by a former seaman aboard the vessel, who claims \$709.50 on an alleged breach of contract. The complaint alleges that Gilbert was wrongfully discharged at Juneau, October 4th last, by First Mate F. W. Robblee.

First of any of the Alaska Packers' fleet to go offshore this winter is the bark "Star of Holland," which sailed from Port Townsend bound for Melbourne. The vessel is taking a cargo of lumber loaded at Puget Sound at the Pope & Talbot mills. It is not usual for the cannery fleet to be used in the winter months, except for two or three to be sent to Australia to bring coal for the canneries.

After another summer in Bering Sea and the Arctic, cruising as far north as Point Barrow, the coast guard cutter "Bear," Captain C. S. Cochran, has returned to San Francisco. The "Bear" stopped at Seattle on the way south. The cutter was the last vessel out of Bering Sea before navigation closed for the season, and will be the first in again next spring. During the winter she will lie at San Francisco and San Diego.

The British ship "William T. Lewis," owned by Hind, Rolph & Co., of San Francisco, is reported to have arrived at Plymouth on November 24th. Aboard the vessel was 2,000,000 feet of lumber from this coast. While bound from Everett, Wash., to Plymouth the vessel was fired on by a German submarine while off the harbor of Queenstown. According to reports by Captain Manning, the vessel was badly damaged and was abandoned by her crew.

A lone offer of \$100 was made at San Francisco for a vessel appraised by underwriters at \$5000 when Chief Deputy United States Marshal George Burnham put up at auction the steamer "Napa City." Federal Judge Dooling ordered the boat sold to satisfy libelants for supplies and wages. Burnham announced he would offer the vessel again next Monday and on each succeeding Monday until he received something like a good price.

Provisional registry has been granted the steamer "Republic," formerly the German steamer "Walkure," now being raised in Papeete harbor, Tahiti. The vessel is now owned by John A. Hooper of San Francisco. After being towed to San Francisco permanent American registry will be granted, it was said. The steamer "Walkure" was sunk by fire of German cruisers while shelling Papeete and in sinking the French gunboat "Zelee," which took refuge behind the German steamer.

While he was at San Francisco, attending the convention of the International Longshoremen's Association, J. A. Madsen tendered his resignation as Secretary-Treasurer of the Pacific Coast district of the organization, to take effect as soon as the vacancy can be filled. The appointment of his successor is expected to be made before the first of the year. Madsen says he resigned as Secretary-Treasurer principally for the reason that the headquarters of the office he holds are to be moved from Portland to Seattle.

Bad weather in Alaskan waters during the past week has resulted in the loss of three gasoline fishing craft and one other burned up. This news was received from Juneau recently by the marine department of the San Francisco Chamber of Commerce. The schooner "Clare" foundered on Wedge Island, the "Grub Stake" went ashore on Cola reef, north of Ketchikan, and the "Edith G." was lost in the Lynn canal. The "Mars" was burned off Five Finger Island. Crews on all the little craft escaped with their lives.

After many adventures, not the least of which was running short of fuel in the North Pacific during heavy weather and having to be towed

to port, the steamer "Mackinaw" arrived at Port Angeles on November 25. After taking on fuel oil the vessel proceeded to Vancouver under her own power and will discharge her Australian wool cargo there for shipment by rail to Boston. The "Mackinaw" ran short of fuel a week ago and the tug "Goliath" put out from Columbia River to her rescue. Heavy weather was encountered and the big tug failed to find the "Mackinaw," so the tug "Tatoosh," which was in port, went out to help the two vessels to Puget Sound.

The well-known Arctic trading power schooner "Bender Brothers," which left Seattle for Bethel on the Kuskokwim River, Alaska, September 7, and concerning which there has been much anxiety, is frozen tight in the Kuskokwim River, according to a message received from her master. Captain Knaflich and his crew mushed overland to Iditarod, from where the message was sent. The "Bender Brothers" plight is the indirect result of the burning at Juneau recently of the power schooner "P. J. Abler." Captain Knaflich expected to meet the "Abler" at Bethel, and not knowing of her fate waited until it was too late to get his craft out. Captain Knaflich and his men will make their way over the snow trail to Seward, and will return for their craft when navigation in Bering Sea reopens next spring.

The new Java-Pacific line, of which J. D. Spreckels & Brothers' Company have been appointed Pacific Coast agents, has asked Fred F. Connors to become traffic manager, with headquarters in San Francisco. It is understood that he will accept the position. Connor has had extensive experience in steamship freight matters. For the past five years he has been at the head of the traffic department of the Pacific Mail Steamship Company. The Java line has mapped out a monthly schedule between Asiatic ports and San Francisco. The names of the first four steamers of the fleet to arrive at San Francisco were announced recently. The "Arakan" is due about February 19th, the "Tjikembang" about March 23d, the "Karimoon" April 22d, and the "Tjisondari" about May 22d. Each of these modern steel freighters has a carrying capacity of 8000 tons dead weight. With the large amount of Asiatic freight awaiting these big liners at San Francisco, all of them are said to be booked full up for space on their outward voyage.

The Chilean bark "Caremapu" was driven ashore before a terrific southwest gale one mile east of Gowland Rock, Schooner Cove, on the west coast of Vancouver Island. The vessel was pounded to pieces after several hours of battering on the rocks, being an easy mark for the gigantic breakers sweeping over her. At great risk to herself, the Canadian Pacific Railway steamer "Princess Maquinna," Captain Gilliam, attempted to go to the rescue of the seamen clinging to various parts of the wrecked craft, but owing to the tremendous seas running inshore she was unable to approach, and the crew of the Chilean vessel were washed off one by one. According to latest reports only five members of the crew reached the shore alive. The "Caremapu" was commanded by Captain Desolmes, and was bound from Caleta Buena via Honolulu to Puget Sound in ballast. The "Caremapu" was built at Liverpool in 1877. She was formerly the British ship "Kinross," and was a vessel of 1262 net tons. She was owned by Olekers Hermanos and registered at Valparaiso.

To cope with the extra demand for coal, the Inter-Island Steam Navigation Company, Honolulu, has arranged to keep on hand a stock of 20,000 tons of coal. This coal will be both Australian and Japanese, but mainly Wallsend coal from Australia. For discharging cargoes there is in use a Hunt conveyer capable of discharging coal at the rate of 200 tons per hour. When not in use vessels can also be bunkered at this conveyer at the rate of over 100 tons an hour. There is also an automatic coal-handling barge, with a capacity of about 500 tons, which can discharge 125 tons per hour. A large barge will be available during 1915 with a capacity of 1,000 tons, and equipped with conveyer machinery capable of discharging 250 tons per hour. It will have four tubes, which will allow of coal being put into four separate compartments without shifting. The coal going through tubes practically eliminates dust. The time required for bunkering depends on the ship, as coal can be put on board faster than it can be trimmed in the bunkers. The present cost of coal for bunkering is about \$8.35 per ton, including trimming in bunkers. An extra charge is made for labor when working overtime and on Sundays and holidays. This charge will be materially reduced in the near future.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

## International Seamen's Union of America

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and

INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

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(Continued on Page 11.)



# Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBERG.....Editor  
I. M. HOLT.....Manager

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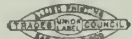
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## NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, DECEMBER 1, 1915.

## THE FUTURE OF FURUSETH!

The Eastern press is overjoyed that "some of the interpretations" of the Seamen's law by the Department of Commerce have caused "a big howl from the erstwhile advocates of the measure."

The Buffalo Commercial, for example, runs the following interesting (?) gossip, which is, by the way, typical of the kind of gush making the rounds of the press:

The howl that Great Lakes passenger vessel men predicted would arise from organized labor over the physical test prescribed by the Department of Commerce in the operation of the La Follette Seamen's law has reached Washington. It came as a telegram from Andrew Furuseth, president of the International Seamen's Union.

Furuseth declared that the sailors must have relief from this stringent provision or many of them will be unable to continue in their occupation.

Furuseth's telegram came from San Francisco, and he declared that men who have followed the sea for twenty years are being thrown out of work by the operation of the law. He asked to have the test modified.

Department officials sent him back a curiously unsympathetic answer. Most of them had opposed the law anyhow, and now they declare that they are imposing upon the sailors only the ordinary physical tests prescribed in other departments of the Government. They declare they cannot make any exceptions in these tests. A standard has been set and if the men cannot come up to it they must be rejected.

Opponents of the law here are wondering what the effect of some of the "interpretations" of the law by the Department of Commerce will be upon the future of Furuseth. It is assumed that the regulations prescribed by the Department are going to make the law very unpopular among the seamen. They may show their resentment by deposing Furuseth, author of the law, from his job with the union.

"A standard has been set" by officials "who had opposed the law anyhow." In these few words we find a ready explanation for the imposition of a physical test which is so unreasonably severe as to border on the absurd.

But someone is rejoicing altogether too soon. Notwithstanding the effort and the apparent desire of time-serving Department officials to discredit the new legislation whenever and wherever possible, the stringent physical test imposed upon seamen has not started a revolution and it has not endangered "the future of Furuseth."

The framers of the Seamen's Act never intended to establish an Army and Navy test

for the sailors of the Merchant Marine. Certainly, the law does not require it; but for the present the "curiously unsympathetic" interpreters have written it into the law. This does not mean, however, that the matter has been settled for all time.

Needless to say, Furuseth's future is not an issue in a discussion of this kind, although one can well imagine how the greedy mammon-serving clique would love to get rid of that matchless and incorruptible old fighter.

## THE A. F. OF L. CONVENTION.

The Thirty-fifth Annual Convention of the American Federation of Labor has concluded its work and in due time "delegates' reports" will be submitted to the 2,000,000 men and women who, as members of affiliated unions, furnish the wherewithal that makes it possible to hold conventions.

Most of these reports will deal mainly (and some only) with the particular transactions which happen to be of special interest to members of the respective organizations. As a result many trade-unionists and others who only casually follow the march of events receive an entirely erroneous impression of the work performed at the annual conventions of the A. F. of L. This is to be regretted and is not as it should be. No American worker should be in the dark as to the functions of the Federation or upon the value of that body as a fighting force for the working class.

Quite a number of well meaning and sincere men who love to style themselves as radicals have acquired the habit of referring slightly to the A. F. of L. Perhaps this is the logical aftermath of a psychology which leads men to the belief that it is better to be known as radicals than as men who are right.

Fortunately, not all radicals are in that frame of mind. No one has ever accused such a progressive and powerful organization as the United Mine Workers of America as being tainted with conservatism. On such fundamental issues as industrial unionism, legislation for the shorter workday, etc., the representatives of the organized coal miners have repeatedly voted with the minority at the recurring battles in the annual conventions.

Yet the official paper of the miners, the United Mine Workers' Journal, frankly acknowledges that no matter "what may be said to the contrary, the American Federation of Labor is the real representative expression of organized labor in this country, and, since unorganized labor is inarticulate, the organized labor movement of this country is the only expression of all labor."

The Mine Workers' Journal then continues with some more wholesome philosophy which is not only worth while reading but is well deserving of preservation for further reference and for re-reading when the "wonder workers" or other short-cut liberators of the working class espouse the doctrine of secession and disruption. To quote:

If some of the conclusions arrived at by the majority of the representatives in this convention are not such as we advocate, we recognize this truth—that only with our fellow workers in all of the industries can we make any material advance. The majority is not always right; neither are those in the minority always right; but right or wrong, the only hope for the working class lies in concerted action; in solidarity; and in a democratic institution solidarity can only be maintained by accepting the verdict of the majority.

But this does not imply that we shall not continue to present our views; to attempt to change this verdict in future conventions. Nor does it mean that, whether we are with the majority or the minority, we shall not keep our minds open

to conviction; shall not change our views when convinced we are wrong.

What we would imply is this: if we are right in our contentions, if the policies we advocate are for the best interests of the workers, our place is in the councils of the body that represents the workers, even though, for the time, the policies we advocate are not adopted; also, let us not overlook the possibility that, however honest we may be, we can be wrong; it might profit us to stay, and learn. Of one thing we can be certain: we can progress no faster than the great body; and great bodies travel slowly.

To those with an unsympathetic attitude toward the A. F. of L.; to those who are inclined to be impatient with the onward march of Labor, we submit the foregoing as almost compelling logic.

Discontent and the expressed desire for greater and swifter progress among American workers are but signs of a healthy and vigorous undercurrent of protest against a system of frenzied commercialism (or capitalism, if you prefer) which sends the worker's children to the factory and the worker himself to the pauper's grave. So let us ever draw the line between the healthy discontent of the many and the sullen impatience of the few who profess to seek greater solidarity, but whose words and deeds spell naught than disruption.

## UNITY OF EFFORT.

J. L. Engdahl is the editor of the Socialist party press service. In his current bulletin Mr. Engdahl refers to the defensive alliance recently effected in Great Britain between the organized railway men, transport workers and miners. Then, after citing some of the deplorable jurisdiction troubles of similar organizations on our own continent, Mr. Engdahl says: "This goes to show how far the American worker is behind the British brother in unity of effort." It is evident that Comrade Engdahl has a convenient habit of taking things for granted if that suits his purpose. If, however, he had seen the map recently issued by the British National Transport Workers' Federation the before-quoted absurd statement would probably not have seen the light of day.

The map in question shows the complications arising from present methods of organization among dockers (longshoremen), water-side workers, etc. It appears that there are about sixteen distinct organizations of longshoremen, several national in scope, and a number not even affiliated with the Transport Workers' Federation. Without going into details, we quote a few lines from Secretary Robert Williams' explanatory statements accompanying the map referred to:

In the coal shipping industry, which calls imperatively for coherent organization, there are no fewer than eight separate and distinct unions attempting to deal with the workers in this occupation. Separate and conflicting tariffs and wage rates! Separate hours and separate conditions arising from separate circumstances! The more one thinks of it the more one resolves to challenge this anachronism on every conceivable occasion. At Grimsby we find that the situation is mirth-provoking, in that the Seamen's Union have enrolled a number of shore workers, while the Gas Workers (the local union for shore workers) have organized a number of the seamen and firemen employed on ships trading across the North Sea.

If this is superior unity of effort we want none of it, and we would suggest to our friend who edits the working class press service that it does not pay in the long run to take things for granted.

Distance lends enchantment—but the British Isles are not so far away that anyone may successfully trifle with the plain truth.

For fair products of all kinds consult the JOURNAL's ad columns.



## DOLLAR'S STALE JOKES.

For the seventy-seventh time "Captain" Robert Dollar has gravely announced that the home office of the "Dollar fleet" will be moved from San Francisco to Vancouver. And for the eighty-eighth time (or thereabouts) the San Francisco Chronicle has shed salty editorial tears because of the awful business depression which will inevitably follow when old man Dollar packs his grip and moves his roll-top desk to Canada.

Until quite recently "Captain" Dollar used to issue another threat of a somewhat different nature. But since most folks have gotten on to his little joke about transferring the "Dollar fleet" to British registry the "Captain" has quit telling that particular tale. The fact is, of course, that the much-advertised "Dollar fleet" engaged in the foreign trade never did fly the American flag, never employed Americans and very few white men of any other nationality. The only exception to the Dollar policy was made at the time when German commerce destroyers were still at large, and then, for very obvious reasons, two steamers of the coolie-manned British Dollar fleet were transferred to American registry.

This little joke about moving the home office of the "Dollar fleet" to Vancouver is a welcome change which will doubtless go the round of the plutocratic press until every newspaper reader has had his fill.

Is it not remarkable how these stage Americans will insist upon making a real drama out of a farce-comedy?

## FEEDING ON FALSE HOPES.

"Hope long deferred maketh the heart sick."

This is evidently the case with our illustrious and distinguished contemporary which published the following "observation from the bridge":

Contrary to expectations there does not seem to be much diplomatic opposition to the freedom to desert granted the seamen of foreign ships by the Seamen's Act, the laws of foreign countries will deal with deserters when they return home. The real tug-of-war will come when the United States Government attempts to refuse clearance to foreign ships carrying Lasear, Arab or Chinese crews unable to understand the language of their officers.

Oh, how these American patriots love freedom! Not the kind of freedom given to the negro slaves by the Civil war or the freedom given to Seamen by the La Follette Act. Nay, nay, Pauline; they want perpetual freedom to exploit the lowly; they want freedom to starve, cheat and defraud the poor ignorant coolies from Asia. And in order to do this successfully they want freedom to drive the last self-respecting American and Caucasian seaman from the seas.

But a very substantial number of real Americans have seen the handwriting on the wall, and the alleged patriots who want the Seamen's law repealed are feeding on false hopes.

After considerable backing and filling the Steamboat Inspection Service has finally ruled that a licensed officer or an able seaman is not required to qualify as a certificated life-boat man to take charge of a boat, but that if they desire to act in the dual capacity of licensed officer in charge or able seaman in charge, and also as life-boat man, the licensed officer must qualify as a life-boat man and the able seaman must qualify as a life-boat man.

## LLOYD'S REGISTER REPORT.

## Notable Increase in United States Shipbuilding Is Commented Upon by Lloyd's Register of Shipping.

The annual report, just issued, of the operations of Lloyd's Register of Shipping during the year 1914-1915, shows that despite the losses incurred by the mercantile marine through the war, the tonnage of vessels which were classed in Lloyd's Register Book at the close of the year ended June 30, 1915, was 300,000 tons in excess of the tonnage classed at the corresponding date of 1914. This tonnage was composed of 10,542 vessels of 24,174,877 tons, divided into 9,632 iron and steel steamers of 22,924,508 tons, 812 iron and steel sailers of 1,236,725 tons and 98 wood and composite sailers of 13,644 tons. British tonnage, according to the divisions made above was, respectively, 13,073,336, 214,545 and 12,067 tons.

War has not, however, been without effect on the work of the Society during the past year. Merchant shipbuilding in the United Kingdom has necessarily fallen off owing to the great demands upon the shipbuilding resources of the country for the production of war vessels of various kinds. Construction has been greatly delayed, and in some cases entirely stopped. This has been so not only in the United Kingdom, but in all the belligerent countries. The dislocation of shipbuilding in those countries has naturally given an impetus to the industry elsewhere. Thus we find greatly increased activity in shipbuilding in the United States of America, in Japan, in the Scandinavian countries, and in Holland. The increase is most marked in America, where there are at present under construction and on order, for classification with Lloyd's Register, the largest amount of tonnage upon record for that country. It thus occurs that the actual volume of tonnage which is in hand throughout the world is not materially different from what it was twelve months ago, but it is differently distributed amongst the several shipbuilding countries.

During the year ended June 30, 1915, plans were passed by the Committee of 733 vessels, representing 1,715,500 tons of shipping, to be built under the inspection of the Society's Surveyors with a view to classification in Lloyd's Register of Shipping, as compared with plans of 749 vessels, of 1,650,000 tons, for the previous twelve months.

The vessels actually completed and classed in Lloyd's Register during the year ended June, 1915, numbered 571, of 1,295,623 tons, of which 536 were steamers, or motor vessels, of a tonnage of 1,289,827, and 35 were sailing vessels, of 5,796 tons. Of the total, 864,247 tons, or about 67 per cent., were built for the British Empire (United Kingdom 844,184 tons, Colonies 20,063 tons), and 431,376 tons, or about 33 per cent., for other countries.

The following table sets forth the new tonnage classed by the Society during the last ten years:

| Year    | STEAM<br>Tons | SAIL<br>Tons | TOTAL<br>Tons |
|---------|---------------|--------------|---------------|
| 1905-6  | 1,408,579     | 4,066        | 1,412,645     |
| 1906-7  | 1,470,312     | 14,410       | 1,484,722     |
| 1907-8  | 1,147,547     | 4,244        | 1,151,791     |
| 1908-9  | 845,719       | 9,265        | 854,984       |
| 1909-10 | 923,703       | 6,243        | 929,946       |
| 1910-11 | 1,089,123     | 9,353        | 1,098,476     |
| 1911-12 | 1,455,988     | 12,178       | 1,468,166     |
| 1912-13 | 1,643,250     | 21,417       | 1,664,667     |
| 1913-14 | 2,014,397     | 5,788        | 2,020,185     |
| 1914-15 | 1,289,827     | 5,796        | 1,295,623     |

In addition to the large number of ocean-going vessels dealt with during the year, plans have been approved for vessels of many other types, including freight steamers for the Great Lakes of America, and a variety of vessels for channel and river service.

The exceptional demands upon existing tonnage, and the delay in the production of new ships, in spite of the large number of orders placed in neutral countries, have resulted in the submission to this Society of proposals for the employment of oversea service of vessels built for and hitherto engaged in less trying trade. In several instances these proposals have been approved subject to conditions necessary for safety.

It may be mentioned that the demand for new tonnage for cargo-carrying purposes has led to the entry into this class of shipbuilding of some establishments in other countries which have not hitherto undertaken the construction of vessels of this character, and it will be readily understood that the work of the Society's Surveyors in the supervision of the building of such vessels has been considerably increased.

Among the special features in vessels built or building during the past twelve months under the special survey of the Society's Surveyors, mention may be made of two steamers of the "Monitor" type, in which the side plating is worked in a corrugated form, and also of a new form of watertight bulkhead in which the necessary strength and stiffness are obtained by working the plating in a corrugated form. A practical test of a bulkhead of this type was carried out under the inspection of the Society's Surveyors.

(Continued on Page 10.)

## OFFICIAL.

## SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Nov. 29, 1915.  
Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping dull. A. Furuseth left for Washington, D. C., during the week. Fifty dollars was donated to the dependents of the miners who lost their lives in the mine explosion at Yakima, Wash., Nov. 1915.

JOHN H. TENNISON, Secretary pro tem.  
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., Nov. 22, 1915.

No meeting. Shipping and prospects poor.  
REGINALD TOWNSEND, Agent.  
Room 11, De Cosmos Block, 1424 Government St.

Vancouver, B. C., Nov. 22, 1915.

Shipping slack; prospects uncertain.  
W. S. BURNS, Agent.  
213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Nov. 22, 1915.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.  
2218 North 30th St. Tel. Main 808.

Seattle Agency, Nov. 22, 1915.

Shipping and prospects poor.  
P. B. GILL, Agent.  
84 Seneca St. P. O. Box 65. Tel. Main 4403

Aberdeen Agency, Nov. 22, 1915.

Shipping dull; prospects uncertain.  
J. PEARSON, Agent.  
P. O. Box 6. Tel. Main 557.

Portland Agency, Nov. 22, 1915.

Shipping dull; prospects uncertain.  
JACK ROSEN, Agent.  
44 Union Ave. North. Tel. East 4912.

Eureka Agency, Nov. 22, 1915.

No meeting; no quorum. Shipping medium.  
OTTO DITTMAR, Agent.  
227 First St. P. O. Box 64. Tel. 159.

San Pedro Agency, Nov. 22, 1915.

Shipping dull; prospects poor.  
HARRY OHLSEN, Agent.  
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Nov. 15, 1915.

Shipping medium; prospects uncertain.  
JACK EDWARDSON, Agent.  
P. O. Box 314. Tel. 2526.

## MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Nov. 26, 1915.  
Regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping quiet. Balloting on officers for the ensuing term was proceeded with.

EUGENE STEIDLE, Secretary.  
42 Market St. Phone Kearny 5955.

Seattle Agency, Nov. 18, 1915.

Shipping slow; plenty of men ashore. Balloted on officers for the ensuing term.

LEONARD NORKGAUER, Agent.  
Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Nov. 18, 1915.

Shipping dull; prospects poor. Balloted on officers for the ensuing term.

HARRY POTHOFF, Agent.  
P. O. Box 54.

Portland Agency, Nov. 22, 1915.

No meeting. Shipping slow; few men ashore.  
THOMAS BAKER, Agent.  
89 Second St. N. Phone Broadway 2306.

## DIED.

John McConomy, No. 1009, a native of Scotland, age 41, died at San Francisco, November 17, 1915.

The "labor leader" who fully appreciates the responsibility of his office is to be commended; but the "labor leader" who falls into the error of regarding himself as indispensable is in need of a severe corrective.



**ANDREW CARNEGIE, "PATRIOT."**

(By Congressman Clyde H. Tavenner.)

One of the strongest arguments in favor of a policy of complete Government manufacture of all munitions of war is that such a policy will remove all incentive for the defrauding of the Government by private manufacturers. The war trust has never hesitated to cheat the Government when it found an opportunity to do so, and it has managed to find such opportunities. It is probable that the exact extent of the frauds that have been perpetrated upon the Government by the war trust will never be known, because it has been only by sheer accident that such frauds have become public in a few instances.

A proposition has been made to Secretary Daniels, however, that if he will agree to reward those who furnish the evidence of extensive armor-plate swindles with a certain percentage of the sums recovered from the armor ring as a result of such information that it will be forthcoming. Those who have made this proposition to the Secretary state that the men who have such information have dealings with the armor concerns, and that others who would testify are in the employment of the armor manufacturers, and that they cannot sacrifice their interests and means of livelihood without some kind of protection. Since there would be no cost to the Government, unless it was able to actually recover fines from the armor patriots, it cannot be seen how the Government can well refuse this proposition. There is little doubt but that the Government has paid high prices for inferior and "doctored" and defective armor plates, guns and gun forgings in scores of instances without the same being detected.

Any discussion as to armor frauds necessitates the mention of one of our prominent millionaires who travels about the country posing as a great patriot—Mr. Andrew Carnegie, who, despite his intimation that he has "retired," holds \$300,000,000 worth of bonds in the United States Steel Corporation, which in turn owns the Carnegie and other war-trafficking subsidiaries, which never hesitate to take advantage of their strangle-hold of our army and navy. Mr. Carnegie's protestation of patriotism notwithstanding. Mr. Carnegie's slice of pork resulting from his \$300,000,000 worth of bonds amounts to \$16,000,000 annually. The American taxpayers contribute the greater portion of this in the form of increased cost of living.

On January 7, 1911, Mr. Carnegie made a speech before the Republican Club in New York City, in which he told how he came to go into the armor-plate business.

"I was coaching in Scotland," he said, "when I got a cablegram from Secretary Tracy" (this is the same Secretary of the Navy Tracy who, after leaving the Government service, became the attorney for the Carnegie Co.), "saying in effect, 'the President says he understands it to be your duty to enter into the manufacture of armor and save the ships from waiting on the stocks for want of it.'"

Mr. Carnegie proceeded then to say:

"That telegram settled it, for whenever the public calls on me for anything I can do, unless I fall dead, it is my glory to respond.

"That is what I did, because the President asked me to do it, and if the President thinks it is my duty to do anything or to

go anywhere for my country, I consider it the voice of God."

Mr. Carnegie went into the armor business as a result of listening to the "voice of God," but there is a sufficiently large amount of documentary evidence to indicate that once in the armor business, with Uncle Sam as a customer, his hearing must have become defective.

**TOO MANY WOMEN.**

That is the problem that faces European countries already and will harass them indirectly for generations to come—the problem of too many women. Again civilization laughs at us! Having got us into this frightful cataclysm of modern warfare, where more lives are lost in a month than has been the toll of years in previous wars, and having crippled us by forcing us to sacrifice our best physical specimens of manhood to machine-destruction, she now smilingly forbids us to revert to the barbarism of the past to solve the difficulty of our dearth of men. Wholesale slaughter of the best and finest that the centuries have bred—if it is accomplished with the latest inventions, and after the usual preliminary red-tape customary among civilized nations has been unwound—Civilization approves. But now Polygamy—never! So England, we learn, wants its women to marry cripples. That evades the law. Figures showing just how great this problem is in the countries of Europe are summarized by the Indianapolis Star:

There were 2,788,373 more females than males in the population of Great Britain, France and Germany before the war was precipitated. Germany had a surplus of 845,661 and France of 645,211 women and girls compared with the number of men and boys.

Great Britain had a surplus of 1,927,501 women and girls before the war. The British losses in battle are estimated at 86,000, with 55,000 missing and 251,000 wounded. To be sure not all the killed and missing are from the United Kingdom. Many are from Canada, Australia, New Zealand, and other British possessions. But it would be safe to say that the war has increased the majority of women and girls in the British Isles to 2,100,000, and the end is not yet. When the war is over there will be literally millions more women than men.

The Germans are estimated as having lost 600,000 killed since the beginning of the war and have 300,000 missing, many of whom, no doubt, are dead. The excess of feminine population probably has been doubled at least in the last fifteen months. There are said to be 1,000,000 Germans on the list of wounded, many of whom are crippled for life. It is apparent, then, that the problem of finding husbands is as serious now in Germany as in London. France had a smaller surplus of women before the war and has lost fewer men than has its antagonist, but it, too, now has more than a million more women and girls than men and boys.

Business men would do well to remember that the logical remedy for any disadvantage in competition suffered by them through the employment of organized labor is not less trade unionism in their own business but more trade unionism in the business of their competitors.

**LABOR'S NEW ALLIES.**

The many powerful forces at work to defeat the aspirations of the common people will find a new line-up opposing them in the Nation's capital this winter. For the first time, organized labor in its task of holding the trenches and extending democracy's battle line, is to have the united support of all "outsiders," who acknowledge labor's leadership and who are ready to fight under labor's banner.

Without regard to doctrine, party, or creed, those who see the necessity of aggressive, organized action by the wage-earners as the only means of establishing real democracy have come together in the new Committee on Industrial Relations, with Frank P. Walsh, Chairman of the United States Commission on Industrial Relations, as their leader.

The Committee has established headquarters in Washington, and to-day the same men who dragged the truth about Colorado from Rockefeller's unwilling lips are on the job ready to insist that Congress do something to remedy the evils that Walsh and his associates exposed.

Walsh comes to Washington to find the National Capital overflowing with the lobbyists and publicity agents of the big interests that bitterly opposed him at every step in his work, just as they always have opposed every move that was likely to strengthen the power of the workers.

Navy Leagues, Security Leagues, Manufacturers' Associations, and a score of similar organizations have opened headquarters and are seeking the ears of Congressmen with their program for a huge army and navy, the repeal of the Seamen's act, and all the other planks in the program of Special Privilege. Every office building in Washington has its one or more suites of offices where skilful lobbyists and writers are at work preparing to overwhelm Congressmen with their pleas for action in the interests of "business." Much is to be heard about American Supremacy, by which is meant a great foreign trade to be built up on reduced labor costs at home, and, therefore, on the discouragement of unionism.

In New York on Wednesday, employers claiming to represent \$14,000,000,000 in capital met to organize a central organization to fight labor and to set up the "open shop" throughout the land. In speeches by the presidents of the great employers' associations opposed to organized labor, Walsh and his committee were bitterly denounced, and plans were made to carry the fight against labor into Congress.

Basil M. Manly, author of the Commission's main report to Congress, is on the job in Washington as director for the new committee. With him are Dante Barton, personal representative of Mr. Walsh, and George P. West, publicity director for the Federal Commission, and author of the Colorado report. Already they are in touch with many members of Congress, and are at work to counteract the influence of big business and to push measures designed to leave labor free to organize. And Walsh is to give his personal attention to this new job.

The Committee bases its existence on its report of organized labor, and it has labor's support as a matter of course. It sees organized labor as the leader in the fight



for which it has enlisted and it will be loyal to that leadership. And it will gather behind it for the support of labor the enormous strength of all those who have wanted to help without knowing just how.

One of the many who have endorsed the new Committee is T. V. Powderly, the veteran pioneer leader, who, as head of the old Knights of Labor, first shook the arbitrary power of the anthracite coal operators of Pennsylvania, and helped lay the foundations for the American labor movement of to-day.

"The formation of the new Committee shows what labor has accomplished in the past thirty years," said Mr. Powderly. "In the old days you couldn't have gotten a corporal's guard outside of the rank and file of labor itself who understood what labor wanted, or who would have admitted that labor was right.

"Welfare workers were plentiful enough, and there were many who believed in unions if they were 'run right.' But wholehearted, thoroughgoing support from men like Walsh was unknown. If we had such a committee in the old days it would have helped us as nothing else could. It is a sign that a big class is growing up in this country who see that we can't have a democracy until wage-earners have won the right to a compelling voice in determining the conditions under which they shall work."

#### ISLANDS IN THE AEGEAN.

Just now the following will be of interest to our readers. Most of the islands in the Aegean Sea now belong to Greece. According to the latest maps the islands of Imbros and Tenedos near the entrance to the Dardanelles belong to Turkey. Mytilene and Chios are Greek. Italy is in possession for the time being of the twelve Sporades, Phurim, Palmos, Arki, Lipsos, Leros, Levitha, Kalymnos, Kos, Nisyros, Tilos, Lymni, and Rhodes. Astropalia and one or two very small islands near it, Karpathos and Kasos, are Turkish. Some maps include the Astropalian group in the islands claimed by Italy. After the Balkan war, the question of the ownership of the islands had been referred to the adjudication of the powers. The population was principally Greek, and loudly in favor of annexation. Forces of Greece were in possession of all but the twelve Sporades, which were seized by Italy in the Tripoli war. Greece insisted upon the retention of the others, Turkey on their return as essential to the protection of the Dardanelles. It was generally believed that Italy desired permanent possession of the Sporades. It was finally agreed by the Treaty of Bucharest on August 10, 1913, that Imbros and Tenedos should belong to Turkey, and the rest to Greece, with the exception of those in Italian possession. The question of their ownership was to be settled later. Greece agreed not to fortify either Mytilene or Chios. Relations between the contestants were strained almost to breaking point over this decision, and Turkey refused to recognize the Greek occupation of the islands. In October, 1914, the Greek Premier openly referred to the interruption by Turkey of the *pourparlers* at Bucharest, which had promised to settle the vexed question of the Aegean Islands.

Demand the union label upon all purchases!

#### POVERTY ITEMS.

The JOURNAL presents herewith a number of news items, which tell their own tale in forceful and eloquent language:

Several sailing ships, which changed hands a few years ago at a little over breaking-up prices, have recently been sold at record figures. The "Torridon," 1,502 tons reg., built at Aberdeen in 1885 at a cost of £13,500, has been sold for £9,000. In 1910 she was sold for £4,250. The "Erbrin," 1,968 tons reg., built at Port-Glasgow in 1887 at a cost of £18,000, has been sold for £13,500, and in 1910 she was sold for £3,100. The "Danmark," 1,374 tons reg., built at Copenhagen in 1892 at a cost of £13,000, was sold in 1904 for £3,750, and has now changed hands at the price of £6,750. The "Wynford," 1,859 tons reg., built at Port-Glasgow in 1897 at a cost of £18,000, has been sold for £13,600. The "Almora," 1,769 tons reg., built at Port-Glasgow in 1893 at a cost of £16,000 (sold in 1911 for £4,800), has just been sold for £11,000. The "Torrey," 1,609 tons reg., built at Port-Glasgow in 1893 at a cost of £16,500, has been sold for £11,000, and her value in 1910 was only £3,100, at which price she then changed hands. The "Hawthornbank," 1,288 tons reg., built at Port-Glasgow in 1889 at a cost of £12,500, was sold in August last for £5,650, and has just been resold for over £8,000.

\* \* \*

"Ribston," Br. st. smtr., 3,372 tons gross, 2,185 net, carries about 5,295 tons deadweight on about 23 ft. 1½ in., built at West Hartlepool in 1894, at a cost of £29,800, S. S. No. 2 in 1913, steams about 9 knots on about 16 tons, owned by the London Gate Steamship Co., Ltd. (Messrs. H. W. Dillon and Sons), London, and which was offered for sale by auction in April and withdrawn at £24,000, and sold after the auction to her present owners for about £25,000, has been sold to London buyers for about £42,000.

\* \* \*

The highest rate ever paid an American schooner for carrying a cargo of coal will be paid to the owners of the six-masted schooner "Edward J. Lawrence," which left Boston recently to fill a charter to transport 5,000 tons of coal from Norfolk to Barcelona, Spain, for \$52,500. The five-masted schooner "Harwood Palmer" has been chartered to carry 4,000 tons of coal from Norfolk to Lisbon. The freight will amount to \$25,000 on this cargo.

\* \* \*

A Danish firm of coal importers in Aarhus, Messrs. Moller, Kampmann and Slerskind, ordered in the beginning of the present year a steamer of 2,400 tons carrying capacity from the Elsinore Ironshipbuilding Co. The price was 425,000 kr. The steamer was launched Sept. 18, and was on the same day sold by the owners to a Norwegian ship-owner, Mr. Knudsen, of Haugesund, for 750,000 kr.

\* \* \*

"Chorley," Br. st. smtr., 3,828 tons gross, 2,468 net, carries about 7,200 tons deadweight, built at Stockton in 1901, at a cost of £49,900, S. S. No. 3 in 1913, new donkey boiler in 1913, owned by the Tatem Steam Navigation Co., Ltd. (W. J. Tatem, Ltd.), Cardiff, and which was valued in 1909 at £21,956, has been sold to Messrs. Brys and Gylsen, London, for about £60,000 and renamed the "Tongrier."

\* \* \*

"Northam," Br. st. smtr., 3,842 tons gross, 2,475 net, built at Stockton in 1902 at a cost of £49,900, owned by the Tatem Steam Navigation Co., Ltd. (W. J. Tatem, Ltd.), Cardiff, and which was valued in 1909 at £22,455, has been sold to Messrs. Brys and Gylsen, London, for about £60,000 and renamed the "Normandier."

\* \* \*

The directors of the Steamship Co. "Oostzee," of Rotterdam, have decided to distribute an interim dividend of 25 per cent. Last year no interim dividend was paid, but a total dividend of 7 per cent. was declared.

\* \* \*

The Uruguayan barque "Carolina" recently purchased at a marshal's sale at Galveston for \$8,200, has been sold to Swedish buyers for \$20,000.

Organized labor must go forward in its struggle for better industrial conditions, for better sanitary conditions and surroundings, for better and more efficient education. It must go forward to the time when equal opportunities shall be accorded to all men and women; it must go forward to the time when hours of labor shall be reasonable in all industries, and when the opportunity for recreation and study shall be ample and sufficient for all legitimate purposes.—Cigar Makers' Journal.

That government is best which governs least.—Jefferson.

#### NOTICE TO SEAMEN.

##### IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,  
V. A. OLANDER, Secretary.

#### LAKE DISTRICT, I. S. U. of A.

##### HEADQUARTERS:

LAKE SEAMEN'S UNION,  
570 West Lake Street, Chicago, Ill.

##### BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street  
Telephone Seneca 936 R.  
CLEVELAND, O.....1401 W. Ninth Street  
Telephone Bell Main 1842.  
MILWAUKEE, WIS.....133 Clinton Street  
Telephone South 240.  
ASHTABULA, O.....21 High Street  
Telephone 552.  
NORTH TONAWANDA, N. Y.....152 Main Street  
Telephone Bell 2762.  
DETROIT, MICH.....15 Twelfth Street  
Telephone 3724.  
SUPERIOR, WIS.....1721 N. Third Street  
Telephone, New, Broad 385.  
BAY CITY, MICH.....103 Fifth Avenue  
OGDENSBURG, N. Y.....70 Isabella Street  
CONNEAUT, O.....922 Day Street  
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue  
PORT HURON, MICH.....517 Water Street  
ERIE, PA.....107 E. Third Street

##### MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

##### HEADQUARTERS:

71 Main Street, Buffalo, N. Y.  
Telephone Seneca 48.

##### BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street  
CHICAGO, ILL.....445 LaSalle Avenue  
MILWAUKEE, WIS.....151 Reed Street  
DETROIT, MICH.....27 Jefferson Ave., East  
SUPERIOR, WIS.....1814 Fourth Street  
OGDENSBURG, N. Y.....70 Isabella Street  
BAY CITY, MICH.....103 Fifth Avenue

##### MARINE COOKS AND STEWARDS' UNION.

##### HEADQUARTERS:

406 N. Clark St., Chicago, Ill.  
Telephone Main 365.

##### BRANCHES:

Buffalo, N. Y. Toledo, O.  
Cleveland, O. North Tonawanda, N. Y.  
Milwaukee, Wis. Superior, Wis.  
Ashtabula, O. Erie, Pa.

##### UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

##### MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

##### RELIEF STATIONS:

Ashland, Wis. Ogdensburg, N. Y.  
Ashtabula Harbor, O. Oswego, N. Y.  
Buffalo, N. Y. Port Huron, Mich.  
Duluth, Minn. Manitowoc, Wis.  
Escanaba, Mich. Marquette, Mich.  
Grand Haven, Mich. Milwaukee, Wis.  
Green Bay, Mich. Saginaw, Mich.  
Houghton, Mich. Sandusky, O.  
Ludington, Mich. Sault Ste. Marie, Mich.  
Manistee, Mich. Sheboygan, Wis.  
Erie, Pa. Superior, Wis.  
Menominee, Mich. Toledo, O.



## WEEKLY NEWS LETTER.

(Continued from Page 3.)

borne in mind that he would not have either the wages or the seniority rights he enjoys but for the brotherhood, and that he is simply a parasite—an unprincipled sponger—if he persists in enjoying the benefits and advantages that the brotherhood men have won while he himself contributes nothing either in money or effort to aid the brotherhood in its work. The Brotherhood of Locomotive Firemen and Engineers is a business institution and at this stage of developments, when complete organization is so requisite to success in the coming struggle, the locomotive fireman who is obstinately determined to stay out of our brotherhood, although eligible to membership therein, is entitled to no respect from our members, much less to any solicitude on our part as to his getting what 'rightfully' belongs to him. If a man of such debased principle had what really rightfully belonged to him he would be neither firing a locomotive nor filling a job as hostler."

## Disagrees With Rockefeller.

Trade unionists are not the only ones who refuse to take seriously the efforts of John D. Rockefeller, Jr., to smooth over affairs in Colorado. Mr. Rockefeller recently issued a pamphlet, in which he makes this statement to his Colorado Fuel & Iron employees:

"You can count upon me as I shall count upon you for loyal support and co-operation in the furtherance of our common interests, each one striving to see not how much he can get out of the company, but how much he can put into it. Thus all will be benefited and prosper."

The Detroit News, in an editorial, shatters this beautiful picture thusly:

"Probably young Mr. Rockefeller is sincere, there is a naive tone to his remarks. But statistics and history are against him. There is, it is true, a chance for a certain small percentage of children born to the miners to become bosses and attain some degree of affluence, but the remaining large percentage—however faithful and unselfish—is destined to dark, unending toil. And to give of oneself without question to the Rockefeller interests is a program that no laboring man will be likely to adopt while memory of the Colorado strike war endures."

## Good Food Cures Pellagra.

While professional "uplifters," philanthropists and investigators have given various reasons for the southern scourge known as pellagra, the United States public health service declares that its investigations, during the past year, has proven that pellagra is caused by workers being too poor to buy proper foods, and that "the available data thus points to a lessened financial ability of the southern wage earners' families to provide a properly balanced diet."

An exhaustive review of data relating to the diet of workingmen's families, particularly among the poorer classes, who suffer most from pellagra, has been made by the service in connection with its study of the disease. This tends to show that the rise in the cost of food bears directly upon the increased prevalence of pellagra, as it makes it harder for the poorer families to obtain a general diet of healthful foods.

"The lower the economic status of the white American family," says the review,

"the greater is the pressure for sacrifices in diet, particularly in animal protein foods, since they are the most expensive.

"The economic status of wage-earners' families in the southern States, particularly of cotton mill families, is lower than that of wage-earners' families in other sections of the country."

Governor Brewer of Mississippi has pardoned the 11 convicts who volunteered to be experimented on by officials of the United States Public Health Service, and who proved that poor diet is responsible for pellagra. Six of the convicts were life prisoners. The experiments extended over a period of one year. It is stated that six of the pardoned men have pellagra in a pronounced form, and they will now be nursed back to health.

## Gen. Crozier's "Efficiency" Bug.

Gen. William Crozier, chief of ordnance, United States Army, has begun a campaign for the restoration of the Taylor system in the United States arsenals. Recently, in Philadelphia, before a Y. M. C. A. audience which was made up of factory managers, superintendents, engineers and accountants, he made an attack upon the organized workers, condemning them because the Federal appropriation bill forbade the use of that money for the maintenance of so-called "scientific management" schemes.

In all fairness Gen. Crozier ought to present his views to an audience of workers. Should he be willing to deliver his lecture we feel sure organized labor would furnish him with an appreciative audience who, even though they differ with him, would treat him with the respect due his office.

Perhaps one of the worst tendencies of the "scientific management" scheme is that toward specialization. The systems are based upon the theory that promotes general specialization in all industries. And it need be stated here that specialization in industry is different to specialization in the professions. In the latter, specialization means a general knowledge of all branches of the profession and the mastery of a particular branch. In industry the specialization of the workers means that they have one small, insignificant part of the work to do thousands of times over and over again each and every day and without the slightest knowledge of any other part of the trade or industry.

"Scientific management" makes ideals of workmanship and craftsmanship impossible. It is away from ideals of democracy. It serves to promote only a few, and a few selected at the expense of the many. It fosters and promotes a spirit that is hostile to humanity in industry and democracy in society. Its spirit, its methods and its purposes are hostile to the spirit of collective bargaining. It has nothing in common with that effort of the workers to protect themselves and to work out their best interests. From all sources comes confirmation of the attitude of trade unionists toward "scientific management."

Undoubtedly, one of the purposes of this specialization is to make the workere more dependent. As their training is narrow, they fit into few places and are less adaptable. This condition is reflected in the spirit of the men.

In one part of his address, speaking of the men employed in the arsenals, Gen. Crozier said: "The men do not wish to

strike when they know that their places can be filled." No more truthful and cynical utterance could be made. The same truism and cynicism could be applied to any people suffering from tyranny and injustice in any form. If men know in advance that the purpose they have in making any effort to secure relief from wrongs and injustice and the attainment of freedom, can be thwarted, it takes the heart out of them. This is true of workers who would be willing to strike for their rights as it is in other fields of human aspirations.

Two committees of Congress have investigated the subject of "scientific management" and particularly the Taylor system as it existed in the United States arsenals. On the first committee served two men who are now members of President Wilson's Cabinet—Secretary of Labor William Wilson and Secretary of Commerce Redfield. That committee made a report upon the Taylor system condemning principles upon which it was based and the effects that it has upon the workmen. One statement from their report is in itself sufficient to discredit the entire scheme:

"By the stop-watch you may be able to determine the time in which a piece of work can be done, but you do not thereby alone determine the length of time in which it ought to be done.

"The time study of the operations of any machine can be made with a reasonable degree of accuracy, because all of the elements can be taken into consideration in making the computation. A machine is an inanimate thing—it has no life, no brain, no sentiment, and no place in the social order. With a workman it is different. He is a living, moving, sentient, social being; he is entitled to all the rights, privileges, opportunities, and respectful consideration given to other men.

"He would be less than a man if he did not resent the introduction of any system which deals with him in the same way as a beast of burden or an inanimate machine."—American Federationist.

## "Conscript Wealth First."

Australian trade unionists do not favor conscription of men for the European war while wealth escapes. At a meeting of the Sydney Labor Council it was voted that:

"This council is opposed to any form of compulsory service of life, health and limb that does not, first of all, bring wealth under conscription."

## LLOYD'S REGISTER REPORT.

(Continued from Page 7.)

The tonnage classed by the Society during the year includes 26 vessels, of 171,681 tons, built upon the Isherwood system of longitudinal framing. Up to date there have been built, or are in course of construction, to the Society's classification, over 300 of these vessels, totaling 1,675,000 tons gross.

The number of vessels intended to carry petroleum in bulk which have been classed by the Society during the year under review is 22 vessels, of 120,324 tons. The total number of such vessels at present classed in Lloyd's Register Book is 290, of 1,300,000 tons gross.

As a consequence of the great and increasing demand for vessels carrying oil in bulk, which has been intensified since the commencement of the war, several proposals have been dealt with for the conversion of ordinary cargo vessels of various types, either built or building, into tank steamers for the carriage of petroleum or other oil cargoes.

It is the worker, not the voter, who governs the conditions of labor.



## CHEAP ASIATIC LABOR.

(Editor's Note—The current issue of the "Marine Caterer," published at Liverpool, England, by the National Union of Ships' Stewards, Cooks, Butchers and Bakers, contains a deeply significant editorial, printed hereunder, with reference to the problem of Oriental labor on British ships. Attention is directed to the fact that Asiatic competition is an ever pressing menace to the seamen of all Caucasian nations. Such "Americans" as R. P. Schwerin and Robert Dollar are soul-mates and affinities of those British ship-owners who are never happy without coolie crews.)

Twelve months before the war broke out the question of cheap Asiatic labor on board British ships was being brought to the front by the Sailors' and Firemen's Union, our own Union, and the National Transport Workers' Federation.

Demonstrations were held in all the large seaport towns throughout Great Britain, and at every one resolutions were passed condemning the action of ship-owners in engaging yellow labor in place of white.

It was intended to approach the ship-owners with the object of having the system abolished, but the outbreak of war for the time caused us to suspend our operations. But not the "patriotic" ship-owners.

In August, 1914, an agreement was entered into between the Admiralty, the Sailors and Firemen's Union, and ourselves, in which our side agreed to assist in the manning of all ships chartered by the Government, the men to receive an extra £1 per month war bonus when engaged in such ships.

Since that time several meetings have been held between officials of the Admiralty, the Sailors and Firemen's Union, and ourselves. At these meetings we could plainly see the hand of the Shipping Federation and the cheap labor ship-owners. Two important propositions were placed before us:

1. "That we should advise our men to agree to the Naval Discipline Act being put into operation on board transports, etc., which entitled the men to all the naval punishment but none of the naval benefits."

2. "That we should agree to the Government engaging more Asiatic labor."

Their argument for these suggestions was that there was a scarcity of seamen, etc., and many seamen at present were drunken, dissolute, dirty and unreliable, failing to join, and joining ships late and unfit for work, etc., etc.

We refused emphatically to agree to either of these proposals, and other schemes were put forward by both sides, but none proved acceptable, the Shipping Federation being the chief objectors to our scheme. That was the position up to July last.

Since that date the shipowners have been constantly agitating for Asiatic labor and naval discipline, not only on Government ships, but all ships.

Until recently we have been successful in combating these moves, but at the time of writing things are rapidly developing. The Holt liners "Anchises" and "Orestes" paid off their crews on arrival at Liverpool, and have placed a large number of Chinese firemen on board.

The Cunarder "Andania," lying in Lon-

don, has several Japs both in the steward department and on deck.

The Allan liner "Tunisian" has a large number of Goanese in the steward department at less than £2 per month.

Our General President has laid these complaints before the Government, who have promised to inquire into them.

The Liverpool Joint Seafarers' Board are meeting to discuss the position as we go to press.

Lord Kitchener wants thirty thousand recruits per week. If anyone says or does anything likely to be detrimental to recruiting they are subject to heavy penalties under the Defense of the Realms Act. We suggest that the action of shipowners in displacing British labor by cheap Asiatic labor comes under this Act, and they ought to be treated the same as any other offenders.

The Executive Committee of the Transport Workers' Federation have decided to give all the assistance possible in our fight for British Seamen for British Ships.

At present it looks as if there is going to be trouble if the shipowners don't alter their attitude towards the men, who have not only carried on our trade, but have also done their share (and are still doing it) towards bringing this terrible war to a successful conclusion as far as the Empire is concerned.

Shortly after the war broke out the trades unions of the country were asked by the Government to suspend several of their important rules and regulations, so that the work (chiefly munition making) could be increased. This was done, and the men affected know it to their cost.

As a trade union we have honestly tried to prevent strife during this war, but if we are to be ignored and flouted by the employers bringing in worse than blackleg labor, then it is our duty to defend the position we have won by hard fighting against a relentless enemy.

## ASCENSION ISLAND.

The Island of Ascension is in the Atlantic Ocean, belongs to Great Britain, is of volcanic formation, eight miles by six in size, and has a population of about 450. It was uninhabited until the confinement of Napoleon at St. Helena, when it was occupied by a small British force. It is 280 miles northward of St. Helena. Vast numbers of turtles are found on the shores, and it serves as a depot and watering place for ships. Ascension is governed by a Captain appointed by the British Admiralty. There is no private property in land, no rents, no taxes, and no use for money. The flocks and herds are public property, and the meat is issued as rations. So are the vegetables grown on the farms. When an island fisherman makes a catch, he brings it to the guardroom, where it is issued by the sergeant-major. Practically the entire population are sailors, and they work at most of the common trades. The muleteer is a Jack tar, so is the gardener, so are the shepherds, the stockmen, the grooms, masons, carpenters, and plumbers. Even the island trapper, who gets rewards for the tails of rats, is a sailor. The climate is almost perfect, and anything can be grown.

A man is judged by his deeds; also by what he doesn't do.—The Mediator.

## Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

## International Seamen's Union of America

(Continued from Page 5.)

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SEATTLE, Wash., Room No. 203, Grand Trunk Dock. P. O. Box 214.  
PORTLAND, Ore., 89 Second St. N.  
SAN PEDRO, Cal., P. O. Box 54.

### ALASKA FISHERMEN'S UNION.

#### Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

#### Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.  
ASTORIA, Ore., P. O. Box 138.

## The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia  
23 ERSKINE STREET, SYDNEY, N. S. W.



## Labor News.

Officers of the International Association of Machinists have published a report that includes gains made since their last list was issued. It is shown that approximately 16,000 of these workers have secured either the eight-hour day or other substantial reductions in hours, while wage increases play a prominent part in the gains made. About 12,000 other employees have benefited, the machinists say, by their agitation.

"Organized labor cannot advance by the commission of crime," said John R. Lawson, in a speech in Pueblo, Col. "Education and moral courage are the two great assets of our cause. As yet all laboring men have not the moral courage to stand up and demand that their rights be considered. But a new era is dawning, and through these two assets we will win." A large crowd welcomed the miners' official who visited this city for the first time since his unjust conviction in Judge Hillyer's court. He made but one reference to his imprisonment, and then in a humorous manner.

Thousands of men and women working in the upper floors of hundreds of ramshackle buildings in New York hourly face the peril of death, according to members of the State Industrial Commission, who are investigating the fatal Diamond candy fire in Brooklyn. It is impossible, they said, to see that each order for the safeguarding of employees' lives is obeyed. They must depend upon the conscience of the employer to prevent a repetition of such scenes as that when at least twelve girls and men perished at the Diamond fire, and of the Triangle shirt waist factory, when the dead numbered 147.

Rubber manufacture involves the use of numerous poisonous substances, says a report on this question, issued by the United States department of labor. The dangerous nature of some of the compounds used in the rubber industry is not as yet commonly known, so that cases of industrial poisoning may occur without being recognized as such and ascribed to their true cause. Trade secrets make it impossible to investigate this industry thoroughly, but enough is known, says the report, to make it possible to equip and manage a rubber factory so that exposure to the various industrial poisons will be reduced to an insignificant minimum or wholly eliminated. Relatively little, however, seems to have been done in this direction.

The Pennsylvania State Prison Labor Board, created by the last legislature to supervise the work of prisoners in State penal and reform institutions, organized last week. Under the law the board receives an appropriation of \$75,000 to purchase machinery and supplies and establish the system. The supplies will be sold only to State institutions and prisoners are to be paid from 10 cents to 50 cents a day. Three-fourths of earnings go to the dependents of prisoners. Where there are no dependents the money is credited to the prisoners, who will receive one-third when discharged, one-third three months later and one-third six months later. It is hoped that this plan will be extended, thereby solving the convict labor problem. The office of the State prison labor board will be at Philadelphia.

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## Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

|                    |                     |
|--------------------|---------------------|
| Aasgard, Andrew    | Krager, C.          |
| Abolln, K.         | Kressman, Karl      |
| Alonzo, T.         | Liesen, Wm.         |
| Anderson, P. A.    | Larsen, Olaf        |
| Andersen, A. C.    | Leonard, John       |
| -1108              | Lindeman, C. H. O.  |
| Abrahamsen, Halp-  | McIntyre, James     |
| tan                | Mikkelsen, K. -1620 |
| Andersen, Hjalmar  | Mjones, John        |
| Bering, Paul       | Martensen, Ingoald  |
| Berg, Johamus      | Mathisen, Sigurd    |
| Berger, Car        | Moore, C. R.        |
| Bekker, George     | Mattson, Erick      |
| Brower, Geo.       | Mikkelsen, A. W.    |
| Bucknam, J. W.     | Nilson, Conrad      |
| Brown, D. C.       | Nelson, Axel        |
| Carlson, Albert    | Nelson, N.          |
| Carlson, John -861 | Nurminen, J. E.     |
| Cords, A.          | Nass, John          |
| Connouton, T. H.   | Newland, Ernest     |
| Christensen, Anton | Nordstrom, E. V.    |
| Dyrnes, L. E.      | Olsen, Harald       |
| Eaton, I. N.       | Olsen, Herman       |
| Engstrom, Ch.      | Olsen, C. E.        |
| Erikson, C.        | Olson, Hans         |
| Farridane, P.      | Olson, J. E.        |
| Gjelseth, I.       | Ona, Sam            |
| Gundersen, Peter   | O'Brian, J. S.      |
| Gustafson, Jh.     | Pabst, Max          |
| Gustafson, Karl    | Paulson, C.         |
| Gustafson, Martin  | Pestof, S.          |
| Grant, Dave        | Peterson, Hugo      |
| Haas, W.           | Peterson, C. A.     |
| Hagger, F. W.      | Peterson, A. -1223  |
| Hansen, Alex M.    | Petterson, Harry    |
| Hansen, Olaf       | Peterson, Hans      |
| Hansen, E. -1437   | Pederson, Carl      |
| Hill, C.           | Rasmussen, Arthur   |
| Henriksen, Harry   | Rulter, J.          |
| Herman, Axel       | Samuels, H.         |
| Halmberg, Karl     | Sorensen, Jorgen    |
| Hjelgren, John     | Svendsen, J. -1331  |
| Jose, C.           | Stalsvik, J.        |
| Johnson, Andrew    | Sundt, Sigfried     |
| Johnson, Jacob     | Schwelstous, W.     |
| Johnson, P. M.     | Slimminghjm, G.     |
| Johnson, Ole       | Salvesen, Salve     |
| Jacobsen, Oscar    | Samuelson, Leonard  |
| Jensen, S.         | Seliken, H.         |
| Jorgensen, Fred    | Strandevus, Jack    |
| Kielgren, John     | Voekenstedt, Wm.    |
| Kohlmelster, O.    | Walters, G. P.      |
| Kristiansen, Nils  | White, A.           |
| Kalning, Jacob     | Williams, T. C.     |
| Karell, J.         |                     |

## Tacoma Letter List.

|                      |                      |
|----------------------|----------------------|
| Cords, W. A.         | Olsen, Martin E.     |
| Evertsen, Olof       | Peterson, John       |
| Farrell, William     | Peterson, Fritz Leo- |
| Haugan, Arthur       | nard                 |
| Johannsen, Christian | Schmidt, Louis       |
| Linea, W.            | Thomas, Paul         |
| Line, Victor         | Ullman, Emil         |
| Murphy, Danial       |                      |

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## Eureka, Cal., Letter List

|                  |                   |
|------------------|-------------------|
| Contreras, Julio | Kustel, Victor J. |
| Kyrkslatt, Lars  | Kinowsky, A.      |
| Lawrence, Harry  | Ingebretsen, Alf. |
| Melander, G. L.  |                   |

## INFORMATION WANTED.

Johan Hilmar Hansen, a seaman who was last heard from in Seattle, Wash., in 1911, is inquired for by his father, Anton Hansen, Nygaten 34, Moss, Norway. 5-13-14

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. 5-13-14

Knut Jensen No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Tangemunde, A/Elbe Ostenerweg, No. 7, Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis. 4-14-15

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks Ave., Pasadena, Cal. 7-29-14

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## INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuanu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anyone knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden. 5-13-14

Frank Melson, who went as fireman on the S.S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminister avenue, W. Philadelphia, Pa.

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15

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## Portland, Or., Letter List.

Anderson, John Martin, J. C.  
Anderson, John E. Moen, T.  
Benson, S. Miller, E.  
Bartells, Otto Munchmeier, H.  
Bernardsen, Chas. Morgan, Tim  
Bugge, Mr. Muller, P.  
Carty, Carl Metts, John  
Dybdal, Olaf Moller, L. D.  
Decas, O. McConnell, David S.  
Dolany, Willie Meckemann, Ernst  
Erickson, Eric Nilsson, Axel -1176  
Engen, Paul Nielsen, M. P.  
Elisen, Sam Ohlsson, J. W.  
Edstrom, John Osterberg, Henry  
Ekberg, Hugo Oglive, Wm. A.  
Farrel, W. Pohland, M.  
Fernandez, Frank Palm, P. A.  
Gundersen, Fredrik Perkins, Paul  
Hecker, Wm. Peterson, M.  
Halbeck, J. O. Roos, Oscar  
Henriks, Waldemar Rabel, John  
Ingelbrigsten, O. Reskan, George  
Johnson, E. D. Stovick, Ingvald  
Jorgensen, Robert Slocum, Ernest  
Johnsen, A. Shallies, K. G.  
Jensen, Christ Schneider, Fritz  
Jensen, Wm. Swanson, Emil  
Jonsson, Nils Soderlund, Uno  
Jonsson, Karl Sorensen, Jorgen  
Koster, Eric Shea, Oscar  
Kosel, Harry Schacht, H.  
Karlsen, Arnt Schultz, John N.  
King, J. L. Selin, Joe  
Kelly, Patric Salmelin, H.  
Kjer, Magnus Saarinen, W.  
Knudsen, Richard E. Tuhkanen, J. J.  
Larsen, L. K. Urso, Geozzep  
Livingston, E. J. Vege, Wm.  
Larsson, Ragnar Vinx, H.  
Larsen, H. Welt, M. P.  
Leonhard, George Windblad, M.  
Letchford, A. Wheatcroft, L. E.  
Lindblad, Konrad White, Harry  
Lindberg, A. C. Westengren, C. W.  
Lindholm, John Zickerman, Hugo  
Loescher, Joseph Zunk, Bruno  
Miller, Winford

## Aberdeen, Wash., Letter List.

Albers, Geo. L. Paul, George  
Anderson, Anton Peters, Walter  
Andersen, -1118 Pearson, J.  
Arntzen, W., reg. Peters, Walter  
Andersen, Andrew Paaso, Andrew  
Bunte, Paul Pettersen, Karl  
Burmester, T. Petersen, J.  
Bjorklund, G. Peterson, Nels  
Davis, Frank Risenius, Sven  
Elsing, Ben Rundblad, Oscar  
Eriksson, -333 Schmidt, Heinrich  
Evensen, Krist Simensen, Isak  
Gronros, Oswald Scheftner, Bernhard  
Gueno, Pierre Thorn, A. L. -70  
Holmroos, W. Toves, H. C.  
Hansen, Ove Max Thorne, John  
Hylander, Gustaf Thompson, S. K.  
Kallas, August Uddy, Harold  
Karlsen, Victor Wehrman, John  
Ludtke, Emil Walder, Olsen N.  
Machado, Henry Packages.  
Magnusson, Walde- Glazer, Y.  
mar Gorgensen, Olaf  
Munsen, Fred Hansen, John  
Nielsen, -1054 MacGulre, O. F.  
Nielsen, Harry Stanners, W. S.  
Nordgren, Chas.



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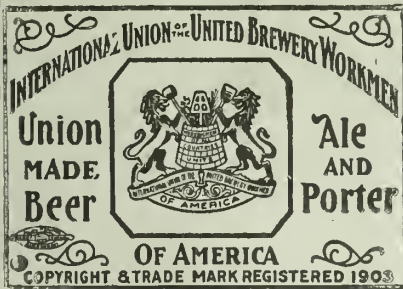
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## INFORMATION WANTED.

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schooner on the Pacific Coast, is in-  
quired for by Gus Englund. Any in-  
formation regarding the above named  
will be gladly received at 214 Jack-  
son street, San Francisco, Cal.

1-27-15

Theodore Krakan, last heard of in  
September 1911, at New Orleans, La.,  
is inquired for by his mother. Any  
one knowing his whereabouts please  
notify Mrs. Ad. Krakan, Langenehm  
38 I, Hamburg 22, Germany.—8-25-15.

## Home News.

Ten feeble-minded male inmates  
of the Wisconsin State Home at  
Chippewa Falls were subjected to  
operations for sterilization. This was  
done under a law recently passed.

The Georgia Legislature has passed  
bills prohibiting publication of liquor  
advertisements, and limiting the  
amount of liquor a person may re-  
ceive from outside the State to two  
quarts of whisky per month, one  
gallon of wine and 48 pints of beer.

Frank P. Walsh, chairman of the  
late Commission on Industrial Rela-  
tions, met a number of colleagues in  
New York last week and organized  
a permanent commission on indus-  
trial relations, the object of which  
is to urge upon Congress the re-  
forms advocated by the late Federal  
Commission in its report.

An explanation of the recent search  
of the American steamship "Zea-  
landia" by British sailors off Pro-  
greso, Mexico, was made at the  
State Department by Charge Bar-  
clay of the British embassy, who  
claimed the vessel was on the high  
seas at the time and not in Mex-  
ican territorial waters, as had been  
alleged.

Ten years ago a membership on  
the New York Stock Exchange sold  
for \$95,000. That is the highest  
price ever paid. Since that time  
seats have sold down to nearly \$60,-  
000. They have been advancing  
steadily in value since the reopening  
of the Exchange after the five  
months' suspension due to the out-  
break of war.

According to the Railway Age  
Gazette "evidence is accumulating  
that the tide has turned and that  
general business is rapidly returning  
to a condition of prosperity, with  
good consequent effect on the welfare  
of the railroads." Earnings of the  
Great Northern railroad are the larg-  
est in its history, and an unparalleled  
prosperity extends over the North-  
west, according to Louis W. Hill,  
president of the system named.

Secretary of Commerce Redfield  
has ordered that the investigation of  
the steamboat inspection service of  
the Great Lakes be suspended. Steam-  
boat inspectors who were conduct-  
ing this probe have been ordered  
to their respective stations. It is  
stated that this order was issued as  
a result of the Seamen's law, which  
became effective on American ves-  
sels November 4. The investigation  
started shortly after the Eastland  
disaster.

Representative Clarence B. Miller  
of Minnesota has recently made se-  
rious charges against the conduct of  
affairs in the Philippines under Dem-  
ocratic administration. As a result  
of his criticism and because of alle-  
gations made in other quarters, as  
well as some positive knowledge of  
popular unrest in the archipelago, it  
is quite probable that the Republi-  
cans will undertake in the coming  
session of Congress to force the pas-  
sage of a joint resolution ordering a  
thorough investigation into conditions  
political, economic and social, pre-  
vailing in the islands. The Jones  
bill, under the terms of which greater  
measures of self-government are  
granted the Philippines, it is report-  
ed, will be made a part of the ad-  
ministration program. A strong ef-  
fort will also be made in the com-  
ing session to put through the bill  
granting American citizenship to the  
Porto Ricans.

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## Domestic and Naval.

The Great Lakes Steamship Company has placed an order with the Toledo Shipbuilding Company for a 12,000-ton steamer. The vessel will be 600 feet over all, 580 feet keel, 60 feet beam and 32 feet depth. The cost will be approximately \$450,000, and delivery is to be made in September, 1916.

The motor ship "Kangaroo," built by Messrs. Harland & Wolf, Ltd., Glasgow, and fitted with Diesel oil engines by the Burmeister & Wain Company, Glasgow, has been taken over by the Western Australian government. She is 381 feet in length over all, with a molded breadth of 50 feet and a gross tonnage of about 4,500.

The dock of the Montreal Dry Docks and Ship Repairing Company, Ltd., has been deepened four feet for 250 feet of length, and a new concrete bottom laid. There is a good plant for iron work, completely supplied with air and electric tools. The dock is 50 feet wide and the blocks 3 feet 6 inches. The entire length of the dock is 430 feet.

The immediate construction of a \$1,000,000 dry dock in Galveston harbor is announced by J. J. Kane. While Mr. Kane has been considering the construction of a dry dock and marine railway for several months, it had not been his intention to spend more than \$500,000 at first. But the aid of financial interests of the North having been enlisted, it is now decided to spend \$1,000,000.

Shipbuilding is active in Nova Scotia. At Port Greville, G. M. Cochrane is working on the construction of several vessels, and at West Advocate a schooner is to be built by Capt. Thomas Bentley. One of the vessels which Mr. Cochrane is building is a four-masted schooner, same as the "L. C. Tower," which was torpedoed by the Germans on her maiden voyage this summer. The schooner which Captain Bentley will build is to be a three-master.

Judge Hough in an opinion filed in the United States District Court November 15 ruled that the Greek Government has the right to requisition a Greek ship in New York harbor for government purposes even though the ship is under charter to a private corporation. The decision was given in the suit of James Caruthers & Co., Ltd., a Canadian corporation, against Bowring & Co., agents for the Greek steamship "Athanasios," which was chartered by the Canadian company to carry coal to Italy, but after the Greek Government had commandeered the boat the captain refused to allow the coal to be put aboard the ship.

On an indictment charging that he embezzled \$5,340.05 of Government funds while a master in the Naval Auxiliary Service nearly four years ago, William C. Finke, master of a freight carrier plying between New York and Gulf ports, was arrested on board his vessel November 11 at Port Richmond, S. I., by a Deputy U. S. Marshal. Captain Finke is a German, naturalized in Brooklyn fifteen years ago. The indictment alleges that on October 1, 1910, Captain Finke was master of the naval collier "Ajax" and that he embezzled the money which was entrusted to him as disbursing officer of the vessel. The indictment was found by the Federal Grand Jury at Norfolk May 9, 1912.

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Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abmeyer, Henry  
Acorn, Alhert  
Adams, Billy  
Adams, Hugo  
Adolfson, F. H.  
Aga, Johan  
Ahlstrom, Harry  
Akman, Joseph  
Almer, John G.  
Almer, John G.  
Andersen, Albert  
Andersen, Alfred  
Oial  
Andersen, A. M.  
Andersen, John  
Andersen, N. -1549

Baker, H.  
Bakkenson, P. J.  
Baro, S. S.  
Bartsch, W.  
Behne, W. A.  
Behrendt, Carl  
Beier, Jens Ch.  
Belling, Oskar  
Bernhard, J. S.  
Berntsen, Julius  
Berry, David J.  
Besseson, O.  
Beyerle, Rupert  
Biedeman, Aug.  
Billings, Kanute  
Birkenberg, Henry  
Bjerk, G. -2007  
Bjorkstrom, Artur

Cainan, George I.  
Cariera, Peter  
Carlson, C. O.  
Carlson, Julius  
Carlson, Martin  
Carlsson, Adolf M.  
Carlsson, John  
Carlstrom, John  
Catt, Frederick  
Cellan, John  
Christensen, F. R.  
Christensen, Hans

Daehner, Richard  
Dahlkvist, Fred  
Danielsen, David  
Dare, Stanley  
Davidson, Jack  
Day, William  
De Freitas, J. Inacio  
Demetrak, C.

Fekart, T.  
Eisenhart, N.  
Ekstrom, George  
Emanuelson, Karl  
Engelhardt, F.  
Englund, R.

Falcon, M.  
First, Frank  
Fischer, P.  
Fosgren, C.  
Foster, Chas.  
Fredriksen, F. M.  
Freiberg, Peter

Gallagher, Jas.  
Galleberg, Martin  
Gart, George  
Gerner, Hans  
Gibbs, James  
Gilbert, A.  
Gjalsdal, Elling  
Gindflood, C.  
Gorden, George  
Gotz, Rudolph  
Grantley, C. W.  
Grantstrom, Nestor  
Graugard, L. J.

Hacklin, Ragnar  
Hagen, George  
Halbeck, O.  
Hall, H.  
Hallowes, L. N.  
Hall, S. C.  
Hammergren, Oscar  
Hansson, Paul E.  
Hansson, M.  
Hansen, Carl  
Hansen, Carl M.  
Hansen, C. F. -1576  
Hansen, E. A.  
Hansen, F. -1735  
Hansen, G. H.  
Hansen, H. L.  
Hansen, H. O. -2418  
Hansen, Martin  
Hansen, N. S.  
Hansen, P.  
Hanson, Harold

Ikonom, Joe  
Ingebretnsen, Olaf

Andersen, Peter  
Andersen, V. -992  
Anderson, Fritz  
Anderson, Geo.  
Anderson, Gust  
Anderson, J. F.  
Anderson, John C.  
Anderson, Joseph  
Anderson, L. H.  
Anderson, Ole  
Andersson, V.  
Andreassen, H. -1477  
Antonsen, H. -1372  
Antonsen, Marius  
Aritzide, Albert  
Ashlund, Jas. H.  
Block, Wm.  
Blume, Earnest  
Blum, Ernest  
Blutheier, John  
Bower, Gasta  
Boylan, C. J.  
Brandt, Birger  
Brandt, Jos. H.  
Brenner, Alfred  
Brown, Jno.  
Bruce, A.  
Bruns, H.  
Brunst, Frank  
Bruum, Aksel  
Buhle, Charles  
Burns, B.  
Bush, H. S.

Christensen, W.  
Christiansen, L. P.  
Christoferson, J.  
Clark, J.  
Claus, Charles  
Claus, John R. C.  
Clausen, Cha  
Clausen, Chr.  
Cleson, Marinus  
Collier, H. S.  
Collins, E. F.  
Conolly, Obirt  
De Roos, J.  
Dixen, Ben  
Dixon, John  
Dodd, Thomas  
Dolan, Chas.  
Dolin, G. A.  
Dugal, Gus  
Dunn, C. Walter  
Erickson, Bert J.  
Erickson, John  
Eriksen, K. A. -844  
Essen, Carl Axel  
Evensen, Martin  
Freitag, Willie  
Friberg, Frank  
Fricke, W.  
Frig, W.  
Funk, Burno  
Furlong, Peter  
Furth, Rich.

Grinthal, Artur  
Gudmundsen, B.  
Gulbransen, Bjorn  
Gundersen, Kristian  
Gundersen, L. I.  
Gundersen, J. C.  
Gundersen, M.  
Guseck, B.  
Gustafson, Charles  
Gustafsson, Chas. P.  
Gustavsen, Olof  
Gutman, C.

Hansson, Hans  
Hauge, Anton  
Haugen, Hans C.  
Hausehmitt, A.  
Hawkins, F.  
Hedensskog, John  
Heldt, Charles F.  
Heltsten, Axel H.  
Helmer, Fred  
Helsten, John  
Henriksen, T.  
Henriksen, Wm.  
Higgins, F.  
Hilderbrand, A.  
Hisker, William  
Hofgard, Hans  
Hokanson, John  
Hole, Sigvald  
Holm, Arthur  
Holmes, Chas. P.  
Hool, Harry  
Holst, R.  
Hoose, Frank  
Insunso, Francisco  
Iversen, Ivar

Jackson, Peter  
Jacobson, J.  
Jade, H.  
Jahrling, Herman  
Jakobsen, Jakob  
Jakobsen, Valdemar  
Jameson, H. W.  
Jansen, Hans  
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Jenkins, T.  
Jensen, A. K.  
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Jespersen, Christ  
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-1487  
Johansen, Johan  
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Johansen, S. A.  
Johanson, Edward  
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Johnsen, C. B.  
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Johnson, A. -2077  
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Johnson, Arvid  
Johnson, Andres  
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Johnson, John A.  
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Jordan, Henry S.  
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Kingstrim, G. G.  
Kinlock, Wm.  
Kilrowsky, Adam  
Klepzig, Otto  
Klotzke, Otto  
Laakso, Frank  
Laine, Alex V.  
Lala, August  
Lambert, Edward  
Langworth, H. E.  
Lind, C.  
Lindberg, Robert  
Lindeman, C. H. O.  
Lindekrantz, Fred  
Lindenau, Ernst  
Link, Geo.  
Ljung, Gustaf  
Lonau, John  
Loren, Christian  
Lorentsen, Karl  
Luckman, E.  
Ludwig, I.  
Lundberg, Fred  
Lundstrom, John  
Lutten, Theo.  
Lutzen, Valdemar  
Maas, Rudolph  
Maatta, John  
Mackee, David  
Madden, P.  
Madsen, Ludwig  
Maki, Ivar  
Malmberg, J. E.  
Manse, Peter  
Markson, C.  
Markus, Geo.  
Martens, H. H. F.  
Martens, Paul  
Martin, H.  
Martin, John  
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Mathiasen, Sigurd  
Mathiesen, Ludvig  
Matten, Hilding  
Mattson, Charles  
Mattson, Morris  
McKeating, R.  
Nedsen, John B.  
Nemefler, Oscar  
Nelsen, Albin C.  
Nelson, Alvin  
Nelson, C.  
Nelson, C. A.  
Nelson, John B.  
Nelson, John B.  
Nelson, Julius  
Nerby, Kristian  
Neuling, Geo.  
Neumann, Joseph  
Nichols, F. E.  
Nielsen, Andrew L.  
Nielsen, C.  
O'Brien, R. F.  
Oleman, Henry  
Olsen, Albert  
Olsen, C. 1315  
Olsen, Christ  
Olsen, E. W.  
Olsen, G. N.  
Olsen, Ingvald  
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Olsen, Jno.  
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Olsen, Ole Johan  
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Palm, C. F.  
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Para, E. H.  
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Paulsen, A.  
Paulin, Martin  
Pearson, Fred  
Pedersen, P. -896  
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Quinn, William  
Raam, Henrik  
Rajahn, A. A.  
Randrup, John  
Rasmussen, J. A.  
Rasmussen, Paul

Knotz, Arnold  
Knopf, Lou  
Kofod, George  
Konstatin, Anist  
Korner, Fred  
Krishnan, K. W.  
Kristensen, Vilhelm  
Kristiansen, Hans  
Krohn, Chas. E.  
Leelkain, Martin  
Leirewaag, H. J.  
Leveridge, H.  
Lihnborg, August  
Lind, C.  
Lindberg, Robert  
Lindeman, C. H. O.  
Lindekrantz, Fred  
Lindenau, Ernst  
Link, Geo.  
Ljung, Gustaf  
Lonau, John  
Loren, Christian  
Lorentsen, Karl  
Luckman, E.  
Ludwig, I.  
Lundberg, Fred  
Lundstrom, John  
Lutten, Theo.  
Lutzen, Valdemar  
McKenzie, John  
McKenzie, M. C.  
McLellan, J.  
McMahon, Jack  
Melba, Chas.  
Melder, Albert  
Meligand, Richard  
Menk, Billy  
Meyer, F.  
Mikkelsen, Alfred  
Moller, Hilding  
Moller, Louis  
Montello, J.  
Morgen, L.  
Mortensen, M. P.  
Mulligan, Edward  
Muischneek, W.  
Muntsu, Max  
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Murphy, M.

Nielsen, Edwin N.  
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Norris, N. A.  
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Nunner, Albert A.  
Nyman, Oskar  
Olsen, O. P. -1141  
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Olsen, Morten  
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Olsson, C. G.  
Olsson, Dolph  
Olsson, James  
O'Neill, John  
Ossis, A.  
Pedersen, Petter  
Persson, John  
Persson, Oscar  
Pestoff, Savaty  
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Pettersen, George  
Peterson, Oscar  
Peterson, Wm.  
Pettersson, C. -1301  
Rath, S. L.  
Rautio, Jaakko  
Redinger, Mike  
Reinke, Herman  
Retall, Otto

Rickes, G. S.  
Ries, A.  
Rimmer, C. M.  
Ritche, J.  
Ritche, Frank  
Rivera, Ben  
Rivera, John  
Saarinen, Henning  
Samuelson, Ingvald  
Sandberg, John  
Sanderson, Alfred  
Sanders, Robert  
Sass, John  
Satre, Ingvald  
Schager, Ernest  
Schatz, Gustav  
Schelenz, Charles  
Schmitt, E. H.  
Schmidt, Louis  
Schroder, Peter  
Scott, A.  
Seberg, G.  
Sellers, Wm. G.  
Seppala, E.  
Sievvers, G. P.  
Silman, E.  
Simonsen, S. -2046  
Skold, C. A.  
Sloman, H. J.  
Smith, F.  
Smith, Donald  
Rolland, Lars O.  
Rotter, R.  
Rosenblad, Otto  
Rosenquist, A.  
Ruthberg, C. P.  
Ryan, Chas. A.

Smith, Lyman M.  
Snell, Adolf  
Soderberg, Conrad  
Soderberg, R.  
Solberg, Bernt  
Solestad, D.  
Sorensen, Jorgen  
Spetheland, Bent  
Stahlbaum, E.  
Staln, Alfred  
Steger, Karl  
Stolt, Anders  
Strand, Konrad  
Strand, Louis  
Strasdin, W.  
Stromberg, O.  
Sundquist, Johan  
Svendsen, Sigud  
Svedstrup, Ingebrigt  
Svendsen, J.  
Svensen, A.  
Svensen, Albert  
Swanson, O.  
Swanson, J. N.

Tamman, K.  
Tanum, Helge  
Theorin, John E.  
Thewas, E. J.  
Thompson, Emil  
Thompson, Tomy  
Thomsen, Max  
Thoren, Gus  
Ulla, Carl  
Valkanen Veda  
Van Frank A.  
Vank, R.  
Waldman, Edward  
Waltin, Gustaf  
Wang, E.  
Weber, Fredrick  
Wedeking, Wm.  
Wee, William  
Wetzel, N.  
Welure, J.  
Zabel, C.  
Ziehr, Ernst  
Ziesenberg, Fritz  
Thorsen, Theodore  
Terney, Michael  
Tillson, Ed  
Tollinger, A.  
Topel, Fred  
Tortensson, Folke  
Tritts, L.  
Tupitz, C.  
Uplit, Walter  
Veckenstedt, Wm.  
Verney, Paul  
Von Dallen, Jorgen  
Weiss, Kar  
Wheatcroft, L. E.  
White, J. D.  
Whiteside, Fred  
Whitot, J.  
Williams, John  
Willman, C.  
Wollesen, A. Chr.  
Zimmerman, F. C.  
Zwart, M. C.  
Zweyberg, John

Thorsen, Theodore  
Terney, Michael  
Tillson, Ed  
Tollinger, A.  
Topel, Fred  
Tortensson, Folke  
Tritts, L.  
Tupitz, C.  
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Verney, Paul  
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Weiss, Kar  
Wheatcroft, L. E.  
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Wollesen, A. Chr.  
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Verney, Paul  
Von Dallen, Jorgen  
Weiss, Kar  
Wheatcroft, L. E.  
White, J. D.  
Whiteside, Fred  
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Zweyberg, John

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Coakley, J.  
Eshart, T.  
Hannus, H.  
Haugen, H. C.  
Furth, Richard  
Herman, Walter  
Jansson, A. L.  
Knut, Alex  
Milding, M.  
Olsen, Carl -1101  
Olsen, James  
Olsen, O. J. -1020  
Penningrud, Ludwik  
Peterson, C. -1494  
Peterson, Victor  
Raam, Henry  
Rarly, Frans

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#### INFORMATION WANTED.

Gus Borgstrom, a native of Sweden, age 37, last heard from at Galveston, Tex., about four months ago, is inquired for by C. O. Bettner, address 59 Clay street, San Francisco, Cal. 11-17-15

Fred Riley, a colored seaman, last heard from at Genoa, Italy, and at and at Liverpool, England, is sole heir to his mother's estate. Anyone knowing his whereabouts kindly notify Mr. John E. Selkirk, Attorney-at-Law, 100 Erie Co. Bank Bldg., Buffalo, N. Y. 6-24-14

Any member or members of the crew of the steam-schooner "Cuzco" who were on board of her in August, 1912, at Victoria, B. C., when Joseph H. O'Brien met with an accident, are requested to communicate with George Olson, attorney and counselor-at-law, 300-308 Central Bldg., Seattle, Wash.—4-7-15.



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Employees' Pension Fund.... 199,164.12  
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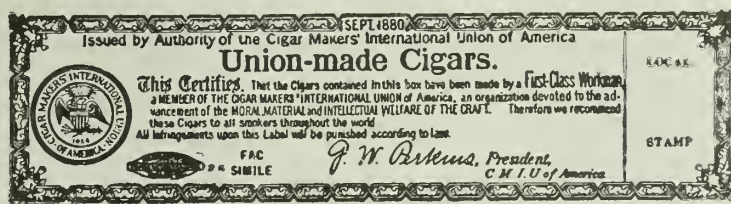
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### INFORMATION WANTED.

Samuel Dickson, a seaman, age about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Charles Anderson, alias Helmik Helgesen, a native of Alvestad, Stavanger, Norway, age 70, is inquired for; last time heard from in 1904. Anyone knowing his whereabouts please notify his brother, B. H. Alvestad, Jewal, Iowa.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone other times from ports in Australia 7 Willowbank St., Brooklands, Win-knowing his whereabouts kindly communicate with John Walker, Geddis, nipeg, Manitoba, Canada.

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### INFORMATION WANTED.

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

Nils Edmund Johansen, a native of Tonsberg, Norway, age about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

Chas. Maywell, a sailor, last heard of in New York City in 1892, is enquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y.—12-23-14

Fred Marjama, a native of Russia, age 36, has not been heard from since 1908, at Buffalo, N. Y. Anyone knowing his whereabouts please notify his brother, J. Marjama, 51 South St., New York, N. Y. 9-1-15  
P. J. Timeny, a native of England, is inquired for by his sister. Anyone knowing his whereabouts please notify Miss H. J. Timeny, 56 Rutland Gardens, Hove, Sussex, England. 11-17-15

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio.—3-24-15.

## News from Abroad.

A typhoon devastated part of the Island of Luzon, P. I., wiping out the town of Tobacco and killing over 100 people.

A part of the Swiss forces were relieved of duty on the 13th, on account of the feeling that the territory of the little republic will not be invaded.

General Joubert, the hero of the Boer war, who was confined on the island of St. Helena, is said to have joined the staff of the British commander, General French.

Warsaw papers state that the Germans have assessed a charge of \$750,000 a year against the city for the maintenance of the military garrison at that point.

Insurance against Zeppelin raids in England has been provided for the homes of the poor by the British Government. Twelve cents insures to the amount of \$125 for a year; 37 cents insures for \$375, the highest amount.

The proposed amalgamation of the two English unions of Carpenters and Cabinet Makers has led to the discussion of the question whether it would not be better still to unite all the numerous trade-unions of the wood industry into one society.

A cattle dealer, Hugo Kuhl, was convicted of usury at Dresden, Germany, and fined 1,000 marks. He had violated a law passed last July, in buying two steers and selling them again within an hour at a profit of 120 marks.

Word has been received by the State Department at Washington, D. C., that the Senate of the Republic of Haiti has approved the treaty which provides for a virtual protectorate over that country by the United States.

The Norwegian Parliament passed, with 64 votes against 17, a maximum working day of 10 hours and a maximum weekly working time of 54 hours. In printing works as well as in pig iron foundries the maximum amounts to 48 hours. The law will come into force five years hence.

Eighteen out of twenty-two provinces of China have given solid support to the proposal to establish a monarchical form of government. The Chinese Government, however, in compliance with the protests of Japan, Great Britain, France and Russia, has announced that no change in the form of government will be made this year.

It was announced unofficially that all sailings of Italian liners from the home ports to America have been canceled, the steamers having been taken up by the Italian Government for transport purposes. It is not expected that any arrivals will be recorded at New York hereafter, the "Ancona," the last boat out since the requisition orders were issued, having been sunk by a submarine.

In view of the submarine activity in the Mediterranean war risk rates to destinations not east of Sicily in belligerent bottoms have been raised from 1 to 2 per cent. Shipments in neutral bottoms other than American are covered at 1 3/4 per cent. and in American at 1 1/2 per cent., an advance of 1 per cent. To Spain and Portugal, a special quotation of 2 per cent. is now made for belligerent vessels, 3/4 per cent. on neutrals (other than American) and 1/2 per cent. on American vessels.



### With the Wits.

Why They Suff.—Sign on 20th street, near Sixth avenue. "Wanted—A few girls to clean waists. Also a few bright girls. Apply ninth floor."—New York Tribune.

An October Argument.—There are compensations in all things. When women get the suffrage they won't want to be moving all the time, for fear of losing their votes.—Puck.

Strategy.—Officer—Why did you order your prisoner to sit down here?

Soldier—Cos o' the thistles, sir.—London Opinion.

Revenge.—"Mr. Shepherd, your daughter has promised to marry me."

"Humph; she said she'd get even with me when I refused to get her a Pekinese pup."—London Mail.

Show-Down.—Teacher—What lessons do we learn from the attack on the Dardanelles?

Prize Scholar—That a strait beats three kings, dad says.—Judge.

Premontory.—Junior—So you didn't propose to her, after all?

Weed—No. And I'm not going to. When I got to her house I found her chasing a mouse with a broom.—Puck.

Under "Help Wanted—Male."—Wanted—A genuine bookkeeper; one who can milk a cow, chop wood, play the piano, and rock the cradle. Box 23, Dilley, Tex.—Advertisement in the San Antonio Light.

Unusually Considerate.—Miss Milly was rather a talkative young lady. Her bosom friend, having missed her for some time, called to find out the reason.

"No, mum, Miss Milly is not in," the maid informed her. "She has gone to the class."

"Why, what class?" inquired the caller in surprise.

"Well, mum, you know Miss Milly is getting married soon, so she's taking a course of lessons in domestic silence."—Tit-Bits.

### Joint Accounts

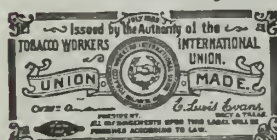
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There is no standard of education required of a pupil entering the School,  
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has loose labels in his possession and offers  
to put one in a hat for you, do not patronize  
him. Loose labels in retail stores are counterfeits.

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be avoided while preparing for ex-  
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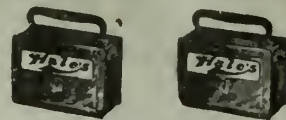
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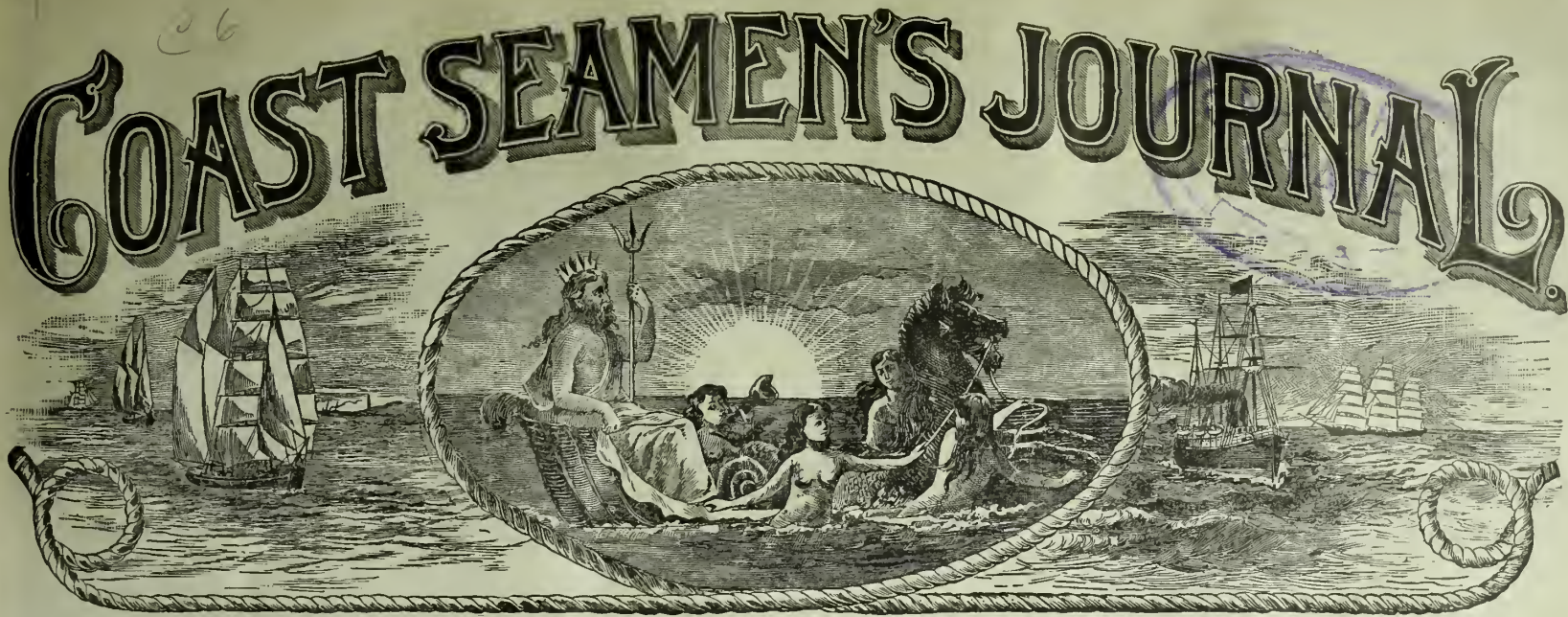
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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXIX, No. 13.

SAN FRANCISCO, WEDNESDAY, DECEMBER 8, 1915.

Whole No. 2359.

## A "PROGRESSIVE" GONE WRONG.

Geo. W. Perkins and Social Justice Have Parted Company.

Geo. W. Perkins, the noted Progressive (?), who is alleged to have financed the late disastrous Roosevelt "comeback" campaign, has been traveling about the country of late making standpat speeches.

Mr. Perkins' effusions are printed in the "Economic World" and then reprinted in pamphlet form for general distribution throughout the United States. The fourth of the series, purporting to be a study on "Industrial Preparedness," has just arrived and is accompanied by a note from the editors of the "Economic World," reading in part as follows: "To the reader:

"Will you be good enough to give an attentive reading to this article, and to write us your opinion about it? What you write will be considered confidential, if you so desire; otherwise we shall feel free to use it for publication."

In view of the fact that Mr. Perkins' speech deals at some length with the need of an "American" merchant marine and related subjects the editor of the Journal has accepted the invitation to give attentive reading to the article and write an opinion about it.

The opinion follows:

The Editors,  
The Economic World,  
80 Wall St., New York City.  
Gentlemen:

I am in receipt of the pamphlet containing Mr. Geo. W. Perkins' address before the Bankers' Association at Indianapolis, Oct. 12, 1915. Inasmuch as you have invited frank criticism of this speech I take the liberty of calling your attention to several obvious fallacies and glaring (I will not say deliberate) misstatements of fact which are freely indulged in by Mr. Perkins when dealing with the need of a merchant marine.

To quote verbatim from Mr. Perkins' remarks:

"The present war, frightful and regrettable as it is, furnishes this country with an unprecedented and enormous opportunity to extend its foreign trade. No civilized people ever had such golden opportunities within their reach, and yet our unpreparedness to take advantage of them is so great that they are slipping away from us, and, as matters stand to-day, when peace comes we shall find ourselves worse off in the matter of our foreign trade relations than we were when the war began. If this should be the result, the responsibility will rest almost wholly on our Federal Government, which seems to be entirely incompetent and impotent to cope with the situation.

"In addition to the tariff situation, let me cite in support of this assertion two or three other practical illustrations. Take the matter of our merchant marine. After the war broke out it immediately became evident that we were entirely unprepared with merchant ships on the seas. Our Government at once advocated the policy of a Government-owned merchant marine, and you all remember the precious time that was lost in debating this question in Congress and the Administration's defeat.

"During the same Congress the La Follette

bill was passed and signed by President Wilson, since which time our steamship lines on the Pacific Ocean have gone out of business and our place in that great trade is rapidly being taken by Japan; so that the net result of our Governmental activities since the war began, in the matter of a merchant marine, has been a marked decrease in our preparedness."

It is to be regretted that Mr. Perkins did not long ago realize that we were "unprepared with merchant ships on the seas." The great mass of the American people who have even a passing acquaintance with maritime affairs knew it years before the outbreak of the present war. The leaders of the Republican party knew it. Roosevelt knew it when he was in the White House but neither he nor any of his Republican predecessors or his reactionary successor did anything, except talk, to remedy that deplorable situation.

The present Democratic Government however has adopted a number of constructive measures to restore the American merchant marine to its former proud position.

Far from "wasting precious time" after the outbreak of the war Congress very promptly passed the new Ship-Registry Act (known as the Act of Aug. 18, 1914), and under the terms of that legislation, which Mr. Perkins conveniently forgets to mention, the American merchant marine during the year ending June 30, 1915, increased in tonnage about four times as much as the average annual increase for ten years prior thereto.

To be exact, the increase in the foreign going American merchant marine for the period stated was 523,361 gross tons. Since June 30, 1915, there have been added another twenty-two foreign built vessels of 56,996 gross tons, making the addition to the American merchant marine to date, under the provisions of the Act of August 18, 1914, a total of 580,357 tons.

But, says Mr. Perkins, "during the same Congress the La Follette bill was passed . . . our steamship lines on the Pacific Ocean have gone out of business . . . and the net result of our Governmental activities since the war began, has been a marked decrease in our preparedness."

It is true, one of "our" steamship lines on the Pacific has gone out of business as far as the trade to the Orient is concerned. However, the reason for going out of business was not the Seamen's bill as Mr. Perkins alleges, but the Panama Canal Act. To prove the latter assertion it is only necessary to quote the published testimony of Mr. R. P. Schwerin, Vice-President and General Manager of the Pacific Mail Steamship Company. On February 1, 1913, i. e., long before the Seamen's bill had been enacted into law, Mr. Schwerin made this positive and unqualified statement before the House Committee on Merchant Marine and Fisheries: "I want to say that I am done with the American flag forever. I would not raise my hand to raise a dollar for the American flag. My interest in this business before this committee to-day, gentlemen, is absolutely because I am practically subpoenaed here. I have

no interest in the shipping business. I am about to retire."

Again, Mr. Perkins conveniently forgets to mention that the American steamers formerly engaged in the transpacific trade have only been transferred to another more profitable trade but not to another flag. So the "net result" of our Governmental activities has not been a "marked decrease in preparedness" as Mr. Perkins would have us believe. To the contrary, the net result has been the most notable and extraordinary increase in merchant marine "preparedness" since the birth of this Republic.

It is quite evident, too, that Mr. Perkins felt he was treading on thin ice when he advanced his fallacious reasoning upon the "preparedness" of our merchant marine. So an "unprejudiced" witness from Hongkong is hailed into court and his assertions are labeled as Exhibit "A." Mr. Perkins' witness is Consul General Anderson, who is quoted as follows:

"The sale of the vessels of the Pacific Mail Steamship Co. engaged in transpacific service has precipitated a crisis in the carrying trade of the Far East, which is of the greatest possible practical importance to American exporters and importers.

"As is generally known, the sale includes all American vessels of the transpacific fleet of this company. The company has prepared to wind up its business in this part of the world completely. Orders have been sent general agents to close up their own agencies as well as all sub-agencies in all parts of the Far East. The personnel of the staffs in various offices have been given similar notice, with an indication of what steamers they are to take for their return to the United States and notice of no employment when they reach the United States. In Hongkong the offices of the company are to be closed and the lease of an exceptionally favorable office location has been taken over by a competing Japanese company.

"The loss of this tonnage amounts to about 224,000 tons of actual carrying capacity without considering the possible expansion of which it is capable, reducing the total available tonnage across the Pacific to about half what it has been. The shortage becomes a direct and positive menace to all American trade in the Pacific."

The slightest investigation would have demonstrated to Mr. Perkins that his "unprejudiced witness" is merely talking ragtime and is perhaps even less careful with facts and figures than is the author of the speech on "Industrial Preparedness."

Mr. Anderson speaks about "the loss of 224,000 tons of actual carrying capacity." Just where this distinguished "figurer" secured his information as to tonnage is, of course, impossible to surmise. Let us be charitable and take it for granted that he was as credulous as Mr. Perkins has shown himself to be and that he took things for granted without going to the trouble of "proving up." An office boy could have easily ascertained that the total gross tonnage of the five American Pacific Mail steamers, formerly employed in



the Oriental trade, is less than one-quarter of Mr. Anderson's figure. In other words, in American arithmetic and in American figures this tonnage amounts to 57,043 instead of 224,000, as alleged by Mr. Anderson and quoted by Mr. Perkins.

Mr. Perkins' general indictment of the present national administration is as weak and faulty as his specific indictment of the La Follette Seamen's Act.

A man who pretends to believe in social justice ought to be the last to raise silly and untenable objections against such humanitarian legislation as is embodied in the Seamen's Act. The Seamen's Act is the embodiment of social justice.

It is a modest, much-needed and long overdue measure of reform in the conditions of the men who depend upon the sea for their livelihood.

But the Seamen's Act stands for other things besides the welfare of seamen. The Act stands for greater safety of life at sea, efficient and sufficient manning, etc. And strange as it may seem the feature of that measure which has aroused the strongest opposition is the one requiring that vessels shall be manned to the extent of 40 per cent. of their deck crews (i. e., sailors) by men of at least nineteen years of age and three years of experience at sea. Even this requirement is materially reduced in certain cases, notably on Lake vessels. This feature, by the way, merely follows the laws of other maritime nations. It is designed chiefly to insure that vessels shall be manned to some extent by practical seamen, instead of being manned entirely by landsmen, as now frequently happens.

Another "safety" feature objected to is the language test, which provides that 75 per cent. of the crew in all departments of the vessel shall be able to understand "any order" given by the officers.

Does Mr. Perkins really object to these provisions? Does not the frequent, almost daily, experience of disaster at sea justify and indeed demand the enactment and enforcement of such precautions?

Much has been said about the life-boat provisions of the Act. These provisions have been whittled down at the instance of the shipowners until they have reached a bare minimum of safety. The Lake vessel-owners protested that vessels sailing within a certain distance from land should be exempt from certain requirements as to lifeboats, upon the ground that such vessels are always within reach of help. Yet the "Eastland" capsized at her dock, and over 800 persons were drowned before help arrived.

With all due respect to Mr. Perkins' brand of social justice it is earnestly submitted that in the final analysis the opposition to the Seamen's Act is founded solely upon greed.

The much maligned Seamen's Act only went into effect on November 4th and no thinking person expected that it should accomplish all its supporters claimed for it until a reasonable time has elapsed.

Especially designed to build up a real American merchant marine, as distinguished from a fake coolie manned American fleet, the La Follette Seamen's Act ought to have the hearty support of every "clear thinker and unselfish doer." And if Mr. Perkins has not entirely forsaken his program of social justice he should support the measure instead of trying to make cheap political capital by baseless attacks upon it, particularly when such attacks depend for their effectiveness solely on the ignorance of people upon all matters relating to maritime affairs.

Very truly yours,

PAUL SCHARRENBERG.

San Francisco, Cal., Dec. 4, 1915.

The Liverpool and London War Risks Insurance Association has made public figures showing that in the first four months of the war fifty-four British ships engaged in foreign trade, the ships valued at £2,280,000 and carrying cargoes valued at £3,760,000, were captured or destroyed by the Germans. The association's figures show that the losses in this period were 1.23 per cent. of the total number of vessels, 1.49 per cent. of the total value of vessels and .94 per cent. of the value of the cargoes carried. Thus, according to these figures, vessels could have been insured at a rate of .37 per cent. monthly and their cargoes at a rate of .94 per cent., while the rates fixed by the Government at the beginning of the war were .072 per cent. monthly for vessels and 1.24 per cent. for cargoes, indicating that the underwriters have made a considerable profit.

The first steamship crossed the Atlantic in 1833.

## CRITICISM OF THE COURTS.

(By A. A. Graham.)

Formerly the lawyer claimed the exclusive prerogative to "cuss the court," at least in technical terms, but now everybody does this, as matter of habit, in plain language.

By eating the apples of knowledge and preserving the fruits of experience, the people have become wise and now know good from evil.

The same has occurred in the practice of the physician's art, and mystical terms in bad Latin and a few Egyptian hieroglyphics to indicate weights and measures can no longer assuage pain or cure maladies by appealing to a susceptible imagination. The patient now demands positive results, and is no longer satisfied with cheap deceptions.

So, too, of religion, people now know as much as their priest; and thus we see the so-called professions all brought to a common level.

"The law never changes," is the first maxim of the Chinese jurisprudence; but our legislatures are always in session somewhere, repealing, changing and making laws. During the recess of individual bodies, our courts of last resort, always in session, both with and without the application of the "rule of reason," modify, repeal and annul, and, as a sort of gratuity, add their own opinions in great profusion as the supreme law of the land; because these opinions override and overrule even our constitutions.

The definition of constitution, as the fundamental law of a State, is wrong both as to the fact and the practice; for, in very truth, all our law, constitutional, statutory and common, is finally cast in the mold of judicial opinion.

If the court of last resort "is of opinion" that such-and-such is so-and-so, down go customs, statutes, constitutions, all in one chaotic heap.

The foregoing is history, nay, fact, indeed, honestly stated for a laudable purpose; and, therefore, no court, not even one whose last opinion is supreme, should hold me in contempt, nor do I such court. The fault is not the court's, but the system's.

Changing now from a historian to a politician, I encounter the most difficult task of suggesting a remedy.

Time, as "in the beginning," still remains the first and the last consideration. China has been surely more than six thousand years in reaching stability in law, and had a code when Adam was still on earth, "begetting sons and daughters." As the sons of Adam, our excellent race was given the first code of laws only about three thousand years ago, so that, on the Chinese basis, we have about three thousand more ahead of us before we, too, may reach a degree of stability in our laws, a prospect not at all encouraging to the present, but still subsisting as a hope of the future.

China has the only natural government on earth, a paternal despotism, where the head of the family exercises over the children and the members a supreme authority within certain limits, and this is supplemented by the laws of the kingdom.

Ours is an artificial government, the outgrowth of many sad centuries of savage warfare by still more savage men.

This contrast is not complimentary to us, but nevertheless true. Not being a candidate for office, I am not obliged to write to please. We have, however, no desire to follow the lead of China; and neither could we, if we would; but, what is more to the purpose, can we make our artificial system approach the natural order of the Chinese? I think we can.

Like the Chinese, we want more statutory laws and fewer court decisions, more laws made by the people and fewer by the courts. Like China, also, we want every phase of the human relation covered by statutory law, so that our judges have only to find the statute that fits the case, and leave off searching for precedents to which, in their opinion, the case can be made to conform. Our courts uphold precedents, but fail to do justice.

Contrary to popular prejudice, we do not have too much law, but we do have too much court-made, case-made and judge-made law, and only a tenth part of necessary statutory law, positive law, made by the people for their own government, to take the place of the ever-changing and hazy opinions of the courts.

So long as our courts have authority to declare the law, we can have nothing but court-made law; but a profound prejudice, born of tradition and fostered by ignorance, has so long bound us hand and foot to the servile habits of a bad system that we lack the will to rise even after our fetters are cut.

Change our system from uncertain judicial opinion to positive statutory law and the problem is solved, the cause removed; as well, also, shall disappear, as the result, the present antagonism between the people and the courts, shown in the severe criticism and condemnation of the citizens and the resentment and retaliation of the judges.

This, then, is the remedy, and the whole remedy. Everything, when properly approached, is simple, and the world contains no mystery. Human prejudice, often wilful and vicious, is the only real difficulty in the way of reforms.

And yet the people call themselves progressive!

It is provided by the Constitution of the United States that Congress shall meet at least once a year and that in the absence of specific legislation such meeting shall be on the first Monday in December. The Congressional term is divided into two regular sessions. The first session begins on the first Monday in December of the odd-numbered years and continues until adjournment, which may be, as has been the case recently, well into the fall. The second session begins on the first Monday of December of the even-numbered years. Since the close of the Thirty-first Congress, in 1851, the rule has been that the second session of Congress stands adjourned sine die automatically (and with it the Congress itself) at noon on March 4 following its assembling. The first session of Congress of the United States was appointed to meet on March 4, 1789. No quorum, however, was discovered in the House of Representatives on that day, and the Congress did not actually hold its initial session until the first of April following. The Congress which assembled on Monday is the Sixty-fourth.

Demand the union label upon all purchases!



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## Children's Laws of 1915.

Forty-five State and Territorial Legislatures and the Congress of the United States in 1915 passed laws affecting children, according to the children's bureau of the United States Department of Labor, which has just completed its survey of such legislation during the current year. Special reference is made to the impressive bulk of children's laws and to the number of commissions appointed to study and prepare for future legislation.

A few of the 45 States made notable advances. Alabama, for example, whose Legislature meets only once in four years, enacted a new child labor law, a compulsory school attendance law, an excellent desertion and non-support law and a Statewide juvenile court law. Florida remodeled its treatment of juvenile delinquents, recognized the principle of compulsory school attendance, passed the model vital statistics law, and appointed two of the State commissions already referred to. Kansas established an industrial commission to regulate hours, wages and conditions of work for women and minors, and a division of child hygiene in the State Board of Health; it also enacted a playground law and a mothers' pension law. New Jersey and Wyoming passed comprehensive acts relating to the care of dependent children, and Pennsylvania carefully drafted laws relating to child labor and vocational education.

## Strike Case Thrown Out of Court.

Judge Anderson of the Federal Court has thrown the so-called "Ft. Wayne strike case" out of court, on the ground that the case should be heard by a State Court.

The proceedings were started by a Philadelphia trust company which holds bonds of the Ft. Wayne and Northern Indiana Traction Company, whose motormen and conductors are striking to enforce their right to organize. The street-car company also conducts a lighting plant in competition with the Ft. Wayne municipal lighting plant. To show their sympathy for the strikers, citizens who had formerly patronized the company's plant, began patronizing the municipal plant, and the eastern trust company asked Judge Anderson to issue an injunction against Mayor Hosey and other Ft. Wayne officials, who were charged with conspiring to injure the business of the company and make payment on bonds impossible.

Judge Anderson has dismissed the plea on the ground that the street-car company, which was not made a party to the suit, was both a necessary and proper party to the bill of complaint. This means that the case, if it is tried again, must be heard in a State Court. Mayor Hosey charges that the injunction proceedings was an attempt to put the municipal lighting plant out of business. He said:

"We have had nothing to do with the real cause, the street-car strike, further than to make an appeal to the company to arbitrate."

Recently the company asked the Mayor to appoint special police to protect its property and strikebreakers from "possible" vio-

lence. The city official answered that as the company had refused to arbitrate and thereby protect the public, he did not favor using the public's money as requested and that the company could pay for its own police service, as provided by law.

## Electrical Age Is Next.

Electricity is changing the city, the factory and the home, just as radically as steam changed it, declared Dr. Steinmetz, electrical engineer, in an address in Chicago.

"Steam built up our great cities with their congestion and slums. Electricity will break down and scatter the population evenly over the continent, because electricity can be transmitted anywhere by simple transmission wires. Steam must be used where generated, and where there is a large labor supply," said Dr. Steinmetz.

"With full electrical development, the labor supply need not be right at the factory door. It can be moved cheaply and quickly morning and evening. There will be no necessity for locating near where the power can be produced the cheapest, as in the steam factory, because the power can be carried over the wires.

"The factories will then go where the land is cheapest. Electricity will run errands in the home.

"The cost is all that is standing in the way. But the high cost is due to the limited use of the electrical motor rather than any natural disability. It is as simple as an alarm clock and should and would be as cheap if it were used as generally. All we need is better distribution. The more we use the lower the cost per unit and the more electricity will supplant steam and hand power, just as steam once supplanted hand power."

## How to Save Babies' Lives.

It is easy to check infant mortality—raise the wages of fathers, was the advice of Sherman C. Kingsley of Chicago before the American Association for Study and Prevention of Infant Mortality.

While other speakers advanced various theories, the Chicago man submitted this thought:

"It is a fundamental truth it is useless to tell a poor mother how to give her baby proper care and food until industrial conditions are such that the child's father can earn a living wage. Life and health are purchasable for the baby as for communities in general. Figures show that babies whose families live in one room have less than half the chance of those who live in four, and that the infant whose father receives less than \$10 a week has about half the chance of the one whose father earns twice that sum."

## Special Privilege Surprised.

Special privilege in New York has not recovered from its smashing defeat when the people rejected the new constitution at the last election.

The majority of nearly half a million against surprised the most optimistic opponent of the proposed organic act. Trade

(Continued on Page 10.)

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

## AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

## GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekland Bldgs., 22 Canning Place, Liverpool.

## BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

## GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

## FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

## NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

## SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

## DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

## HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

## ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

## AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

## SPAIN.

Sociedad Sindical de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

## URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

## ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

## BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Fogueiros, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

## SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



## World's Workers.

From 19 unions with 50,000 members, the Swiss Federation of Trade Unions had risen in 1913 to 21 unions with over 89,000 members, but the war has put an end to this forward movement. On July 30, 1914, there were 89,370 members, on September 30, only 58,592. Twenty-two thousand five hundred and ninety-three members had joined the army. Further, 12,741 were entirely and 19,769 partially unemployed.

Much dissatisfaction reigns in Scotch trade-union circles regarding the ammunition law, as it does away with the right to strike and many trade-union regulations. In order to hear the opinion of the members, the leaders convened an extraordinary trade-union congress. In place of the ammunition law which is hostile to trade unions, the congress demanded that the manufacture of arms and ammunition be taken over by the State.

London trade unions founded a Trade Union Rights Committee which pursues the following aims: 1. Defence of the trade unions against all laws which are designed to weaken or suppress the endeavors and rights of the organized workers; resistance against the attempts of capital to attack the rights the workers' organizations have gained; the restoring of the rights which have been taken away from the trade unions.

A new trade-union women's journal is, according to the resolution of the last conference of the committee of German trade unions, to be created as soon as possible. It is to be forwarded at cost price to the affiliated trade unions for distribution among their members. The discussion upon the motion particularly emphasized that the trade-unions needed a women's journal which simple working women could understand and which did not indulge in theories and flowery language.

According to the November issue of the British London Gazette the shortage of men has become more acute owing to active recruiting, and this shortage, in turn, has greatly increased the demand for women and young persons as substitutes. The general effect on the labor market has been to give everyone capable of work an opportunity of being employed; and it is evident that still larger numbers of women and girls, not previously employed in trade and industry, are required in many occupations where suitable work can be found for them.

The supply of seamen for mercantile ships in the United Kingdom during October was reported as equal to the demand at almost all ports. Some scarcity, however, was reported from the London docks, including Tilbury, and from Bristol, Barry and Penarth. Returns received by the Board of Trade from certain selected ports show that 34,430 seamen shipped on foreign-going vessels during October, a decrease of 1,477 on September, and of 8,655 on October, 1914. As compared with September the decrease was greatest at Belfast, at the Tyne ports, and at the London docks. The only ports showing any considerable increase were Liverpool, Swansea, Southampton and Leith. Compared with a year ago the decreases were most marked at Liverpool, Cardiff, Glasgow and London.

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### INFORMATION WANTED.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Molendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

Oscar Olsen, age 37, a native of Hallarna, near Gothenborg, Sweden, who was sailing on the Great Lakes about three years ago, is inquired for by John V. Olsen, Sun Company, Marcus Hook, Pa. 5-26-15

Adolph Godfred Eriksen, born in Moss, Norway, is inquired for by his brother, Herman Eriksen. Any one knowing his whereabouts please notify W. Nielsen, 206 Moravian St., Philadelphia, Pa. 5-26-15

### M. BROWN and SONS

have moved to

109 SIXTH STREET

Opposite Sailors' Union Hall  
SAN PEDRO, CAL.

### INFORMATION WANTED.

George Alexander Sharman, a native of Brooklyn, N. Y. About 28 years of age, height 5 feet 9 inches, supposed to have sailed on the Great Lakes in 1907, is inquired for by M. L. Kinvan, 1211 Mosher street, Baltimore, Md. 7-14-15

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E. Seattle, Wash. 1-27-1915

Veneclius Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolamo Durbich, Zurich, Switzerland. 7-28-15

Herman Sigfrid Persson, a native of Malmo, Sweden, supposed to be sailing on the Pacific Coast, who has not been heard of for two years, is inquired for by his brother, Gustav Persson. Address 13 Stenbarksgatan Malmo, Sweden. 7-28-15

Adolph Krakan, last heard of at Port Pirie, January, 1912, and again in March, 1913, from Warunbo, 118 miles from Adelaide, South Australia, is inquired for by his mother at Hamburg, Germany. 8-25-15

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## San Pedro Letter List.

|                      |                      |
|----------------------|----------------------|
| Annell, Albert       | Loscher, Josef       |
| Anderson, John       | Lindeberg, Ernst     |
| Allen, Goldie Thorn  | Latz, Konstant       |
| Anderson, George     | Lundstedt, Chris.    |
| Anderson, John -1968 | Lalan, Joe           |
| Anderson, Martin     | Monterro, John       |
| -1894                | Martinet, Walter     |
| Anderson, Sven       | Mikalsen, Andreas    |
| (Reg. Letter.)       | Malm, Gustaf         |
| Andersson, Enkan     | Mesak, E.            |
| Bergh, Borge         | Nicjahr, Oskar       |
| Bunnik, L.           | Nelson, Ernest C.    |
| Brehn, Hans          | Nyhaugen, Julius     |
| Bergman, Leo         | Olsen, Ernest V.     |
| Henowitz, Felix      | -1216                |
| Carcera, Pete        | Olsen, John          |
| Cook, Harry          | Owen, Fred           |
| Christison, Jim      | Olin, Emil           |
| Duval, William       | Palmquist, Albert    |
| Eriesson, Otto       | Peterson, Karl E.    |
| Eklund, Sven         | -903                 |
| Edolf, Charles       | Petterson, A. K.     |
| Fisher, Wm.          | Poppe, George        |
| Gustafson, Carl      | Peterson, Hans.      |
| Gilholm, Albin       | -1064                |
| Grigolett, Ed.       | Peterson, N.         |
| Gusek, Bernhard      | Peterson, Otto       |
| Gronlund, O. -414    | Poscet, P.           |
| Holln, Ernest        | Parsons, Olaf        |
| Holm, Johan          | Reed, Halfdan        |
| Holmstrom, Fritz     | Rogis, A.            |
| Hansen, M. -963      | Skaanes, Egil        |
| Haro, A.             | Svensden, S. -1714   |
| Hugo, Bernhard       | Swanson, Ben.        |
| Haupt, Fritz         | Schovesser, E.       |
| Hansen, Charly       | Sanseter, Paul       |
| Hansen, Hilmar       | Strable, Chas.       |
| Hannus, Alex.        | Sternberg, Alf.      |
| Iversen, Ivar        | Soderlund, Anton     |
| Johannessen, Ingval  | Schmidt, Louis -2492 |
| Jacksch, Max.        | Schmidt, Lauritz P.  |
| Johnson, Chas. A.    | Sevenson, Paul       |
| -2044                | Sievers, G. P.       |
| Jonson, Leonard      | Tamisar, P.          |
| Jensen, H. -1555     | Trovik, Harald       |
| Johansson, Victor    | Thorsen, Charles     |
| Johansson, Geo. W.   | Uhlig, Richard       |
| -1219                | Uby, Charles         |
| Johanson, Geo.       | Vohs, Heinrich       |
| Johnson, Edvard      | A. Verdonk, Peter    |
| Johnson, John A.     | Williamson, W. A.    |
| -1659                | West, J. W.          |
| Kolodzie, George     | Yllnen, Sam          |
| Kaiser, Richard      | Zimmer, Walter       |
| Kasli, Albert        | Zeidler, Fred        |
| Kalnin, Ed.          | Package and Photos   |
| Lybeck, Thomas       | Anderson, David C.   |
| Larsen, Klaus L.     | Peterson, Hugo       |
| Lauritzen, Ole       | Schmidt, Lauritz P.  |
| Lindholm, Chas.      | Zunk, Bruno          |

### Honolulu, H. T.

|                      |                   |
|----------------------|-------------------|
| Anderson, John E.    | Nelsen, C. F.     |
| Burk, Harry -1284    | Petersen, Carl    |
| Crantly, C. W.       | Peters, Walter    |
| Eugenio, John        | Reither, Fritz    |
| Ekelund, Rickhard    | Solberg, B. P.    |
| Ivertsen, Sigvald B. | Strand, Conrad    |
| Lengwenus, W. L.     | Thompson, Emil N. |
| Moller, F.           |                   |

### INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 108 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Any one knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St. 8-11-1915

Olai Ingebrigtsen (Brock), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American bark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469-49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Stuart street, San Francisco, Cal. 8-4-15



# Pacific Coast Marine.

It is reported that the new steamer recently ordered by the Matson Navigation Company, and which is now under construction at the Union Iron Works, is to be named "Makiki." The new vessel is to be propelled by twin screws, each with four blades.

Robert Dollar, head of the Dollar Steamship Company, announces that his company has just purchased the British steamer "Strathardle" from Burrell & Sons, Glasgow, and will bring the vessel out here to operate between Vancouver and the Orient. The "Strathardle" is of 2829 tons net, built at Dumbarton in 1910.

The Matthews Ship Yard Company, Hoquiam, report receiving a contract from the S. S. Freeman Steamship Company of San Francisco for the construction of a large wooden steam schooner, "double end" type, with cargo capacity for 1,250,000 feet of lumber. Work will be started at once and next spring the vessel will be placed in commission.

The Charles R. McCormick Company of San Francisco has issued orders for the construction of another auxiliary power schooner at St. Helena, Ore., of the same type as the "City of Portland," which is now nearing completion there. The "City of Portland" already has been engaged for two trips to Australia at a rate that will pay for half the vessel's construction cost.

Joseph Supple, Portland, Ore., has booked an order from the Kitsap Transportation Company, Seattle, Wash., for a steamer, the hull and superstructure of which is to be of selected timber, fir being used mostly, at a cost of \$80,000. Delivery is to be made by May 1, 1916. The vessel will be 150 feet in length, 26 feet beam and will develop 2200 horsepower with a Seabury engine.

The Crowley Launch and Tugboat Company of San Francisco has purchased the schooner "Sausalito" at a price not made public, and will send the vessel on a voyage to Mexico. After she comes back to San Francisco it is understood she will be equipped with auxiliary engines. The "Sausalito" was built at San Francisco, having been launched in 1903; she is 142 feet long, 35 feet wide and 10 feet deep.

The steamship "Corwin," formerly a revenue-cutter, has been chartered for a long term to a Los Angeles company, to be placed on a Los Angeles-Mexico run. The charterers also took an option, extending until next April, for purchase of the boat. The "Corwin" has won fame by being regularly each spring the first vessel to make its way through the ice of Bering Sea to Nome. She was built to battle with ice in the Government service.

After lying idle in Seattle harbor for more than a year the cable steamer "Restorer," Captain B. C. Conbe, has left port for Esquimalt, B. C., where she will be converted into an oil burner by Yarrows, Limited. The "Restorer" is owned by the Commercial Pacific Cable Company of New York, which operates cables from San Francisco to Shanghai, via Honolulu, Midway Island, Guam and Manila—about 10,000 miles in all.

With the record of the fastest passage made this year from the Pacific Coast to Australia, the barkentine "Lahaina" arrived at Sydney (N. S. W.) on December 1. The vessel was fifty-four days from Astoria to the Australian port. The "Lahaina" is owned by Hind, Rolph & Co. of San Francisco and her cargo on the trip just ended consisted of 1,241,924 feet of lumber. The charter price for the trip was 100 shillings.

Two steamers of the Coast and Geodetic Survey fleet are for sale, and sealed bids for their purchase will be received by the Department of Commerce up to December 20. The steamers are the "Gedney" and "McArthur," and both are now at Seattle. The "Gedney" is a composite, single-screw vessel of 1744 net tons, and was built in New York in 1875. The "McArthur" was built at Mare Island in 1876, is a single-screw, of wood and of 130 net tons.

The river steamer "Napa City" was sold at auction at San Francisco by Deputy United States Marshal George Burnham for \$975 to Muir & Symon. The proceeds will be used in settling the claims of libelants for wages and repairs. J. D. Brown, tug owner, a bankrupt, was part owner of the "Napa City." Federal Judge Dooling decided the claims of the libelants had a priority over those of the creditors and ordered the sale.

The license of Captain Victor Jacobson, master of the steam-schooner "Noyo," has been suspended for fifty days by Local Inspectors John M. Ansell and Carl F. Lehnars. He was charged with running his vessel full speed in a fog November 24th, when the steamer went ashore at La Jolla, bound from Mendocino to San Diego with a cargo of railroad ties. The evidence also showed that he was negligent in not using a lead and line and taking proper precautions. Captain Jacobson freely admitted his guilt and the sentence was mitigated on this account.

On her trial trip, the new freighter "Pacific," Captain Nelson, made the circuit of San Francisco Bay with a party on board, including

Mayor Rolph, representatives of Lloyd's, of George W. McNear & Co., Union Iron Works and several other prominent shipping men. The start was made in the morning, and the vessel arrived back at the Union Iron Works late in the afternoon, making twelve and one-half knots over a measured course for four hours. The "Pacific" was the steamer "Annette Rolph," built at the Union Iron Works for Mayor Rolph. The vessel was sold by him to George W. McNear and later transferred to a Scandinavian company, which will operate her. The steamer is to load at San Francisco and at Portland for the United Kingdom.

The floating of the "Mariposa" from the reefs in Lama Passage is undoubtedly one of the most successful salvage jobs ever undertaken on this coast, and the very fact that she was hauled from the rocks twenty-one days after the steamer "Salvor" arrived on the scene says much for the ability and skill of those in charge of the salvage operations. After being floated from the reefs, the "Mariposa" was towed to McLaughlin Bay by the "Salvor" and beached so that the holes in her hull might be patched up. Within the shelter of the protected bay the men of the "Salvor" have been enabled to carry out work in particularly smart time. The contract called for the delivery of the "Mariposa" at Seattle. The "Mariposa" often had Robert Louis Stevenson as a passenger and it is a matter of tradition that he read the proofs of several of his most notable stories while on board the "Mariposa." Prior to entering the Alaska trade the "Mariposa" was one of the vessels operated by the Oceanic Steamship Company.

Concerning the probable date of re-opening of the Panama Canal, it is regarded as significant that many employees, mainly in the operating divisions, are being furloughed or given vacations. This is taken to indicate that the canal will remain closed for a much longer time than was first expected. In some cases employees are being dismissed. In a number of cases employees of the operating division have been transferred to other divisions which were in need of men owing to the increased work, notably the dredging division, which has taken over most of the canal pilots as tug masters and captains of dredges. It has been learned that it is the intention of Major General George W. Goethals, Governor General of the Canal Zone, to force a temporary channel through the slide as quickly as possible and pass through the waterway a few ships which have been waiting since the canal closed, and then again shut off traffic through the canal until all danger of slides has been definitely ended. This probably will be not less than six months, according to the best available estimates. The condition at the slide remains virtually unchanged, though slight gains are now being made by the dredges against the mass which is blocking the channel.

News comes from New York of the details of the transaction which brought the steamers "Yale" and "Harvard" to this coast. The story came to light during the Government suit against the New Haven Railroad and was related by Captain Harry W. Goodall, President of the Pacific Navigation Company, which operates the boats. Captain Goodall testified that he had coveted these ships for his Pacific service ever since he had been familiar with them and that he had been trying to buy them since 1907, though he did not succeed until 1910. Since then they have been giving satisfaction, plying between San Francisco and San Diego and touching at San Pedro. Captain Goodall took them to the Pacific in December, 1910. Under the terms of the agreement the Pacific Navigation Company has paid to the Metropolitan Steamship Company of New Jersey a rental of \$32,960 a month for the vessels, or a total of nearly \$2,000,000 for the five years. The witness testified that some of the reasons why the "Yale" and the "Harvard" had been good money earners in the Pacific service, while they had not been profitable on the New York and Boston run, were these: In Eastern waters the steamships made money only during about three months of each year and "broke even" for about two more months. During the rest of the year they were laid off. On the Pacific Coast they are in service throughout the year. They are oil burning ships, and that fuel is much cheaper in the West. The "Yale" and the "Harvard" consume a thousand barrels of fuel oil a day. Another important factor, the witness said, is the fact that, whereas the fare between New York and Boston for passengers was \$3.85, the passenger tariff from San Francisco to San Pedro is \$8 and to San Diego \$10.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

## International Seamen's Union of America

Affiliated with  
AMERICAN FEDERATION OF LABOR  
and

INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary,  
570 West Lake St., Chicago, Ill.

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HONOLULU, H. T., Cor. Queen and Nuuanu Sts.,  
P. O. Box 314.

(Continued on Page 11.)



# Coast Seamen's Journal

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PAUL SCHARRENBURG.....Editor  
I. M. HOLT.....Manager

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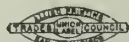
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## NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, DECEMBER 8, 1915.

## CONGRESS IN SESSION.

Congress is again in session and the allied promoters of a coolie-manned American merchant marine have their guns trained upon the National Capitol ready for the fray.

As Senator La Follette put it:

The same power which organized the press of the country to force from the Interstate Commerce Commission a decision favorable to the railroads in the one hundred million dollar advance rate case, is behind the nation-wide newspaper raid on the Seamen's Law. The same motive and the same selfish interest has inspired both attacks. The same power which controls transportation by land controls transportation by water. In the advance rate case, its literary bureau printed thousands of pages of "dope" news articles and editorial comment in the leading dailies, the great weeklies, and the monthly magazines. Its victory in that case encouraged it to undertake the building up of a false public sentiment against the Seamen's Law, intended to intimidate President Wilson and stampede Congress into modifying or repealing the statute altogether.

Fortunately, it is beginning to appear as if the very extent and vigor of the campaign against the Seamen's law will furnish valuable ammunition for its defenders.

There will be many a "battle royal" upon other subjects of vital interest to the American wage-workers. The American Federation of Labor stands committed and will work for the following measures:

Immigration restriction.

A Government-owned merchant marine and unrelenting opposition to every ship-subsidy scheme.

Empowering States to regulate the admission of goods manufactured by convicts in other States.

Prohibiting importation of goods manufactured in whole or in part by convicts of foreign countries.

Preventing interstate transportation of goods in which the labor of children under certain ages is employed.

Compensation act for Federal employees extended and liberalized.

Eight hours for interstate railroad telegraphers.

A liberal and comprehensive industrial education bill.

Additional safety laws, and placing the en-

forcement of same under the jurisdiction of the United States Department of Labor.

Old-age pensions and retirements.

In addition to the foregoing it is stated that the Department of Commerce has framed a bill to give the Federal Government complete control of the building of all merchant vessels of more than 100 tons gross tonnage. No certificate of inspection could be issued to any vessel unless the plans had been approved by a board of naval architects. This proposal is an echo of the "Eastland" disaster and the controversy over the steamboat inspection service that followed.

Altogether this will be a busy Congress, and it behooves all to watch the individual legislator as well as the insidious forces which are ever ready to frustrate the will of the people.

## NATURALIZATION FOR JAPANESE?

During the year 1914 there were born within the State of California 2,874 children of Japanese parents.

Every year a greater number of California-Japanese native sons and daughters are added to the population of the State and the recent heavy influx (or importation) of picture brides gives assurance of still greater increases in the years to follow. Whether it was a logical sequence of the "Gentlemen's Agreement" or whether it was due to natural causes, the fact remains that Japanese female immigrants have been coming in fairly alarming proportions only since the enforcement of the agreement referred to. Thus we note the proportion of females among Japanese immigrants during 1914 as being 63.1 per cent., while in 1906, the year prior to the enforcement of the Gentlemen's Agreement, the percentage was only 13.6.

A college-bred apologist for Japanese immigration sees in the increasing number of female immigrants a greater tendency among Japanese "to settle" in this country. No doubt he is correct.

When every one of the 50,000 male Japanese now in California has been supplied with a bride direct from Japan, and when all have "settled" to live happily ever after, we will have within the borders of this fair State the makings of a racial problem far more intensified and of much graver significance and potential consequence than the black and white problem of the Southern States.

From present indications, at any rate, it seems reasonably safe to predict that many of the more serious trials and tribulations of California's future generations (to be composed of white, yellow, brown and, we fear, mixed colors) will be due to the same lack of far-seeing statesmanship which tolerated the black slave trade and created the negro problem of the South. Of course, it will remain for future historians to properly place the blame for the creation of this new racial problem which persists in raising its menacing tentacles in our very midst. If justice is done, both the happy-go-lucky attitude of ex-President Taft and the bluster and brag policy of ex-President Roosevelt must, at least in part, be held responsible for the very existence of a racial problem on the Pacific slope. The statesmanship of these two men was largely modeled upon the "after me the deluge" policy. And while for the present, at least, the poor agitator is held responsible for every new outward appearance of a conflict between the races of the Orient and the Occident now settled or trying to settle upon the Western shores of our country, the future

may be depended upon to give due credit to the agitator and place the blame where it properly belongs.

As for the efforts of partisan busybodies to induce (?) the people of America, and particularly the people of California, to be "fair" to the Japanese, one can only harbor a mingled feeling of amazement and pity. Space forbids even a reference to the numerous "proposed remedies" of the so-called Japanese problem in California. Suffice to say, the remedies proposed are all worse than the disease. Instead of strengthening the Exclusion laws we now have and making them apply to Japanese and other Asiatics, it is seriously proposed, as a basis for some of these remedies, to entirely wipe out the one fairly effective remedy we now have upon the United States statute books.

Noteworthy among recent arrivals of this character is a carefully prepared booklet by Yamato Ichihashi, Ph. D., Instructor in Japanese History, etc., at a California University.

Mr. Ichihashi's 69-page plea, which is appropriately printed in a non-union shop, closes with the following:

Once admitted into the country there should be no discrimination in the treatment of immigrants. The proposition is based upon the so well established principle of American civilization that it required no explanation. And if Japanese ask that justice and fairness be accorded to them as they are freely accorded to immigrants from other nations, America cannot very well refuse. The best way to apply the principle to Japanese residents is by changing the existing naturalization law so that those of them who qualify according to such revised law may become citizens of the United States. This will automatically do away with the existing discriminatory laws of several States, since they are all based upon the non-eligibility of Japanese for citizenship. Moreover, that will remove the stronghold of anti-Japanese agitation. Votes will silence agitators. Besides there are two positive reasons for granting them the right of naturalization: First, the presence of unnaturalized aliens is undesirable to say the least, from the standpoint of the American nation; second, the right will grant to those who see, a permanent safeguard, and that in turn will enable them to strive for their own development. They will make contributions to American civilization as its loyal citizens. Give them a chance.

If the "right to vote" had ever contributed toward the settlement of a racial issue it might be worth while trying it out in California. But the distinguished Japanese professor furnishes no information upon that subject. Neither did Mr. Roosevelt, his illustrious predecessor in advocacy of Japanese naturalization. At the present rate of progress—i. e., considering the ever-increasing number of Japanese births in California—it will not be long before a very substantial number of native-born Japanese shall have become American citizens and voters. Hawaiian territory, by its peculiar position, leads as a shining example in this direction; some 20,000 Japanese children having been born in those Islands. And, it may be said in passing, not only have "the agitators" been effectively "silenced" in Hawaiian territory, but they have entirely disappeared, for the white workingman has found it next to impossible to earn a livelihood under the pressure of Oriental competition. As a matter of fact, it is generally conceded that to all intents and purposes, the Hawaiian Islands are rapidly assuming the place of a Japanese colony.

Is it not, after all, the desire of these unofficial Japanese spokesmen in California to establish a similar state of affairs on the Pacific slope?

Why all this deceptive talk about "Justice to Japanese in California"? Why not be plain and blunt and demand that Japanese shall not be prevented nor even molested in the exercise of an irresistible economic pressure upon the Caucasian population of the West?



## WHAT'S IN A NAME?

The editorial page of the San Francisco Bulletin usually has something worth while.

Exceptionally good is the Bulletin's own amplification upon an "authoritative diagnosis of the Republican party."

Read and digest this press pearl:

"The business interests which usually look to the Republican party to give them what they want desire a high tariff—on dyestuffs, for example—to protect their prices in the home market, subsidies for American shipping, and a liberal immigration law, so that the cheap labor of Europe may come to do our unskilled tasks."

This statement from the World's Work is quoted because it is an authoritative diagnosis of the Republican party. The leaders of this party frankly desire protection for commodities and free trade in men, high prices for consumers, low wages for workingmen, more wealth at the top, and less wealth at the bottom. The party has drawn to itself the men and interests who will profit by such policies. It can learn new wiles and new phrases, but it would choke on new principles.

Shades of Lincoln, this is too much! This is worse than a former authoritative definition of Republicanism which read: "Damn morality—what we want is prosperity!"

The union-built Panama-Pacific International Exposition formally and officially closed its gates on Saturday, December 4, at midnight. Everybody says it was a grand success. From the point of view of the financier it has come up to all expectations. The total attendance is reported at 18,875,974, which is indeed a record-breaking figure considering the location of the Exposition. But the permanent results of an exhibition of this character can hardly be estimated in dollars and cents. The "palaces" of lath and plaster will soon disappear; not so, however, the lessons taught by that wonderful collection of material gathered in all corners of the globe and temporarily displayed for mankind's benefit. Dull indeed must be the mind that has not carried away some never-to-be-forgotten impression from the P.-P. I. E.

A New York contemporary is of the opinion that the frequently reported ruder troubles to the Great Northern Pacific liners "Northern Pacific" and "Great Northern," which have been running between San Francisco and the Columbia River, must be due to the quantity of drifting lumber on the route over which they run, resulting from the breaking up of log rafts. And, says the same publication, "in the absence of legislation against the practice there seems to be no reason why similar occurrences should not regularly recur." Quite so! That is precisely the contention of the International Seamen's Union of America. Glad we have made a convert.

The current issue of the Australian Seamen's Journal quotes Mr. W. T. Young, secretary of the Seamen's Union, who predicts a shortage of men for the crews of New Zealand steamers. He thinks that possibly some steamers will be laid up by Christmas. The shortage is due to the number of men who have enlisted; also to the fact that a good many New Zealand seamen have been picked up by Australian vessels in New Zealand ports and discharged in Australia, whereupon they have entered into the Australian coastal trade. Mr. Young says New Zealand is now beginning to feel the pinch of war.

Even death itself may shortly have to give way to the trust as the "great leveler."

## BRYAN'S CENSORED BOOKLET.

A Terse and Significant Word Picture of Unhappy India Which Is Deemed Objectionable by England.

Former Secretary of State W. J. Bryan's booklet on India was recently translated into the Hindu language and was thereupon promptly forbidden circulation in India.

In view of the general interest aroused by this unusual procedure the Journal herewith presents certain significant excerpts from Mr. Bryan's notable work:

British rule in India is far worse, far more burdensome to the people, and far more unjust—if I understand the meaning of the word—than I had supposed.

When I say this I do not mean to bring an indictment against the English people or to assert that they are guilty of intentional wrongdoing. Neither do I mean to question the motives of those who are in authority.

The trouble is that England acquired India for England's advantage, not for India's, and that she holds India for England's benefit, not for India's.

The government of India is as arbitrary and despotic as the government of Russia ever was, and in two respects it is worse.

First, it is administered by an alien people, whereas the officials of Russia are Russians.

Second, it drains a large part of the taxes out of the country, whereas the Russian Government spends at home the money it collects from the people.

A third disadvantage might be named, since the Czar has already created a legislative body, whereas England continues to deny to the Indians any form of representation or constitutional government.

The people of India are taxed, but they have no voice in the amount to be collected or in the use to be made of the revenue. They pay to the government nearly \$225,000,000 a year and of this nearly \$100,000,000 is expended upon an army in which Indians cannot be officers.

The home charges, as they are called, absorb practically one-third of the entire revenues. About \$100,000,000 goes out of India to England every year, and over \$15,000,000 is paid to European officials in the civil employ. What nation could stand such a drain without impoverishment?

Taxation is nearly twice as heavy in India as in England in proportion to the income of the people.

So great has been the drain, the injustice to the people and the tax upon the resources of the country, that famines have increased in frequency and severity. Mr. Gokhale, one of the ablest of India's public men, presided over the meeting of the last Indian national congress (held in December), and declared in his opening speech that the death rate had steadily risen from 24 to the 1,000 in 1882-84, to 30 in 1892-94, and to 34 at the present time.

The poverty of the people of India is distressing in the extreme; millions live on the verge of starvation all the time, and one would think that their very appearance would plead successfully in their behalf.

The economic wrong done to the people of India explains the political wrong done to them. For more than twenty years an Indian national congress has been pleading for a modified form of representative government—not for a severing of the tie that binds India to Great Britain, but for an increasing voice in their local affairs. But this request cannot be granted. Why? Because a local government composed of natives selected by the people would protest against so large an army, reduce the taxes and put Indians at lower salaries into places now held by Europeans.

Japan, the arbiter of her own destiny and the guardian of her own people, has in half a century bounded from illiteracy to a position where 90 per cent. of the people can read and write, and is now thought worthy to enter into an Anglo-Japanese alliance; while India, condemned to political servitude and sacrificed for the commercial advantages of another nation, still sits in darkness, less than 1 per cent. of her women able to read and write, and less than 10 per cent. of her total population sufficiently advanced to communicate with each other by letter or to gather knowledge from the printed page.

It is not scarcity of money that delays the spread of education in India, but the deliberate misappropriation of taxes collected and the system which permits this disregard of the welfare of the subjects and the subordination of their industries to the supposed advancement of another nation's trade, is as indefensible upon political and economic grounds as upon moral grounds.

If more attention were given to the intellectual progress of the people and more regard shown for their wishes, it would not require many soldiers to compel loyalty to England, neither would it require a large army to preserve peace and order. If agriculture were protected and encouraged, and native industries built up and diversified, England's commerce with India would

(Continued on Page 10)

## OFFICIAL.

## SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Dec. 6, 1915.  
Regular weekly meeting came to order at 7 p. m., E. Ellison presiding. Secretary reported shipping dull. Voting for officers for the ensuing term was proceeded with.

JOHN H. TENNISON, Secretary pro tem.  
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., Nov. 29, 1915.

No meeting. Shipping and prospects poor.

REGINALD TOWNSEND, Agent.  
Room 11, De Cosmos Block, 1424 Government St.

Vancouver, B. C., Nov. 29, 1915.

Shipping slack; prospects uncertain.

W. S. BURNS, Agent.  
213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Nov. 29, 1915.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.  
2218 North 30th St. Tel. Main 808.

Seattle Agency, Nov. 29, 1915.

Shipping and prospects poor.

P. B. GILL, Agent.  
84 Seneca St. P. O. Box 65. Tel. Main 4403

Aberdeen Agency, Nov. 29, 1915.

Shipping dull; prospects uncertain.

J. PEARSON, Agent.  
P. O. Box 6. Tel. Main 557.

Portland Agency, Nov. 29, 1915.

Shipping dull; prospects uncertain.

JACK ROSEN, Agent.  
44 Union Ave. North. Tel. East 4912.

Eureka Agency, Nov. 29, 1915.

Shipping dull; prospects uncertain.

OTTO DITTMAR, Agent.  
227 First St. P. O. Box 64. Tel. 159.

San Pedro Agency, Nov. 29, 1915.

Shipping dull; prospects poor.

HARRY OHLSEN, Agent.  
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Nov. 22, 1915.

Shipping medium; prospects uncertain.

JACK EDWARDSON, Agent.  
P. O. Box 314. Tel. 2526.

## MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Dec. 2, 1915.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping slow, plenty of men ashore. The full Shipwreck Benefit was ordered paid to one member wrecked on the steam-schooner "Noyo." Balloting on officers for the ensuing term was proceeded with.

EUGENE STEIDLE, Secretary.  
42 Market St. Phone Kearny 5955.

Seattle Agency, Nov. 26, 1915.

Shipping medium. Balloted on officers for the ensuing term.

LEONARD NORKGAUER, Agent.  
Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Nov. 24, 1915.

Shipping medium. Balloted on officers for the ensuing term.

HARRY POTHOFF, Agent.  
P. O. Box 54.

Portland Agency, Nov. 29, 1915.

No meeting. Shipping slow.

THOMAS BAKER, Agent.  
89 Second St. N. Phone Broadway 2306.

## DIED.

H. W. Persson, No. 1120, a native of Sweden, age 31, was drowned off Clementa Island, Cal., Dec., 1915.

O. A. Granqvist, No. 941, a native of Sweden, age 28, died at Seattle, Wash., Nov. 24, 1915.

The employer who is most strenuous in claiming the right to "run his own business" is frequently most insistent in the claim that it is the duty of his employees to attend to the advertising end thereof.



## CAPITAL AND LABOR.

(By Bernard Shaw.)

Why is it that the man who will not work, the idle man—why is it that we cannot say to that man: "Very well, then die"? The reason is clear, because although you have put him into the position he is, that he must work or starve, you have not guaranteed him work.

On the contrary, our present human commercial system depends on the existence in the labor market of a number of men who cannot find purchasers—or employers—of what is called the reserve army of labor. There is always a fringe of unemployed, because business, as it is conducted, can only be profitably carried on thus, because as your business extends you can find an idle man to take on, or as it contracts, you can throw your industrious men in the street. Accordingly, when a man comes along who is an idle man, you cannot say to that man: "You are destitute because you are idle."

As our system now goes on, let me explain how it is that men are bought and sold in the market. You have arising out of our system the institution of private property and land. You get a class of proprietors of land whom you call the upper classes, and then you get a large body of persons whom you call the proletariat—the workers. Then there are persons who, having no land, have to pay proprietary tolls for the use of the land. The land, with the increased population, rises in value to such an extent that the proprietary class becomes rich, and that is to say they get in the position of having more money than they need to spend.

They get into the position of having spare money. Spare money is capital; capital is spare money and nothing else. And, accordingly, you see your landed class becomes not only a landed class, but a capitalist class. On the other hand, there is your proletariat with nothing. Here comes the difficulty.

Your proprietary class, having become accustomed to being rich and doing nothing, becomes helpless. It has its land, but it does not know how to work the land. It has broad acres, and it knows in a sort of vague and general way, having learned something about it in school, that broad acres put under certain processes produce wheat—but having no knowledge of those processes of how to produce wheat, that class cannot by itself put the land to that use.

Thus you get finally developed in your society what you call proletariat. You get an elaborate division of labor between them. You get one man put at one particular kind of a job and another put at another job, and so on, but none of them have any knowledge of production as a complete article.

As a consequence you get about these classes various sections of persons—you get a class which is middle class, standing between them, and it is that middle class which organizes production.

I want to show you that all society really hangs at present on the middle class, on the employing class. On the one hand you have the proprietors, who are unhappily helpless, and on the other hand you have the proletariat. Until very lately they were quite helpless, but the function of the middle-class man (he having some

knowledge of the processes of the business) enable him to come between the two parties and to make an agreement with the proprietary class to hire their land. Then he hires their spare money and agrees to pay so much for that in the way of interest. With that land and capital he understood how to apply the remedy to it in order to produce wealth.

Accordingly he turned round to your vast proletariat and he purchased their labor from them at so much a week. Then out of the sale of the commodities that he had organized or produced, on the one hand, he paid the landlord his rent, the capitalist his interest, and the workman his wages, and what was left he kept to himself as profit. Now the whole thing depended on the middle class for a long time.

Why is it such a detestable class? Why is it the middle class can never be religious? Why is it when they attempt to become religious they become sanctimonious? The middle-class man is further from religion than a man who never thinks of religion at all.

The reason is the person you call a slaver, the person occupied in the slave trade, is a detestable person, and the middle class in the trade they were engaged in were carrying on a slave trade. They were organizing labor, they were buying labor in the market, and the magnitude of their own profits depended on the smallness of the payment they could make to labor. Furthermore, they saw monopoly depended on the ignorance of the working classes, because once the working classes learned to read and write, the monopoly of the middle classes was gone. And you will find that what has been happening lately is that the upper classes have begun to find that they need not be so dependent on the middle classes, and the working classes are making exactly the same discovery.

Now, when you buy a man you consider the man as a mere instrument of production. As long as you abandon your society to this detestable system, you have no right to go to the middle-class man and ask him to treat the workingman as a human being.

Supposing the middle-class man, for purposes of business, wants a chemist and a coal heaver. For the purposes of the middle-class man who only wants a man as an instrument of production why should he pay as much for a coal heaver as a chemist? Now, a coal heaver is a very cheap article to produce. You can get a human being who is able to use his muscles and has brains enough to walk about without falling down holes. That man can heave coals.

But the chemist is a person who must have an elaborate and expensive education, and, accordingly, he is a more costly article. Therefore, a man of that description might cost \$10,000 a year. But the mere coal heaver, the mere laborer, he multiplies in the market, and there are so many of them that you can get a man of that type at the cost of production as a mere heaver of wood and drawer of water. Accordingly, the middle-class man always tries to cheapen a worker and get him merely as an instrument of production. And the end of it is, you have an enormous mass of persons who are being bought and sold as instruments of production and not as men and women.

Under this system, a middle-class man

buys people at their cost of production. Let us, therefore, go carefully into the cost of production. The middle-class man not only buys men, but buys horses. When you take a horse you have to make a sort of calculation. If you treat a horse well, it may live for twenty years. I believe the Duke of Wellington's horse lived forty-four years. But the horse, if really taken care of, may live twenty years. That, however, may not be the most profitable means of working, and our tramway companies when they used horses used to discover that the really economic way to employ a horse was to work it hard enough to kill it in four years—make it good for nothing.

When you come to deal with laborers you find exactly the same thing. It does not pay to pay a man and treat him in such a manner that he will live to be threescore years and ten, the allotted length of life scripturally set forth. We all work him so that he will be too old at forty. You drive him as hard as you can until he is broken down; you then throw him out and get another in his place. Of course, the thing is horrible. It is much worse than what you call Darwinian selection, because, although Darwinian selection had no purpose, at any rate natural selection pretends to have the pleasant result of the survival of the fittest.

## THE FOLLY OF THE WISE ONES.

But ask now the beasts and they shall teach thee.—Job 12:7.

In an African thicket cowered two jackals. Sheltered from immediate danger, they crouched still lower with blinking eyes as the rattle of musketry and the boom of cannon came to them over the distant landscape.

"Mother," said the young one, "what are those frightful noises?"

"My child," replied the old one, muzzled with gray and burdened with the experience of years of self-defense, "those are the ravings of the super animals."

"And what are they doing?"

"They are destroying each other for they are sick with the spasm of war."

"And why do they do these things?"

"We animals do not know," replied the aged one. "They build but to destroy. They sing strange songs of peace and slay like the lion. Their work is the achievement of superfluous labor."

While they yet spake, the battle ceased.

Twilight came on apace, and rapidly sank into the blackness of night.

Profound silence hovered over the field of battle.

"Come, my child," said the aged one, "let us gather the bones of their dead. Let us feast while their tired bodies sleep." —Frederick E. Mayer, in *The Public*.

The total number of deer reported killed during the open season this year in California was 8699. When the fact is considered that only a portion of the deer killed in each county is reported, it is possible that the actual kill for 1914 must exceed 12,000. Could deer be sold on the market, each would bring an average price of \$25. Hence the yearly crop of deer in California is worth approximately \$300,000.

Demand the union label upon all purchases!



## CALIFORNIA MINERAL SPRINGS.

Among the resources of California of great potential value and as yet only slightly developed are the mineral springs which abound in many parts of the State.

Streams of pure water issue in large volume from the northern lava fields, but some of the desert springs yield strong brines. Some mountain regions yield springs of ice-cold water in mid-summer, and in the same vicinity are pools of vigorously boiling water. Water so corrosive that clothing soon falls to pieces under its action is common in some localities. In others issue springs of hot, soft water excellent for laundry use. Several of the more noted springs are mere trickles of pleasant-tasting carbonated water; other and larger springs of more delicious natural "soda water" are at present remote from roads and are known only to the hunter and prospector. Many springs form deposits of salt that are welcomed by cattle and wild animals as "deer licks"; others are a menace to small life because of the purgative salts they contain or of the great amount of carbonic-acid gas they give off. The chemical constituents produce notable coloring in many waters, giving in some springs shades of yellow, green, or blue, and at one place a milky and an inky-black stream issue side by side.

In connection with studies of other phases of the water resources of California G. A. Waring, of the United States Geological Survey, made an examination of the springs, and the results are embodied in Water-Supply Paper 338.

Of the 600 springs described in this paper, more than 100 are used to greater or less extent as resorts, but only about one-third of this number have been patronized primarily for the curative value of their waters, the others being noted chiefly as pleasure resorts. At a few, however, equipment comparable with that of the well-known European spas is in use and advanced practice in therapeutic treatment is employed.

Since the Survey report is designed primarily as a popular discussion of this resource of the State, it does not constitute a technical study of the spring waters, but a general discussion of the medicinal value of mineral waters is presented and a short description of each spring and its use is given.

The available analyses of the springs have been assembled and reduced to standard form for easy comparison, and though attention is called to the most unusual features it is shown that a number of the waters are worthy of detailed chemical study.

If intelligently used in connection with the favorable climate for which parts of the State are noted, many of the mineral waters should be capable of great good in the relief of certain forms of illness; and the characteristics of these waters and their adaptability to therapeutic use seem worthy of more attention than they have heretofore received.

As long as the supply lasts copies of the report may be obtained on application to the Director, United States Geological Survey, Washington, D. C.

"Reading furnishes the mind only with materials of knowledge; it is thinking that makes what you read your own."—John Locke.

For fair products of all kinds consult the JOURNAL's ad columns.

## NORWAY PROSPEROUS.

The Norwegian shipping industry is flourishing and has already brought millions of kroners into the country. The enormously high freights have induced the owners of "any ship capable of floating" to put them into service, and one shipping company after another has been started, whilst new lines are being inaugurated so that they can be assured of a place in the new markets when the war is over and all the old shipping lines and routes are again running the vessels which have been lying idle in the ports all over the world. The shipbuilding trade has also its share in the present boom, and all the existing shipyards are making extensive enlargements in order to cope with the enormous demand made upon them. Within the last eight or nine weeks six of the larger shipyards in south Norway have arranged to carry out alterations which will enable them to build more than three times the number of ships they have hitherto undertaken, and in all cases the capital for these extensions has been over-subscribed. Besides these extensions of old shipyards, new yards are to be built, the capital for which has already been subscribed in full. One of these yards, which will be capable of constructing boats of 12,000 tons and even larger dimensions, is to be built at Tonsberg at the month of the Christianiafjord.

## COMMERCE AND CONSCRIPTION.

The opposition to conscription is assuming more powerful proportions, not, as one would suppose, among the workers, but among that privileged class of humanity which represents commerce in the House of Commons. A committee composed of members of the House having been formed, a long statement has been issued by them showing that Britain is best helping forward the war, not by conscripting its wage-workers, but by expanding its trade with a view to financing the Allies. Although patriotism is the keynote to this manifesto, yet beneath the surface appears the motive that is inspiring many of our captains of industry. The absorption since the outbreak of hostilities of the normally large army of unemployed, and the ever-increasing dearth of skilled wage-workers, is causing acute difficulty to our industrial masters. Hence their opposition to conscription. But they are by no means averse to a form of industrial conscription which would guarantee to them good docile workers not only now, but after peace has been declared. The settled policy of the Government and, of course, the people whom the Government really represent, has been the drawing of the claws of labor. Ever since the Defense of the Realm Act became law, and the Munitions Act was passed, this end has been kept steadily in view. We are all to be brought under one vast scheme of industrial serfdom superior in its thoroughness to anything to be found in that home of thoroughness, Germany. "Freedom," London, England.

New Zealand possesses more thermal springs than any country in Europe, or than any country of its own size in the world.

Demand the union label upon all purchases!

## NOTICE TO SEAMEN.

## IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,  
V. A. OLANDER, Secretary.

## LAKE DISTRICT, I. S. U. of A.

## HEADQUARTERS:

LAKE SEAMEN'S UNION,  
570 West Lake Street, Chicago, Ill.

## BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street  
Telephone Seneca 936 R.  
CLEVELAND, O.....1401 W. Ninth Street  
Telephone Bell Main 1842.  
MILWAUKEE, WIS.....133 Clinton Street  
Telephone South 240.  
ASHTABULA, O.....21 High Street  
Telephone 552.  
NORTH TONAWANDA, N. Y.....152 Main Street  
Telephone Bell 2762.  
DETROIT, MICH.....15 Twelfth Street  
Telephone 3724.  
SUPERIOR, WIS.....1721 N. Third Street  
Telephone, New, Broad 385.  
BAY CITY, MICH.....108 Fifth Avenue  
OGDENSBURG, N. Y.....70 Isabella Street  
CONNEAUT, O.....922 Day Street  
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue  
PORT HURON, MICH.....517 Water Street  
ERIE, PA.....107 E. Third Street

## MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

## HEADQUARTERS:

71 Main Street, Buffalo, N. Y.  
Telephone Seneca 48.

## BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street  
CHICAGO, ILL.....445 LaSalle Avenue  
MILWAUKEE, WIS.....151 Reed Street  
DETROIT, MICH.....27 Jefferson Ave., East  
SUPERIOR, WIS.....1814 Fourth Street  
OGDENSBURG, N. Y.....70 Isabella Street  
BAY CITY, MICH.....108 Fifth Avenue

## MARINE COOKS AND STEWARDS' UNION.

## HEADQUARTERS:

406 N. Clark St., Chicago, Ill.  
Telephone Main 365.

## BRANCHES:

|                 |                        |
|-----------------|------------------------|
| Buffalo, N. Y.  | Toledo, O.             |
| Cleveland, O.   | North Tonawanda, N. Y. |
| Milwaukee, Wis. | Superior, Wis.         |
| Ashtabula, O.   | Erie, Pa.              |

## UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

## MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

## RELIEF STATIONS:

|                      |                         |
|----------------------|-------------------------|
| Ashland, Wis.        | Ogdensburg, N. Y.       |
| Ashtabula Harbor, O. | Oswego, N. Y.           |
| Buffalo, N. Y.       | Port Huron, Mich.       |
| Duluth, Minn.        | Manitowoc, Wis.         |
| Escanaba, Mich.      | Marquette, Mich.        |
| Grand Haven, Mich.   | Milwaukee, Wis.         |
| Green Bay, Mich.     | Saginaw, Mich.          |
| Houghton, Mich.      | Sandusky, O.            |
| Ludington, Mich.     | Sault Ste. Marie, Mich. |
| Manistee, Mich.      | Sheboygan, Wis.         |
| Erie, Pa.            | Superior, Wis.          |
| Menominee, Mich.     | Toledo, O.              |



## WEEKLY NEWS LETTER.

(Continued from Page 3.)

Unionists were a unit in their opposition and the campaign carried on by the organized workers made it possible for every citizen in the State to become acquainted with those sections in the constitution that were designed to place the military above civil authority. As the convention that framed this constitution rejected the numerous suggestions made by labor, it is quite possible that the next convention will recall labor's demonstration of solidarity on the first Tuesday in November. Other objections to the new constitution were: Governor could appoint officials without confirmation by the State Senate; governor would have unrestricted authority to remove officials and his power over appropriations would be extended.

## Attacking Miners' Counsel.

Trinidad, Col., Nov. 20.—Judge Wiley of Alamosa has dismissed the charges of perjury against H. N. Hawkins and F. W. Clarke, counsel for the United Mine Workers' Union, growing out of an affidavit of Grover Hall, a juror in the trial of John R. Lawson. In his affidavit Hall declared that he stood for the acquittal of Lawson until coercive measures were taken by the court bailiff, who told him his (Hall's) wife together with the other jurors, was not permitted to visit his home, and that he, together with the other jurors, were not given food during one entire day. Under these circumstances, Hall swore his mental condition was such that he voted for conviction that he might see his wife. Hall also declared the bailiff told the jurors Judge Hillyer gave orders that they could not eat until they had reached a decision.

This affidavit was used by counsel for the mine workers in their fight to secure the Supreme Court order prohibiting Judge Hillyer from presiding in future cases growing out of the coal miners' strike.

State Attorney-General Farrar, who is conducting the fight against the mine workers, realizes the harmful effect the Hall affidavit has had on his case, and in his attempt to discredit it, filed charges against the workers' attorneys.

When Judge Wiley dismissed these attorneys from the charge of improper conduct, Farrar filed a similar complaint along different lines.

## State to Urge "Safety First."

The California State Industrial Accident Commission has issued a series of "catchy" phrases intended to impress upon both employers and employees the necessity for "safety first" in industry. In a bulletin just issued the Commission says:

"Don't kid about safety—you may be the goat.

"There are thousands of ways to lose your fingers—keep them.

"Carelessness spells safety last."

The Commission has the power to draft and enforce safety laws. Joint boards, consisting of employers and employees, are assisting the Commission in this work, and a united effort is being made to reduce the number of industrial accidents and fatalities in this State. General safety orders already agreed to provide for the safeguarding of gears, belts, set screws, sprockets, flywheels, grinding wheels, ladders, stairways, platforms and runways, swinging

doors, passages, keys and key seats, floor openings, hoistways, conveyers and many other sources of danger which are common throughout the industrial world.

After the first of the year employers will be obliged to comply with the regulations for the protection of their employees, and the employees themselves will be under certain definite obligations to co-operate in the prevention of accidents.

## Wheeling Butchers Strike.

About 250 members of the Meat Cutters and Butcher Workmen's Union are on strike at Wheeling, W. Va., to enforce a 10 per cent. wage increase. Plants employing about 150 butchers have signed the scale.

The just demand of these workers is shown by Editor Hilton of the Wheeling Majority, who says:

"To escape pneumonia they have to wear boots at their work. Boots that formerly cost \$3.25 and wore six months, now cost \$5 and wear three months. The meat inspection system has worked a hardship upon the men in that it has caused them to have more changes of working clothing without extra compensation. All have to change these several times a week, some of them several times a day. In the same day men will work in the early morning in a cellar with a temperature of 32 degrees, wearing several thicknesses of clothing, and the balance of the day at work so hot that they must strip. Between changing clothing, dodging pneumonia and paying more to work and live, they are justified in asking the small increase of 10 per cent. Their wages run now from \$2 to \$3 for nine hours. Few get \$3 in the packing houses."

## SOLDIERS VERSUS WORKERS.

The Chicago Tribune of recent date quotes a colonel of the United States army as describing the advantages of an enlisted man's career as follows:

"The enlisted man is immediately given board, clothing, housing, medical insurance, \$15 per month, and put under the care of a trained officer whose duty and ambition is to keep his soldiers in tip-top fighting shape. After a few months his shoulders begin to broaden and to square out, his chest to deepen, and his arms and legs to fit into the 'military bearing.' He learns, probably for the first time in his life, that cleanliness, neatness and moderation are not luxuries and, what is better, the fundamental reasons underlying law.

A soldier has the privilege of depositing his savings with the Government at 4 per cent. interest. After thirty years' service he goes on the retired list, which at the very least, granting that he does not save a penny, is equal in value to a paid-up insurance policy of from \$10,000 to \$20,000, nonforfeitable and guaranteed by the Government. But if the soldier remains a normal man he will save. Considering all possibilities, the man who served thirty years as a private and deposited one-half his pay and the amounts due him upon re-enlistment would quit the service with \$9,000, which at 4 per cent. would yield over \$30 per month, and, added to his retired pay, would give him a monthly income of nearly \$65 for the remainder of his life, to go wherever he pleases and do whatever he pleases. If he became a ser-

geant, which the average man could hardly escape being promoted to, he would have \$15,000, with a monthly income of \$100; if first sergeant, \$16,000 and \$120, and a non-commissioned officer, \$18,000 and \$130. If he cared to study in the army school to become a master electrician, chief musician, a baker or cook, he would be worth \$24,000 and would have an income of \$170 per month."

Which raises the question: Does the soldier earn all this? Does he give service equal in value to what he gets? Does the money received by him during service, and that goes to him at the end of his term, represent wealth which, but for what he has done, would not be in existence? If so, then how is it that the ordinary laborer, who produces as much or more than the soldier, has no chance to get such a reward after thirty years of service? Why must an electrician, musician, baker or cook join the army to be sure of \$24,000 in 30 years? If the soldier does not earn what he gets, then does he not get what others earn? In either case is there not gross injustice done the great mass of laborers? And is not the remedying of this injustice a far more important matter than any question relating to the army or navy?—The Public.

## THE APPALLING PRICE.

In this one year of war between two and three million of the strongest, youngest men have been killed on the battlefield; perhaps ten million more have been seriously injured or diseased. Many of these have been made blind, many more have been made insane or have become nervous wrecks. The warring nations have bonded themselves for twenty billions of dollars—a debt for the future sufficient to make slaves of the working world for generations to come. Treasured civil rights gained by many sacrifices and by years of forbearance have been violated and some of them lost. Women have been abused and helpless children have died. All the finer feelings of humanity have been shattered and lie broken by the might of force. And yet in the face of this supreme cost in life and all that life holds dear, the militarists have the audacity to speak with a sneer of "peace at any price." It is war that comes for a price and that price so fearful that we cannot comprehend it.

## BRYAN'S CENSORED BOOKLET.

(Continued from Page 7.)

be greater, for prosperous people would buy more than can be sold to India to-day, when so many of her sons and daughters are like walking shadows.

Let no one cite India as an argument in defense of colonialism. On the Ganges and the Indus, the Briton, in spite of his many noble qualities and his large contributions to the world's advancement, has demonstrated, as many have before, man's inability to exercise with wisdom and justice, irresponsible power over helpless people. He has conferred some benefits upon India, but he has extorted a tremendous price for them.

While he has boasted of bringing peace to the living, he has led millions to the peace of the grave; while he has dwelt upon order established between warring tribes, he has impoverished the country by legalized pillage. Pillage is a strong word, but no refinement of language can purge the present system of its iniquity.

How long will it be before the quickened conscience of England's Christian people will heed the petition that swells up from fettered India and apply to Britain's greatest colony the doctrines of human brotherhood?

Demand the union label upon all purchases!



## OUR FIRST FRIGATES.

We give below a synopsis from a paper read at the recent annual meeting of the Society of Naval Architects and Marine Engineers, held in New York City, by Hon. Franklin D. Roosevelt, Assistant Secretary of the Navy. This year's paper was, substantially, an amplification on a speech made by the author at last year's dinner of the Society. As a historical document, this paper is of extreme importance since, in his official capacity Mr. Roosevelt had access to sources of information heretofore untapped.

As is well known, the sale of the frigate "Alliance" in 1785 ended the first phase of the history of the U. S. Navy. Soon after this date, the Barbary pirates began their depredations on American commerce in the Mediterranean and, in order to protect our merchantmen, Congress passed a resolution in 1794 that a naval force to resist the depredations of Algerine corsairs ought to be provided. Estimates had been made as early as 1790 for the building of four frigates, mounting 44 guns, estimated to cost \$600,000 and \$247,960 a year to maintain. March 27, 1794, an appropriation of \$688,882.82 for six ships, was authorized by Congress. The Navy was then under the War Department and by order of the President, four 44-gun frigates were ordered to be built one each at Boston, New York, Philadelphia and Portsmouth, Va., respectively, and two 36-gun frigates, one each at Baltimore and Charleston, S. C. The dimensions of these ships were as follows:

### 44-Gun Frigates.

Length of gun deck from rabbit of stem to post, 174 ft. 10½ in.  
Length of keel, 145 ft.  
Molded breadth of beam in the extreme part, 43 ft. 6 in.  
Height of wing transom above rabbit of the keel, 25 ft. 8½ in.  
Height of lower deck transom above rabbit of keel, 20 ft. 9 in.  
Height between gun deck and lower deck, 6 ft. 4 in.

### 36-Gun Frigates.

Length of gun deck from rabbit of stem to post, 163 ft. 7 in.  
Length of keel, 136 ft.  
Molded breadth of beam in extreme part, 40 ft.  
Height of wing transom above rabbit of keel, 24 ft.  
Height of lower deck transom above rabbit of keel, 19 ft. 2 in.  
Height between gun deck and lower deck, 6 ft.

After lengthy preparation, the building of these frigates was commenced. Meanwhile, a treaty was entered into September 5, 1795, by which the Dey of Algiers agreed not to molest American shipping in consideration of an annual payment to him by the United States and other conditions. Under the terms of the appropriation for the frigates, construction could not proceed further, as the law stated that "if peace shall take place between the United States and the Regency of Algiers no further proceeding shall be had under the Act." It was then estimated that in addition to the original appropriation, \$453,272 would be needed to complete the frigates. However, the spirit of the law was strictly adhered to and construction was stopped. But as the treaty with the Dey of Algiers, provided among other things, for the delivery by the United States of a frigate, it was decided to use for building this the timber already stored. In November, 1796, it was decided to push work on the remaining frigates, the 44-gun vessel building

at Philadelphia being named the "United States," that at Boston the "Constitution," and the 36-in. gun frigate at Baltimore, the "Constellation."

The "United States" was launched at Philadelphia May 10, 1797; the "Constitution" October 21 and the "Constellation" September 7. On March 18, 1798, the President sent to Congress a message dealing with the increasingly strained relations with France and reiterated his recommendations for the adoption of measures for the protection of American commerce. On March 27, 1798, Congress appropriated \$115,833 to complete and equip for sea the frigates "United States," "Constitution" and "Constellation," and \$2,200 to defray the salaries of persons having charge of the yards at New York, Norfolk and Portsmouth where the uncompleted ships were lying. On March 8, a committee of the House of Representatives recommended the creation in the War Department of an office which should be employed in the immediate superintendence of the navy concerns of the United States, the officer in charge to be called the Commissioner of Marine. On April 30, 1798, the office of the Secretary of the Navy was established by law. Benjamin Stoddert, of Georgetown, was appointed to the office.

The records of the Navy Department contain nothing to show when the "Constitution," "United States" and "Constellation" were actually ready for sea. Secretary Stoddert on taking office found them practically in a state of readiness. The year 1798 was the beginning of the quasi war with France. The "United States," Capt. John Barry, was ordered to sea in July. Captain Truxton was ordered to sea in the "Constellation" on August 10 and the "Constitution," Captain Nicholson, was ordered to patrol the coast on August 13. This was the real beginning of the history of the U. S. Navy.

## WOMEN PEARL DIVERS IN JAPAN.

In Japan, where pearl fishing is an important industry, nine-tenths of the pearl divers are women. Tiny girls, mere babies, are taught by their mothers to swim, and later to dive; the seashore is their playground, and at thirteen or fourteen, when they leave school, they are usually ready to begin diving in earnest. A good mother superintends her daughter's diving exercises as carefully and instructs her as faithfully as any good Englishwoman instructs her daughter in domestic tasks. A girl does not reach her highest point of efficiency until she is about twenty-five years old. She works from eight to ten hours a day, with only two holidays a month, diving in from fifteen to forty-five feet of water. January and February are too cold for all-day work, but even then she often spends from one to five hours daily on and under the water. She wears a special dress of white cotton bloomers and short skirt, her hair is twisted into a tight knot with a cloth wound through it on top of her head, and she wears goggles to protect her eyes. A small tub attached to her waist holds the oysters. She earns from eight pence to four shillings a day. On this small pay she often saves a considerable amount of money, which constitutes her dowry.

## Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

## International Seamen's Union of America

(Continued from Page 5.)

### MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

#### Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

#### Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.

PORTLAND, Ore., 242 Flander St.

SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

### MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

#### Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

#### Branches:

SEATTLE, Wash., Room No. 203, Grand Trunk Dock. P. O. Box 214.

PORTLAND, Ore., 89 Second St. N.

SAN PEDRO, Cal., P. O. Box 54.

### ALASKA FISHERMEN'S UNION.

#### Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

#### Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

## The Coast Seamen's Journal

Can be procured by seamen at any of the above mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia  
20 ERSKINE STREET, SYDNEY, N. S. W.



## Labor News.

The legislature of the State of Alabama passed a child labor law prohibiting the employment of children under fourteen years, to become operative in 1916. But no provision was made for factory inspectors to enforce the law. Without any system of enforcement the law is likely to remain a dead letter.

Three leaders of striking miners at Phillipi, West Virginia, were sentenced to six months in jail for contempt of court. They are said to have ignored an injunction issued in 1914, by organizing a union among employes of the Pittsburgh and West Virginia Coal Company at Colliers, West Virginia.

Secretary Frank Duffy of the Brotherhood of Carpenters and Joiners, reports that the following unions have been organized during the past month: St. Clairsville, Ohio; Tifton, Ga.; New York City (ship carpenters); Northeast, Pa., and Portsmouth, Va., (shipwrights and boat builders). Strikes in Nashua, N. H., and Allentown, Pa., for increased wages have ended successfully. Carpenters at Naugatuck, Conn., are demanding a wage rate of \$3.50 a day, to become effective the 1st of April, next year.

By a six to one vote employes of the elevated railway of Chicago accepted a wage contract agreed to by their committee and the company. Increased wages total \$350,000 a year and apply to not only motormen, conductors, trainmen, towermen and switchmen, but car cleaners, shopmen, women ticket agents, trackmen and others. The union is affiliated to the Amalgamated Association of Street and Electric Railway Employes. The union of surface street car men, affiliated to the same international, recently secured substantial wage increases through an arbitration board after a short strike.

The statement sent out by the Rockefeller interests announcing the terms of the Rockefeller industrial plan bore the label of the International Typographical Union. This leads the New York Call to remark that this is the first Rockefeller publicity matter that has come to its notice on which this label has appeared, and that it may be taken as significant in the sense that Rockefeller has been beaten into some semblance of a recognition of the power of organized labor and has concluded to drop some of the more brazen features of his opposition while retaining all of the cunning and all of the effect of his old-time opposition and oppression.

In its opposition to women's suffrage, the Wall Street Journal has disproved the claim that "there is nothing new under the sun." Other opponents of this theory, who have claimed that "women's place is the home" have long since been silenced by the fact that thousands of women are forced to labor in factories and workshops at less than a living wage. But the Wall Street Journal takes a new tack. It first asks the question: "Do women really want equality?" Then, before any one else can reply, the editor avers: "There is not a broker in Wall street who does not dread women customers. They do not want equal treatment. They want all the money and an extra concession for sex. They are the worst losers in the world, and they seem incapable of gratitude when they win."

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Elliott 135

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## Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

|                    |                     |
|--------------------|---------------------|
| Aasgard, Andrew    | Krager, C.          |
| Abolin, K.         | Kressman, Karl      |
| Alonzo, T.         | Llesen, Wm.         |
| Anderson, P. A.    | Larsen, Olaf        |
| Andersen, A. C.    | Leonard, John       |
| -1108              | Lindeman, C. H. O.  |
| Abrahamsen, Halp-  | Mathisen, M.        |
| tan                | McIntyre, James     |
| Andersen, Hjalmar  | Mikkelsen, K. -1620 |
| Bering, Paul       | Mjones, John        |
| Berg, Johamus      | Martensen, Ingvald  |
| Berger, Car        | Mathisen, Sigurd    |
| Bickler, George    | Moore, C. R.        |
| Brower, Geo.       | Mattson, Erick      |
| Bucknam, J. W.     | Mikkelsen, A. W.    |
| Brown, D. C.       | Nelson, Conrad      |
| Carlson, Albert    | Nelson, Axel        |
| Carlson, John -561 | Nelson, N.          |
| Corda, A.          | Nirminen, J. E.     |
| Connouton, T. H.   | Nass, John          |
| Christensen, Anton | Newland, Ernest     |
| Dynes, L. E.       | Nordstrom, E. V.    |
| Eaton, I. N.       | Olsen, Harald       |
| Engstrom, Ch.      | Olsen, Herman       |
| Erikson, C.        | Olsen, C. E.        |
| Farridane, P.      | Olsen, Hans         |
| Gjelseth, I.       | Olsen, J. E.        |
| Gundersen, Peter   | Ona, Sam            |
| Gustafson, Jh.     | O'Brian, J. S.      |
| Gustafson, Karl    | Pabst, Max          |
| Gustafson, Martin  | Paulson, C.         |
| Grant, Dave        | Pestof, S.          |
| Haus, W.           | Peterson, Hugo      |
| Hagger, F. W.      | Peterson, C. A.     |
| Hansen, Alex M.    | Peterson, A. -1223  |
| Hansen, Olaf       | Peterson, Harry     |
| Hansen, E. -1437   | Peterson, Hans      |
| Hill, C.           | Pederson, Carl      |
| Henriksen, Harry   | Rasmussen, Arthur   |
| Herman, Axel       | Ruiter, J.          |
| Halmberg, Karl     | Samuels, H.         |
| Hjelgren, John     | Sorensen, Jorgen    |
| Jose, C.           | Svendsen, J. -1231  |
| Johnson, Andrew    | Stalsvik, J.        |
| Johnson, Jacob     | Sundt, Sigfried     |
| Johnson, P. M.     | Schweistous, W.     |
| Johnson, Ole       | Shmimminghjm, G.    |
| Jacobsen, Oscar    | Salvesen, Salve     |
| Jensen, S.         | Samuelson, Leonard  |
| Jorgensen, Fred    | Seliken, H.         |
| Jorgensen, Jorgen  | Strandevus Jack     |
| Kielgren, John     | Vokenstedt, Wm.     |
| Kollmeister, O.    | Walters, G. P.      |
| Kristiansen, Nils  | White, A.           |
| Kauning, Jacob     | Williams, T. C.     |
| Karell, J.         |                     |

## Tacoma Letter List.

|                      |                      |
|----------------------|----------------------|
| Corda, W. A.         | Olsen, Martin E.     |
| Everisen, Olof       | Peterson, John       |
| Farrell, William     | Peterson, Fritz Leo- |
| Haugan, Arthur       | nard                 |
| Johannsen, Christian | Schmidt, Louis       |
| Linea, W.            | Thomas, Paul         |
| Line, Victor         | Ullman, Emil         |
| Murphy, Danial       |                      |

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## INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuanu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden. 5-13-14

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15

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## Eureka, Cal., Letter List

|                  |                    |
|------------------|--------------------|
| Contreras, Julio | Kustel, Victor J.  |
| Kyrkslatt, Lars  | Knowsky, A.        |
| Lawrence, Harry  | Ingebrethsen, Alf. |
| Melander, G. L.  |                    |

## INFORMATION WANTED.

Johan Hilmar Hansen, a seaman who was last heard from in Seattle, Wash., in 1911, is inquired for by his father, Anton Hansen, Nygaten 34, Moss, Norway. 5-13-14

Alex McDonald, formerly of Dundee, Scotland, who has not been heard of for 22 years, but is thought to be sailing on the Pacific Coast, is inquired for by Jas. Perry, 30 Bridge End, Buckpool, Buckie, Eng. 5-13-14

Knut Jensen, No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Tangemunde, A/Elbe Ostenerweg, No. 7, Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis. 4-14-15

Henry Smallwood, a native of New York, is inquired for by his mother. Anyone knowing his present whereabouts please notify the following address: Mary Smallwood, Academy of the Holy Name, 200 Fair Oaks Ave., Pasadena, Cal. 7-29-14



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SOFT DRINKSCorner Front and Burnside,  
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## Portland, Or., Letter List.

Anderson, John  
Anderson, John E.  
Benson, S.  
Bartells, Otto  
Bernardsen, Chas.  
Bugge, Mr.  
Carty, Carl  
Lybdal, Olaf  
Fecas, O.  
Dolany, Willie  
Erickson, Eric  
Engen, Paul  
Ellsen, Sam  
Edstrom, John  
Ekberg, Hugo  
Farrel, W.  
Fernandez, Frank  
Gundersen, Fredrik  
Hecker, Wm.  
Halbeck, J. O.  
Henriks, Waldemar  
Ingelbrigsten, O.  
Johnson, E. D.  
Jorgensen, Robert  
Johnsen, A.  
Jensen, Christ  
Jensen, Wm.  
Johnson, Nils  
Jonsson, Karl  
Koster, Eric  
Kosel, Harry  
Karlsen, Arnt  
King, J. L.  
Kelly, Patric  
Kjer, Magnus  
Knudsen, Richard E.  
Larsen, L. K.  
Livingston, E. J.  
Larsson, Ragnar  
Larsen, H.  
Leonhard, George  
Letchford, A.  
Lindblad, Konrad  
Lindberg, A. C.  
Lindholm, John  
Loescher, Joseph  
Miller, Winford  
Martin, J. C.  
Moen, T.  
Miller, E.  
Munchmeier, H.  
Morgan, Tim  
Muller, P.  
Metts, John  
Moller, L. D.  
McConnell, David S.  
Meckermann, Ernst  
Nilsson, Axel -1176  
Nielsen, M. P.  
Ohlsson, J. W.  
Osterberg, Henry  
Oglive, Wm. A.  
Pohland, M.  
Palm, P. A.  
Perkins, Paul  
Peterson, M.  
Roos, Oscar  
Rabel, John  
Reskran, George  
Storvick, Ingvald  
Slocum, Ernest  
Shallies, K. G.  
Schneider, Fritz  
Swanson, Emil  
Soderlund, Uno  
Sorensen, Jorgen  
Shea, Oscar  
Schacht, H.  
Schultz, John N.  
Selin, Joe  
Salmelin, H.  
Saarinen, W.  
Tuhkanen, J. I.  
Urso, Geozzep  
Vege, Wm.  
Vinx, H.  
Welt, M. P.  
Windblad, M.  
Wheatcroft, L. E.  
White, Harry  
Westengren, C. W.  
Zickerman, Hugo  
Zunk, Bruno

## Aberdeen, Wash., Letter List.

Albers, Geo. L.  
Anderson, Anton  
Andersen, -1118  
Arntzen, W., reg.  
Andersen, Andrew  
Bunte, Paul  
Burmester, T.  
Bjorklund, G.  
Davls, Frank  
Elsing, Ben  
Eriksson, -333  
Evensen, Krist  
Gronros, Oswald  
Gueno, Pierre  
Holmroos, W.  
Hansen, Ove Max  
Hylander, Gustaf  
Kallas, August  
Karlsen, Victor  
Ludtke, Emil  
Machado, Henry  
Magnusson, Walde-  
mar  
Munsen, Fred  
Nilsen, -1054  
Nilsen, Harry  
Nordgren, Chas.  
Paul, George  
Peters, Walter  
Pearson, J.  
Peters, Walter  
Paaso, Andrew  
Pettersen, Karl  
Peterson, J.  
Peterson, Nels  
Risenius, Sven  
Rundblad, Oscar  
Schmidt, Heinrich  
Simensen, Isak  
Scheftner, Bernhard  
Thorn, A. L. -70  
Toves, H. C.  
Thorne, John  
Thompson, S. K.  
Udby, Harold  
Wehrman, John  
Walder, Olsen N.  
Glazer, Y.  
Gorgensen, Olaf  
Hansen, John  
MacGuire, O. F.  
Stanners, W. S.

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Chas. L. Baine, Sec.-Treas.

## VOTE AGAINST PROHIBITION



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Apply to I. N. HYLEN, 49 Clay St.

## INFORMATION WANTED.

Iwar Westerberg, age about 50,  
sailing second mate on some steam  
schooner on the Pacific Coast, is in-  
quired for by Gus Englund. Any in-  
formation regarding the above named  
will be gladly received at 214 Jack-  
son street, San Francisco, Cal.

1-27-15

Theodore Krakan, last heard of in  
September 1911, at New Orleans, La.,  
is inquired for by his mother. Any  
one knowing his whereabouts please  
notify Mrs. Ad. Krakan, Langenvelm  
38 I, Hamburg 22, Germany.—8-25-15.

## Home News.

The Diamond Iron Works of Min-  
neapolis has declined war orders for  
shells because revival of the lumber  
industry has created a demand for  
sawmill machinery that will tax its  
capacity for at least six months.

The export freight congestion in  
and around New York is said to be  
growing serious and at present there  
is no relief in sight. Thousands of  
cars are stalled within a distance of  
300 miles of New York. One road  
leading to Pittsburgh has between  
7,000 and 10,000 filled cars blocked,  
all the freight in this lot being con-  
signed to New York for export. A  
problem which is facing the railroads  
is the loss which must be incurred  
if the freight cars cannot be made  
to move to their destination. Freight  
consigned to domestic points accu-  
mulates demurrage charges if not  
taken off the cars within a limited  
time. There is no demurrage on ex-  
port freight, however.

The National City Bank, New  
York, has formed a \$50,000,000 com-  
pany to develop the foreign trade of  
the United States. Among directors  
will be Charles A. Stone of Stone  
& Webster of Boston; A. H. Wig-  
gin, Otto H. Kahn, Charles H. Sabin  
and Willard D. Straight, until lately  
associated with J. P. Morgan & Co.  
The new corporation will be financed  
primarily through National City  
Company, it being understood that  
\$25,000,000 of stock will be offered to  
shareholders of the bank and that  
the remainder will be taken by in-  
dividuals. All of the stock except  
that reserved for subscription by  
stockholders of the bank has been  
placed privately, so that there will be  
no public offering.

A poll of Congress on the tariff  
shows the Republicans to be prac-  
tically united in favor of a revision  
of the Underwood tariff law; it  
shows also that there are 21 Demo-  
crats in the House who are in agree-  
ment with the Republicans that the  
best way to raise the public revenues  
is through taxation on imports. The  
administration will favor a contin-  
uance of the duty on sugar; it may  
be that Republicans will tack on to  
the measure providing for this a  
number of amendments increasing  
duties on other articles. One re-  
sult of the fight which is likely to  
be made upon the existing tariff may  
be the coming around of Democratic  
leaders to the view of many inde-  
pendent thinkers in all parties that  
the time has come for the establish-  
ment of a permanent nonpartisan  
tariff commission.

It is anticipated that one of the  
most hotly contested battles of the  
present Congress will be fought in  
the Senate over the Rivers and Har-  
bors bill, which, justly or unjustly,  
has come to be regarded as a "pork  
barrel" measure, because many of  
its items in the past are alleged to  
have been allowed in return for  
votes on other measures and not be-  
cause such appropriations subserved  
public interest. Former Representa-  
tive, now Senator Broussard of  
Louisiana, has been for several ses-  
sions one of the ablest and most  
persistent advocates of a compre-  
hensive plan for river regulation. His  
aid to Senator Newlands of Nevada,  
who has long fought to the same end  
in the Senate, it is believed, will go  
far toward reversing the conditions  
brought about in recent sessions by  
the able opposition of former Sen-  
ator Burton of Ohio to the "grab"  
system of making appropriations.

## Port Townsend, Wash.

## FRANK STHEVENS

Deals exclusively in Union-Made  
CIGARS, TOBACCO, ETC.Call at his old Red Stand on  
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Next door to Waterman & Katz

## INFORMATION WANTED.

Ingvald Andreas Hansen, alias  
Andrew Hansen, a native of Nor-  
way, age about 36; tall, dark; last  
heard of July, 1905. His address  
then was, Andrew Hansen, Karluk,  
Kodiak Island, Alaska. He is in-  
quired for by his mother. Anyone  
knowing his whereabouts please  
notify Staff Captain Robert Smith,  
district officer, native work, Alaska,  
Box 925, Wrangell. 4-3-15

Wilhelm Ekelund, a native of  
Sweden, is inquired for by his  
brother, Axel Ekelund, New Harbor  
Hotel, Drumm street, San Francisco,  
Cal. Anyone knowing his where-  
abouts please notify the above ad-  
dress. 3-10-15

The immediate withdrawal of Cap-  
tain Karl Boy-Ed and Captain Franz  
von Papen, respectively naval and  
military attache of the German Em-  
bassy, has been requested by the  
State Department. In making formal  
announcement of this action Secre-  
tary Lansing said the attaches had  
rendered themselves persona non  
grata to the United States Govern-  
ment by improper activities in con-  
nection with naval and military mat-  
ters.

Consoled.—A rector in South Lon-  
don was visiting one of his poorer  
parishioners, an old woman, afflicted  
with deafness. She expressed her  
great regret at not being able to hear  
his sermons. Desiring to be sympa-  
thetic and to say something consol-  
ing, he replied, with unnecessary self-  
depreciation, "You don't miss much."  
"So they tell me," was the discon-  
certing reply.—Kansas City Star.

Anti or Ante.—Wife—Don't you  
think I should have a vote?

Husband—I dunno, Jane. You'd  
probably want a new hat to wear at  
the polls. Denver Republican.



## Domestic and Naval.

A number of firms of Denmark have founded an insurance company called Baltica, with a share capital of 15,000,000 kr., about \$4,175,000, which has already been subscribed. The company will begin war insurance as soon as possible, and sea and transport insurance from January 1.

The warehouse of the Russian-America Line at Archangel was destroyed recently, the amount of damage being estimated at from 1,000,000 to 1,500,000 rubles. Large quantities of furs and fur skins, intended for shipment to the United States, were held in the warehouse. It is also believed that a considerable supply of munitions and war material was among the goods destroyed.

The Swedish Steamship Company, Helsingborg-Luggude and Vola, has just established a new freight line to England, known as the Swedish Line Liverpool Manchester-Baltic. The object is to carry piece goods from Liverpool and Manchester to Sweden and eventually to Denmark and other Baltic ports, where cargoes will be received for the British West Coast. The line consists of three steamers.

There is said to be no truth in the rumor that the steamships "Aquitania" and "Mauretania" have been sunk by German submarines. The two great liners are used as hospital ships between Liverpool and the Dardanelles. The "Aquitania" is fitted to carry 4,000 and the "Mauretania" 3,100 sick and wounded. They were formerly in the transport service and became hospital ships about two months ago.

When the American liner "Philadelphia" returned recently from a month's overhaul at the Robins yard in the Erie basin, the vessel's appearance had been much changed. The fifty-ton mainmast had been removed, leaving but two masts, which gave the clipper-bowed steamer a more rakish appearance. A motor-driven lifeboat and new launching davits were added to the vessel's equipment, and the boilers were retubed throughout.

The decision of the Maritime Court of Amsterdam in regard to the cause of the fire on board the steamship "Rotterdam," belonging to the Holland-America Line, is as follows: "The Court is of opinion that the cause of the fire on board the 'Rotterdam' is not to be traced with certainty. The fire raged in the spare deck of hold No. 7, in which cotton and the mail bags were placed, and both were damaged by the fire. In all probability the fire originated in the bags containing the parcel post. As, however, the contents of the parcels are not known it is impossible to trace the cause of the conflagration."

By a majority of about 25,000, the voters of New York State have adopted the referendum permitting an issue of \$27,000,000 in bonds to complete the Barge Canal. If the money can be made available soon after the first of January it is believed that the Champlain Canal, the canal between Waterford and Oswego, and the branch into Cayuga and Seneca Lakes can be finished in twelve months. The remainder of the canal through to Buffalo will require an additional year to complete. There is ample evidence to indicate that transportation companies will make quick use of the canal as soon as the new channel is opened throughout its entire length.

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**JOE WEISS**  
**Union Made Shoes for Men**  
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28 EAST STREET, near Market,  
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Repairing Done While You Wait, by the Latest Machinery. :: Work Called For and Delivered.

WE USE ONLY THE BEST LEATHER MARKET AFFORDS

### SPECIAL NOTICE!

Call or send for your Advertised Mail and Packages as early as possible.

#### San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify J. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the post at their destination.

Almeyer, Henry  
Acorn, Albert  
Adams, Billy  
Adams, Hugo  
Adolfson, F. H.  
Aga, Johan  
Abstrom, Harry  
Akman, Joseph  
Almer, John G.  
Annell, Albert  
Andersen, Albert  
Andersen, Alfred  
Andersen, A. M.  
Andersen, John  
Andersen, V. -1549  
Andersen, Peter  
Andersen, V. -992  
Anderson, E.  
Baker, H.  
Bakkenson, P. J.  
Baro, S. S.  
Bauer, Frank  
Baine, W. A.  
Behrendt, Carl  
Behrens, W. G.  
Beier, Jens Ch.  
Beling, Oskar  
Bergstrom, Paava  
Bergstrom, Wm.  
Bernhard, J. S.  
Berntsen, Julius  
Berry, David J.  
Besseson, O.  
Beyerle, Rupert  
Blodeman, Aug.  
Billings, Kanute  
Calnan, George I.  
Campbell, Donald  
Campbell, Geo.  
Carlera, Peter  
Carlsen, Martin  
Carlson, C. O.  
Carlson, Martin  
Carlson, S. -1474  
Carlsson, Adolf M.  
Carlsson, John  
Carlston, Al  
Carlstrom, John  
Catt, Frederick  
Christen, B.  
Dachner, Richard  
Dachyket, Fred  
Dane, Frank Allen  
Dauelsen, David  
Dare, Stanley  
Davidson, Jack  
Davis, G. E.  
Lay, William  
Eisenhart, N.  
Ekstrom, George  
Elisen, Samuel  
Ellefsen, Otto  
Emanuelson, Karl  
Engelhardt, F.  
Fabrowski, L.  
Falcon, M.  
Farmdey, E.  
First, Frank  
Fischer, P.  
Fosgren, C.  
Foster, Chas.  
Fredholm, Folke  
Gallagher, Jas.  
Gart, George  
Gasch, Willy  
Gerber, Fritz  
Gerner, Hans  
Gibbs, James  
Gilbert, A.  
Gillgren, Tom  
Gledland, C.  
Gjerdal, Elling  
Gorden, George  
Gotz, Rudolph  
Grantley, C. W.  
Grantstrom, Nestor  
Hagen, Georg  
Hallbeck, O.  
Hall, H.  
Hallowes, L. N.  
Hammargren, Oscar  
Hansson, Paul E.  
Hannus, M.  
Hansen, B.  
Hansen, Carl  
Hansen, Carl M.  
Hansen, C. F. -1576  
Hansen, E. A.  
Hansen, G. H.  
Hansen, H. C.  
Hansen, H. L.  
Hansen, H. O. -2418  
Hansen, L. P.  
Hansen, Martin

Anderson, F.  
Anderson, Fritz  
Anderson, Geo.  
Anderson, Gust  
Anderson, J. F.  
Anderson, John C.  
Anderson, L. H.  
Anderson, Ole  
Anderson, T. L. -1941  
Andersson, A. -1782  
Andersson, E. -1781  
Andersson, J. R. -1246  
Andersson, V.  
Andreasen, H. -1477  
Antonsen, H. -1372  
Antonsen, Marius  
Arizide, Albert  
Ashund, Jas. H.  
Auguston, H. E.  
Binder, Herbert  
Birkenberg, Henry  
Bjerk, G. -2007  
Blume, Earnest  
Blum, Ernest  
Bower, Gasta  
Boylan, C. J.  
Brandt, Birger  
Brenner, Alfred  
Brown, Jno.  
Bruce, A.  
Bruns, H.  
Brunst, Frank  
Brumm, Abel  
Brynhing, Walter  
Buhle, Charles  
Burns, B.  
Bush, H. S.  
Christensen, Erling  
Christensen, Hans  
Christensen, W.  
Christiansen, L. P.  
Christiansen, M.  
Clark, J.  
Claus, Charles  
Claus, John R. C.  
Clausen, Cha.  
Clausen, Chr.  
Cleson, Marinus  
Collier, H. S.  
Collins, E. F.  
Collins, Frank  
Conolly, Ohrt  
De Freitas, J. Inacio  
Demetrak, C.  
Dixon, Ben  
Dixon, John  
Dodd, Thomas  
Dolan, Chas.  
Douglas, S. G.  
Dugal, Gus  
Erickson, Bert J.  
Erickson, John  
Erikson, K. A. -844  
Erikson, Sigurd  
Essen, Carl Axel  
Evensen, Louis  
Fredriksen, F. M.  
Freltag, Willie  
Frieberg, Frank  
Fricke, W.  
Frig, W.  
Funk, Burno  
Furth, Rich.  
Graugard, L. J.  
Grinthal, Artur  
Gudmundsen, R.  
Gundersen, Kristian  
Gundersen, L. I.  
Gundersen, J. C.  
Gunderson, M.  
Guseck, B.  
Gustafsen, O.  
Gustafsen, Charles  
Gustafsson, Chas. P.  
Gustafsson, S.  
Gutman, C.  
Hansen, N. S.  
Hansen, Olaf  
Hansen, P.  
Hansen, W. H. C.  
Hansson, Harold  
Hansson, Hans  
Hauge, Anton  
Haugen, Hans C.  
Hauschmidt, A.  
Hawkins, F.  
Hecker, William  
Hedenskor, John  
Heesche, Harry  
Heldt, Charles F.  
Helmert, Fred  
Helsten, John  
Henke, E.  
Henriksen, T.

Henriksen, Wm.  
Hilderbranch, A.  
Hokanson, John  
Hole, Alfred  
Hole, Sigvald  
Holm, Arthur  
Holmes, Chas. P.  
Hool, Harry  
Holst, R.  
Hoose, Frank  
Huse, Edward  
Ikonom, Joe  
Ingebretsen, Olaf  
Insunso, Francisco  
Iversen, Ivar  
Jackson, Peter  
Jacobus, August  
Jacobson, L. G.  
Jacobson, J.  
Jahrling, Herman  
Jakobsen, Jakob  
Jakobsen, Valdemar  
Jameson, H. W.  
Jansen, Hans  
Jansen, Jakob  
Jenkins, Fred  
Jenkins, T.  
Jensen, A. K.  
Jensen, Carl  
Jensen, C.  
Jensen, C. E.  
Jensen, H. -1555  
Jensen, Henry  
Jensen, Jack  
Jensen, J. K.  
Jensen, Thoyus  
Jespersen, Christ  
Jespersen, M.  
Johannessen, A.  
-1487  
Johansen, Fritz  
Johansen, Johan  
Kallas, A.  
Kargun, F.  
Karlsso, J. -537  
Kiesow, Paul  
Kingstrim, G. G.  
Kinlock, Wm.  
Kirrowsky, Adam  
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Klatt, Herman  
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Laakso, Frank  
Laine, Alex V.  
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## The German Savings and Loan Society

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Savings Incorporated 1868 Commercial  
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HAIGHT STREET BRANCH, S. W. Corner Haight and Belvedere streets.

JUNE 30, 1915:

Assets .....\$60,321,343.04  
Deposits ..... 57,362,899.35  
Capital actually paid up in cash ..... 1,000,000.00  
Reserve & Contingent Funds 1,958,443.69  
Employees' Pension Fund.... 199,164.12  
Number of Depositors..... 66,965

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400 Rooms, 35 and 50 cents per day, or \$2 to \$2.50 per week, with all modern conveniences. Free Hot and Cold Shower Bath on every floor. Elevator Service.  
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400 large, light rooms. Rates, 25c per night up; \$1.25 week; \$5.00 month. Baths, Reading Room. Office open all night. Best place near waterfront. Investigate.

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250 Large Sunny Rooms Furnished Up-to-date. With all Latest Conveniences and Elevator Service. Rates: 25, 30 and 50 cts per Day. \$1.25 per Week and Up.  
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Near Broadway San Francisco, Cal.

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Uniforms, Caps, Hats, Shoes  
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## RED SEAL CIGAR

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RED SEAL CIGAR CO., MANUFACTURERS

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## The James H. Barry Co.

"THE STAR" PRESS

## PRINTING

1122-1124 MISSION ST.  
SAN FRANCISCO

### INFORMATION WANTED.

Samuel Dickson, a seaman, age about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Charles Anderson, alias Helmik Helgesen, a native of Alvestad, Stavanger, Norway, age 70, is inquired for; last time heard from in 1904. Anyone knowing his whereabouts please notify his brother, B. H. Alvestad, Jewal, Iowa.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.

Nils Edmund Johansen, a native of Tonsberg, Norway, age about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

### ALASKA FISHERMEN.

San Francisco

Rlom. J. Ekeland, Will H. J. Hakansson, Ingvar  
Pettersen, Carl Thorsen, Ole Thorstensen, H.

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Charles Carpy X. De Pichon

### INFORMATION WANTED.

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

Chas. Maywell, a sailor, last heard of in New York City in 1892, is enquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y. 12-23-14

Fred Marjama, a native of Russia, age 36, has not been heard from since 1908, at Buffalo, N. Y. Anyone knowing his whereabouts please notify his brother, J. Marjama, 51 South St., New York, N. Y. 9-1-15

P. J. Timeny, a native of England, is inquired for by his sister. Anyone knowing his whereabouts please notify Miss H. J. Timeny, 56 Rutland Gardens, Hove, Sussex, England. 11-17-15

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio. 3-24-15

Gus Borgstrom, a native of Sweden, age 37, last heard from at Galveston, Tex., about four months ago, is inquired for by C. O. Bettner, address 59 Clay street, San Francisco, Cal. 11-17-15

## News from Abroad.

Intense suffering is reported in Poland and in Serbia. It is worse even than that of Belgium during the first year of the war, and less easy to relieve. The question of food excites more and more discussion in Germany, where the poor are reported to be suffering. The Canadian Government has commandeered the wheat in Canadian elevators, amounting to 20,000,000 bushels, for the use of the Allies.

Commenting recently on the price of food in Germany, as compared with England, the Leipziger Volkszeitung wrote: "People who admire and imitate the methods of the ostrich are never tired of insisting upon the equal rise per cent. in the price of the most important articles of food in Germany and in England, or one of the other belligerent countries. That, however, is pious self-deception. The English workman who now has to spend 22.50 marks instead of 15 marks on food, is suffering, it is true, from a 50 per cent. increase in price; but nevertheless has to pay less than the German workman who, while the increase in price per cent. is the same, now has to give 30 marks for provisions that he could formerly purchase for 20 marks."

Referring to the position in the Balkans, Mr. Bartlett, the official representative of the London press in the Dardanelles, said it would not be possible to send an army to Bulgaria this year. There were only three or four weeks in which operations would be possible now in Bulgaria and they had not an army sufficiently well organized to attempt a serious attack now. There was, however, no reason why they should not hold Salonika and keep their troops in Greece. It was essential that the public should not be led away by sentimental ideas that by landing troops in Salonika they could save Serbia now. Before they could send any troops to Serbia, Serbia would be disposed of, and their opponents would be in possession of all the defensive positions which they ought to hold. It would be a great mistake to attack these positions.

Henry Ford has chartered the Scandinavian steamers "Oscar II" and "Frederick VIII" to take to Europe delegates to a great peace gathering at the Hague. Among these are Louis P. Lochner, John Wanamaker, Governor David I. Walsh of Massachusetts, Mrs. Joseph Fels, Miss Jane Addams, Rev. Jenkin Lloyd Jones of Chicago, Rev. Washington Gladden of Columbus, Dean Samuel S. Marquis of Detroit, Governor McCreary of Kentucky, Henry C. Morris, formerly United States Consul at Ghent; ex-Congressman Richard Bartholdt, Mrs. Helen Loring Grenfell, Mrs. Mary Wright Sewall, John D. Barry, Miss Helen Keller, Rev. Charles F. Aked, Arthur L. Weatherby and others. Mr. Ford says that the party will first proceed to Christiania and take on Norwegian delegates, then to Stockholm to meet Swedish delegates, to Copenhagen for Danish members, and thence to Holland. At the Hague the party will meet Dutch, Spanish and Swiss delegates and also representatives of all belligerent nations. The resulting discussion, it is hoped, will show a way toward peace.



### With the Wits.

Suggested.—A number of Englishmen who were rejected by the recruiting officer talk of getting up a company of their own. They might call themselves the Refuseliars.—Boston Transcript.

A Mere Trifle.—"Now, children, I want you to be perfectly quiet when the bishop is here, and not say anything that will mortify me."

"But, mama, can't we just ask him if he will baptize the new kittens?"—Life.

Suspicious.—Tommy (after a thumping)—You're awful hard on me, ma.

Mother.—That's because you've been very naughty and wicked.

Tommy.—Well, gee! You should remember that you didn't die young yourself.—Boston Transcript.

Forethought.—Some one noticed that Pat was ambidextrous.

"When I was a boy," he explained, "me father always said to me: 'Pat, learn to cut yer finger-nails wid yer left hand, for some day ye might lose yer right hand.'"—Boston Transcript.

Overstated.—First Traveler (cheerily)—Fine day, isn't it?

Second Ditto (haughtily)—Sir! You have the advantage of me. I don't know you.

First Ditto—Humph! I fail to see the advantage.—The Passing Show.

Canny Courage.—Even when the fighting was hottest, the colonel of an Irish regiment noticed that one of the privates was following him everywhere, with apparently much devotion.

At length he called the man to him and said:

"You've stuck to me well this day, Private Rooney!"

"Yis, sor!" replied Rooney, saluting smartly. "Me ould mother she sez to me, sez she: 'Patrick, me bhoys, stick to the colonel, and ye'll be all right; them colonels niver get hurt!'"—Tit-Bits.

### Joint Accounts

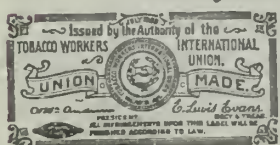
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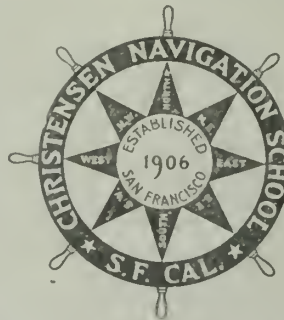
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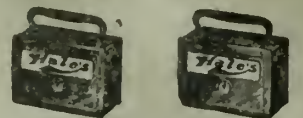
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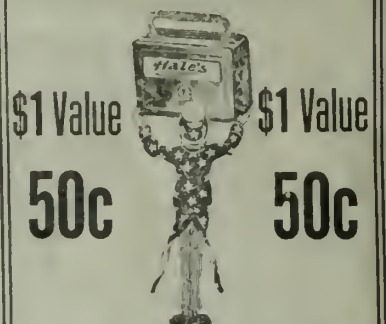


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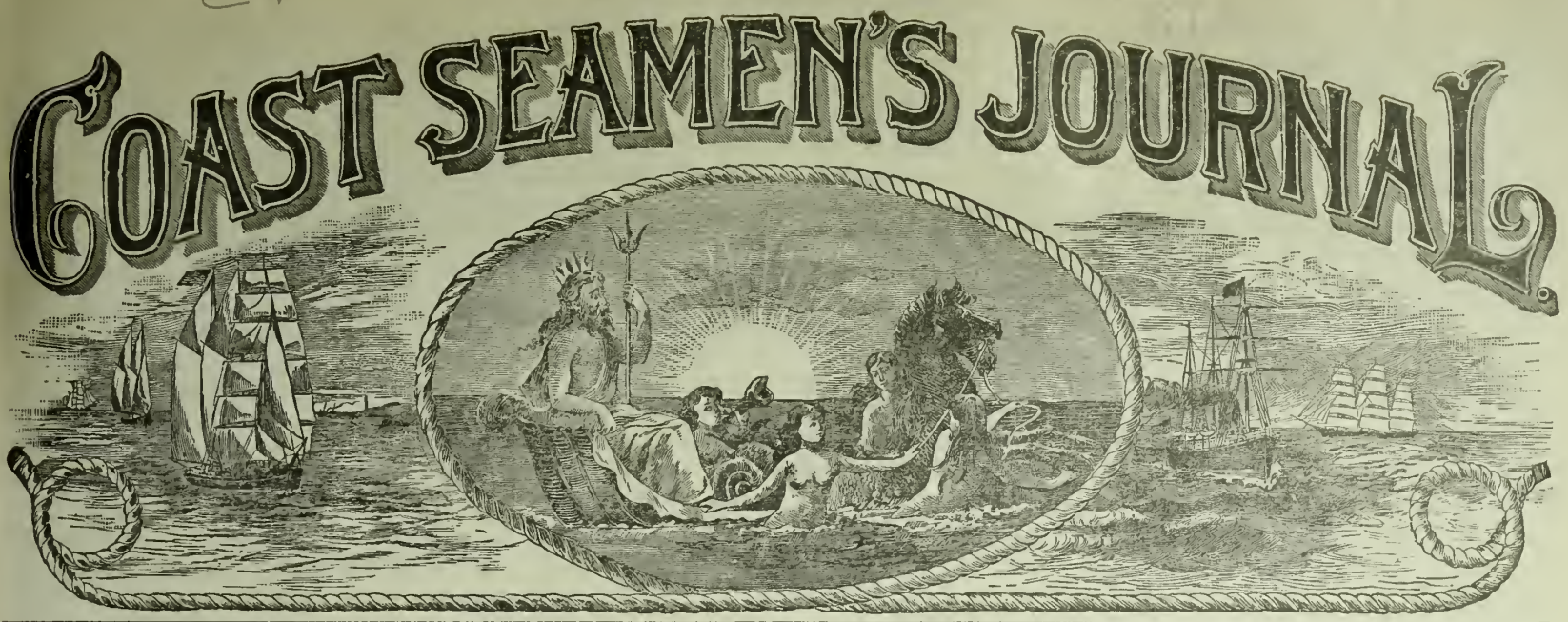
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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

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SAN FRANCISCO, WEDNESDAY, DECEMBER 15, 1915.

Whole No. 2360.

# AN INSTRUCTIVE COMPARISON.

## Some Plain Truths Not Published by the Venal Press.

The outcry against the Seamen's Act by the *Schwerins* and *Dollars*, aided by certain metropolitan dailies and abetted by a host of others, is based upon the charge that the measure is radical, destructive, and, in short, utterly impracticable.

The Seamen's Act has been held up to public odium and execration as a thing of evil design, the real purpose of which is to "put the American ship out of business."

The Seamen's Act became effective on November 4th. Now the metropolitan dailies are saying, "I told you so," and the small fry echo, "Me, too."

In tearful tones the reader is requested to look across the broad Pacific. Does the reader see the American flag flying from the masthead of any ship on the broad Pacific?

The reader does not. Why not? Because the Seamen's Act has driven American shipping off the Pacific!

It happens that the American flag was driven (that is to say, sold) off the Pacific long before the Seamen's Act went into force, and by causes not even remotely related to that much-abused enactment.

But, "Mum's the word!"

The metropolitan dailies are singing very small. As for others, they are singing not at all.

The readers of these papers are not permitted to know that the Panama Canal has been completed, and that war has "broken out in Europe." At any rate, they are not permitted to know that these two causes have had more influence in "driving the American flag off the Pacific" than could have been exerted by the Seamen's Act had it been a hundredfold more "radical" than it is.

The simple truth is that the new law is a very conservative measure, at least in comparison with similar legislation in other maritime countries.

### About Those "Radical" Features.

Most of the "radical" features of the Seamen's Act have long been established in the laws of Great Britain, Germany, France, Scandinavia, and even in the so-called backward states of the Mediterranean.

With the single exception of the provision guaranteeing to the seamen on all vessels entering American ports the right to quit (i. e., "desert"), without fear of imprisonment, it is doubtful if there be in the Seamen's Act anything really new to maritime legislation.

The law of Australia on the subject of navigation and shipping affords a good basis of comparison. The features of the Seamen's Act most strongly objected to are those dealing with the qualifications of seamen, manning schedule, language test, lifeboatmen, payment of wages, and fore-castle accommodations.

A statement of the Australian law on these points as compared with the corresponding features of the Seamen's Act will be found interesting, and perchance instructive.

Australian law: Able seamen must be eighteen years of age and have had three years' experience on deck at sea.

Ordinary seamen, seventeen years of age and one year's experience on deck at sea.

Oiler, six months' experience as fireman.

Fireman, six months' experience as coal passer.

Seamen's Act—Able seamen must be nineteen years of age and have had from one to three years' experience on deck at sea or on the Great Lakes.

Ordinary seaman, oiler and fireman, no requirements.

### U. S. Law Mild In Comparison.

Australian law—Firemen and coal passers in the proportion of at least one fireman or coal passer for every three and one-half tons of coal consumed per day; minimum number, two; in vessels running more than one hundred miles, three.

Oilers, a minimum of from one to six, according to horse-power of engines and distance sailed.

Able seamen (cargo steamers), not less than one in vessels under fifteen tons net register; not less than two up to fifty tons net register; up to not less than nine in vessels of 1,500 to 2,000 tons net register. One additional able seaman for every 500 tons or fraction thereof above 2,000 tons net register.

Able seamen (passenger steamers), same as foregoing, except that tonnage is estimated on basis of gross instead of net, which in effect requires one additional able seaman in each vessel.

Able seamen (sailing ships), not less than one in vessels under fifty tons net register, also one ordinary seaman; not less than two on vessels from fifty to 100 tons net register, also one ordinary seaman and one apprentice or boy; up to not less than ten on vessels between 1,000 and 1,500 tons net register, also two ordinary seamen and four apprentices or boys. Two able seamen for every 500 tons or fraction thereof over 1,500 tons net register.

In addition to able seamen, vessels of each class are required to carry ordinary seamen, apprentices and boys in proportion to tonnage.

Seamen's Act—No requirement, except that steam vessels must carry "such complement of officers and crew as may, in the judgment of the local inspector, be necessary for safe navigation." Forty per cent. in the first year after the passage of the act, increasing to 65 per cent. in the fifth year and thereafter, of the deck crew must be of a rating not less than able seamen.

### The "English" Language Test.

Australian law—Every seaman (in all departments) must possess a knowledge of the English language sufficient to enable him to fully understand the necessary orders that may be given to him.

Seamen's Act—Seventy-five per cent. of the seamen in all departments must be able to understand "any order."

Australian law—A seaman shall not be permitted to engage in any capacity unless he satisfies the superintendent that he can pull an oar and handle a boat.

Seamen's Act—Certificated lifeboat men for each boat or raft, in proportion to the number

of persons carried. Lifeboat men may be selected from any department of the crew. Each first-class lifeboat must be in charge of a licensed officer or able seaman.

Australian law—Wages payable in full every month.

Seamen's Act—One-half of wages payable on demand; balance within two or four days after the termination of the voyage.

Australian law—For each seaman a space of not less than 140 cubic feet and not less than 18 superficial feet.

Fore-castles must be ventilated so as to insure a flow of not less than 3000 cubic feet of fresh air per hour for each seaman. Bunks must be made of metal of the described construction. Men's rooms must be provided of sufficient safe and conveniently arranged, sanitary, hospital, and lavatory accommodations, including bathrooms. Hot fresh water for fire-room and engineroom men.

Seamen's Act—For each seaman a space of not less than 120 cubic feet and not less than 16 square feet. Fore-castles must be "sufficiently ventilated." (The requirement as to space and other details applies only to vessels built after the passage of the act. The requirement in vessels previously built is 100 cubic feet and 16 square feet).

Hospital compartment with accommodation for one seaman in every twelve men in the crew. Washing place in vessels carrying more than ten men in the deck crew. Separate washing place for fire-room and engineroom men, if the number exceeds ten, with hot and cold water.

Other important features of the Australian law are as follows:

Australian law—Eight hours constitute a work-day at sea and in port.

Seamen's Act—No limit to workday at sea, except that seamen (deck crew) must be divided into at least two watches, and firemen into at least three watches; nine hours in port.

### Few "American Holidays."

Australian law—Eight annual holidays in port, with extra pay if vessel sails on a holiday. Five annual holidays at sea, with time off in port or extra pay in case of holidays spent wholly at sea.

Seamen's Act—Five annual holidays in port. If vessel sails on a holiday the seamen must work without extra pay. No holiday at sea.

Australian law—For all labor performed over the regular working hours, overtime shall be paid at the rate of 30 or 35 cents per hour, according to the kind of labor. This applies also to all work performed on Sundays and holidays.

Seamen's Act—No requirement. The matter is left to private agreement according to the "custom of the port."

Australian law—Boatswain, \$45 per month; able seamen, \$40; ordinary seamen, \$25 to \$30; donkeymen, \$55; oiler, \$50; fireman, \$50; coal-passers, \$40.

Seamen's Act—No requirement. The matter of wages left entirely to private agreement. The Australian rates are approximately the same as



those paid to the organized seamen on the Pacific Coast, and, of course, are much higher than those paid in other localities of the United States.

The Australian law governs all vessels entering or leaving the ports of the States in the Commonwealth, i. e., West Australia, South Australia, Victoria, New South Wales, Queensland and Tasmania; also the inland territories within the jurisdiction of the Commonwealth.

The Dominion of New Zealand is not included in the Australian law, but the laws and regulations of that country are similar to and in some respects more advanced than those of Australia.

It will be seen that, in comparison with the Australian law, the Seamen's Act is but a small step in the direction of justice for the seafaring workers.

The latter measure derives all its terrors for the shipowner and his mouth-pieces in the press by comparison with the previous state of legislation on the subject.

Until quite recently the American seaman has been regarded as a beast of burden. Anything was good enough—if not too good—for him.

The Australian laws and in lesser degree the laws of most other countries are based upon the assumption that the seaman is after all a human being, with the same feelings and needs as human beings ashore. This is the whole secret of the difference between Australian and American laws.

The Australian law does not stop at the physical needs of the seaman. It goes the length of recognizing his mental needs, as witnessed the following:

"In every ship registered in Australia or engaged in the coasting trade where a library is provided for the use of passengers, every seaman and apprentice shall—where no library for their special use is provided—be entitled to obtain books therefrom under the same conditions as may regulate the issue of such books to the passengers.

"Penalty (on owner): Ten pounds."

Some day, it is to be hoped, the laws governing American seamen will approach the Australian standard. The most that can be hoped for in the meantime is that the effort to repeal or modify the small measure of reform already obtained will fail, if only for the sake of common decency.

#### TYPHOID FEVER CONTROLLED.

Three years ago the field men of the United States Geological Survey, as well as some of the office force, took advantage of the offer of the War Department to supply official antityphoid serum, and practically the entire force of men was inoculated. Since that time, as far as reported, there has been no serious case of typhoid fever among those inoculated. Two cases of typhoid among the topographic engineers indicate the great effectiveness of this inoculation. In both these cases the men simply felt "off feed" for a couple or three days and refused to go on the sick list; in fact typhoid would not have been suspected in either case except that in one of them somebody suggested the possibility, and an exhaustive hospital examination, blood-test, etc., showed that the engineer had a theoretically well-developed case of typhoid, the practical results of which, however, failed to incapacitate him for duty, so that he did not even go to bed for one day.

#### BEANS FOR ALL THE WORLD.

California and Michigan produce 75 per cent. of the domestic beans consumed in the United States, and the production in California is rapidly increasing. Almost every variety of beans, from small whites to limas, are grown in this State and the acreage this year is estimated to be 25 per cent. greater than that of 1914. Heavy purchases have been made for use by the armies of Europe and the price is steadily rising.

It is quite natural, of course, but none the less significant, that most of the fault-finding concerning trade unionism comes from those outside of that institution.

#### PLAIN TALK.

The recent annual meeting of the Academy of Political Science in New York dealt in detail with the subject entitled "The American Mercantile Marine."

At the fourth session, on Saturday, November 13, there was a general discussion of "Safety at sea, and the protection of American seamen." During this session, it appears, one or two of the speakers were very severe in their criticism of the Seamen's Act and the attitude of Andrew Furuseth upon this particular legislation. There was present at the meeting Captain Ira Harris, and although he was not on the program as a speaker, this master mariner of long and varied experience took occasion to reply to some of the unwarranted attacks made upon the new law.

To quote Captain Harris:

"I am an American seaman. I have always been an American seaman, and I want to say just a word in behalf of the American seamen and perhaps in particular in behalf of Andrew Furuseth, president of the International Seamen's Union, who has been severely criticized on this platform. I may say that I am perhaps well informed in regard to American seamen. I served as an officer in the navy throughout the Civil War and the Spanish-American war. I know how badly we were off for seamen and the difficulties of getting seamen in both of those wars. During the Spanish-American war, I had charge of the repair ship of the Atlantic squadron. I have been an officer of the American Steel Barge Company for six or seven years on the Lakes. After the Spanish war, I was marine superintendent of the Army Transport Service and fitted out the transports that we sent to Manila. After the "Slocum" disaster, I was telegraphed for and appointed supervising inspector of steamboats on this Coast. I am therefore in touch with the seamen of the navy, of the army transport service, of the Lakes and of this Coast. I say this simply to give emphasis to what I have to say on behalf of the American seamen. There are no seamen in God's world who can come up to the American seamen.

"When Andrew Furuseth came back from England, having resigned from that commission which had been in session at London, he told me here in New York that he would like me to write to certain friends in Congress and the Senate in regard to the Seamen's bill. I told him, 'I am not capable of discussing the Seamen's bill except in regard to boats and managing boats.' I told him, 'I have a reputation, perhaps undeserved, in the navy for knowing how to handle small boats with some success. I had charge of the navy men in the wreck of the 'Infanta Maria Teresa' and of the transfer in the tremendous sea encountered, when one hundred and fourteen men were taken from the wreck to the tug 'Merritt.' I was the last man to jump overboard, and that transfer has given me a little local reputation among our men. I will write on two points and two points only, one is that every ship under the American flag should have a lifeboat capacity for everybody on board, crew as well as passengers, and the other is that two men—you can call them able seamen or lifeboat men or what you please—men who know how to handle a boat, should be made a minimum

allowance for each lifeboat." That is what I did.

"Now, as regards this Seamen's Union. I have told you who I am and what my experience has been. You can't say that I am a 'class legislator.' In fact, I have a reputation of such a character that I don't think anybody will accuse me of that. Still, I am of the opinion that the seamen have a right to organize.

"In 1909, I think, the local inspector in Duluth, Captain Monaghan, ordered better hatch protection on a ship. The owners objected, and took their appeal to Mr. John D. Sloane, who was supervising inspector of that district. Sloane is a retired officer of the navy. He sustained the local inspectors and said that those hatches must be better protected. They took an appeal from him to the supervising inspector general, who took the matter up with the board of supervising inspectors. As I was posted in regard to it, and for one reason or another, they turned it over to me. I maintained that the hatches were the cause of loss of life on those freight ships of the Great Lakes. At that time twelve ships had gone down on the Great Lakes without a survivor to tell the cause of the loss of life, and I argued that the hatches were not sufficiently protected, and when the sea came on the hatches, the ship filled at once and went down by the head and they didn't have time to lower a boat or anything. The supervising inspector general (Mr. Uhler) overruled that, and decided that they did not have to protect their hatches. In November, 1913, there was another big gale and a great many vessels were lost. And last December the secretary of the Lake Seamen's Union wrote a communication to the Secretary of Commerce in which he stated the facts concerning the loss of life of those crews. Two hundred and forty seamen went down in those November gales. He showed that it was a lack of hatch protection that caused those ships to go down without a single survivor, and he preferred charges against the steamboat inspection officers for not investigating. And they refused to investigate, they have not yet investigated those losses and thirty-four ships have gone down without a word being said.

"The Seamen's Unions are fighting for protection of life afloat. Personally I think they have a right to fight for it."

The Department of Commerce is reported to have considerable difficulty in locating several members of the former crew of the steamer "Kroonland," of the Red Star Line, in order to present to them the medals authorized by Congress in its resolution approved March 19, 1914. There remain at the present time 16 medals to be presented to officers and crew who have not yet been found. The medals were awarded to commemorate the men's heroism upon going to the assistance of the burning steamer "Volturno," in the North Atlantic Ocean, and rescuing 89 persons October 10, 1913. The 16 men to whom medals remain to be delivered are: Frank Von Hymmen, Alexander Sandilands, Heike M. P. Janssen, Gerard Frans Borrenberg, Ingolf Looe, Franz Quednau, Heinrich Schaub, Henri Guelinckx, Emil Bohme, Desire Auguste Coopman, Ernst Benocke, Leon Coppens, Petrus Stobbelaar, Gustav Ebling, Alphons Roll, August Friedrich Recksugel.



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## Hydro Strike Called Off.

The Electrical Workers' Union of Toronto, Canada, has voted to call off the strike against the hydro-electric commission, and this municipally controlled public utility has made a record in that it is the first to reject an award agreed to by a board of investigation and conciliation appointed by the Dominion government under the industrial disputes act.

This law is intended to check strikes and lockouts in public utilities. It provides that a strike or lockout is illegal before a board, appointed by the government, investigates and reports on the question.

Under this act the electrical workers asked for the appointment of a board to consider their increased wage demands. The board made an award in favor of the workers, which was rejected by the commission in charge of this public utility. To enforce the award of the government's representatives, the men struck.

They have now declared the strike off and have accepted less liberal terms than those favored by the company's representative on the conciliation board.

The ending of this strike is bound to have a far-reaching effect throughout the entire Dominion as it will undoubtedly increase opposition to an act that has been declared to be the last word as a strike preventive in public utilities.

The Industrial Banner, official newspaper of Toronto trade unionists, has this to say of the hydro-electric commission's policy:

"Incidentally it may be stated that the commission has handed out the hardest blow to the Canadian Disputes Act that it has ever received. It is well known that a growing number of the labor organizations are openly antagonistic to the act, which they insist favors the employers as against the employees. Under its operation the workers on a public utility cannot go on strike until an investigation is held, and it is pointed out that sometimes that occupies weeks and enables the employers to prepare for trouble and secure strikebreakers to defeat the efforts of their employees to secure better conditions. The action of the hydro-electric commission will have a tendency to strengthen the hands of the element who are in favor of the repeal of the act."

## Anti-Alien Labor Law Constitutional.

The United States Supreme Court has held that a State has the right to pass a law prohibiting the employment of aliens on public works. The decision was made in the case of the New York anti-alien labor law under which it was made compulsory to employ only citizens in the construction of public works.

The case was appealed by a New York subway contractor, who was found guilty in the New York State courts of violating this law. In upholding the act, the New York State Court of Appeals said:

"The moneys of the State belong to the people of the State. They do not belong to aliens. The State, through its legislators, has given notice to its agents in building public works it wishes its own money to be paid to its own citizens, and, if not to them,

at least to citizens of the United States. Those who are not citizens are not members of the State. The power of a State to discriminate between citizens and aliens in the distribution of its resources is sanctioned alike by decisions of the courts and by long practice. Neither aliens nor the citizens of other States are invested by the constitution with any interest in the common property of the people of this State. The common property of the State belongs to the people of the State, and in the distribution of that property the people may be preferred. To better the condition of its own citizens, and it may be to prevent pauperization among them, the Legislature of the State has decided that the money of the State shall go to the people of the State. Equal protection does not mean that those who have no interest in the common property of the State must share in that property on the same terms as those who have an interest."

This common-sense declaration was appealed by the contractors to the United States Supreme Court, which now supports the New York judiciary, and declares that the State, as guardian and trustee of the people's money, has the right to prescribe conditions under which this money shall be expended. In answer to the claim that the law violates treaty rights between the United States and Italy, the court said:

"The equality of rights that the treaty secures is equality only in respect of protection and security for persons and property."

## Arbitration By Force Victimizes Workers.

By reading into the Compulsory Arbitration Act a meaning never intended, the Court of Arbitration at Wellington, New Zealand, has made it possible for the shipping interests to victimize members of the Greymouth Wharf Laborers' Union.

This organization is registered according to law and was working under a court award that established wages and working conditions, and which was accepted by both themselves and employers. Later the union struck in sympathy with Wellington water-side workers. This act was illegal and after a few weeks the union declared the strike off, and so notified their employers. In the meantime the shipping companies had gathered together a handful of so-called "loyal" employees, formed them into a "union," hastily secured government registration, or recognition, and then began a policy of victimization against members of the bona fide Wharf Laborers' Union. The latter appealed to the government to stop this black-listing, but without success, and the unionists were finally compelled to start proceedings themselves in the court of arbitration. They took the position that even though a breach of the award had been committed, this did not annul the award. In support of this they quoted section 90 of the arbitration act, which provides that an award shall be in force until a new one is agreed to or until the registration of a union is canceled.

The court, however, ignored this plain wording of the law and supported the shipping interests in their claim that a strike,

(Continued on Page 10.)

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

### AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

### GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

### BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

### GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

### FRANCE.

Federation National des Syndicats des Inscriptes Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

### NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

### SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

### DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk Sø-Restaurations Forening, Nyhavn 17, Kobenhavn.

### HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

### ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

### AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

### SPAIN.

Sociedad Sindicate de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

### URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

### ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

### BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Fogueistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

### SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



## World's Workers.

According to a decision of the French postal administration, the postal employes who have been victimized since the great movement of 1909, are to be re-installed in proof of the general reconciliation. The union of postal officials expressed the sincere gratitude of the officials in regard to the decision, but, at the same time, handed in a special petition, requesting that the proposed measure be extended to those officials also who in 1906 were victimized in connection with a similar movement.

Two important paragraphs of German Federal law, for the abolition of which the Social Democrats and some of the Radicals have fought for years, have now been abolished by the Commissions of the Reichstag. One is the "Sprachen" paragraph, which is chiefly directed against Poles, Danes, and French in the east, north, and southwest of Germany; the other is the paragraph which forbids young men under 20 to join political clubs or attend political or public meetings.

Embryo autocrats and busybodies in these days are frequently informing the public that if the German workmen were to act in the fashion of the British trade unionist they would be shot. The following extract from the British Labor Gazette is, therefore, of interest: "Germany—With regards to strikes and lock-outs which began and terminated from the outbreak of war down to March, 1915, the Reichsarbeitsblatt, for May, states these numbered in all 52. Ten of these were performing work for the military authorities, and in several other establishments were employed indirectly in supplying army requirements."

Comrade August Huggler, Secretary to the Swiss Federation of Trade Unions, addressed in his capacity as President of the Distress Commission of Swiss workers, a petition to the government, asking that all requests of the fruit growers, in regard to a prohibition of export, be refused. At the same time, he approached the Amalgamated Co-operative Societies, as well as the larger co-operative unions of the country, with a view to inducing them to buy as much fruit as possible, so that this important article of consumption remains in the country and the reasons of the pro-export people fall to the ground.

From the recent annual report of the International Painters' Secretariat we take the following: Painters' organizations of Austria, Croatia, Denmark, Finland, Germany, Holland, Hungary, Norway, Sweden and Switzerland are affiliated to the Secretariat. Communication with America became more frequent. The comrades there contributed even considerable sums in support of the needy families of European painters at the front which constitutes a fine example in these times so full of hatred. The membership of the affiliated unions has decreased considerably during the war: in Switzerland by 6.6, in Austria by 56.3, in Germany by 49.5, in Hungary by 29.3 per cent. At the conclusion of the year it comprised altogether 38,612 workers. The report which concludes with a fervent wish for peace, can be got from the International Secretary, O. Streine, Hamburg, Claus-Groth-Str. 1.

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### INFORMATION WANTED.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

Oscar Olsen, age 37, a native of Hallarna, near Gothenborg, Sweden, who was sailing on the Great Lakes about three years ago, is inquired for by John V. Olsen, Sun Company, Marcus Hook, Pa. 5-26-15

Adolph Godfred Eriksen, born in Moss, Norway, is inquired for by his brother, Herman Eriksen. Any one knowing his whereabouts please notify W. Nielsen, 206 Moravian St., Philadelphia, Pa. 5-26-15

A. E. BLAIZE

## San Pedro Letter List.

Amnell, Albert  
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Allen, Goldie Thorn  
Anderson, George  
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Anderson, Martin  
-1894  
Anderson, Sven  
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Andersson, Enkan  
Bergh, Borge  
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Kaski, Albert  
Kalin, Ed.  
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Larsen, Klaus L.  
Lauritzen, Ole  
Lindholm, Chas.

Loscher, Josef  
Lundeberg, Ernst  
Latz, Konstant  
Lundstedt, Chris.  
Lulan, Joe  
Monterro, John  
Martindal, Walter  
Mikalsen, Andreas  
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Mesak, E.  
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Schovesser, E.  
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Strahle, Chas.  
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Slevers, G. P.  
Tanlsar, P.  
Trovik, Harald  
Thorsen, Charles  
Uhlilg, Richard  
Uiby, Charles  
Vohs, Heinrich  
A. Verdonk, Peter  
A. Williamsen, W. A.  
West, J. W.  
Ylinen, Sam  
Zimmer, Walter  
Zeldler, Fred  
Packages and Photos  
Anderson, David C.  
Peterson, Hugo  
Schmidt, Lauritz P.  
Zunt

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### INFORMATION WANTED.

George Alexander Sharman, a native of Brooklyn, N. Y. About 28 years of age, height 5 feet 9 inches, supposed to have sailed on the Great Lakes in 1907, is inquired for by M. L. Kinvan, 1211 Mosher street, Baltimore, Md. 7-14-15

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

Veneelus Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolamo Durbich, Zurich, Switzerland. 7-28-15

Herman Sigfrid Persson, a native of Malmo, Sweden, supposed to be sailing on the Pacific Coast, who has not been heard of for two years, is inquired for by his brother, Gustav Persson. Address 13 Stenbarksgatan Malmo, Sweden. 7-28-15

Adolph Krakan, last heard of at Port Pirie, January, 1912, and again in March, 1913, from Warumbo, 118 miles from Adelaide, South Australia, is inquired for by his mother at Hamburg, Germany. 8-25-15

### Honolulu, H. T.

Anderson, John E.  
Burk, Harry -1284  
Crantly, C. W.  
Eugenio, John  
Eklund, Rickhard  
Ivertsen, Sigvald B.  
Lengwenus, W. L.  
Möller, F.

Nelsen, C. F.  
Peterson, Carl  
Peters, Walter  
Reither, Fritz  
Solberg, B. P.  
Strand, Conrad  
Thompson, Emil N.

### INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 108 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Any one knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St. 8-11-1915

Olai Ingebrigtsen (Brock), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American bark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469—49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Steuart street, San Francisco, Cal. 8-4-15

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## Pacific Coast Marine.

The steamships "Burlington" and "Bennington," which are to load at Philadelphia for San Francisco, on their arrival on the Pacific coast will be renamed the "Juneau" and "Valdez," respectively.

The steam schooner "Thos. L. Wand" has been sold by Wilson & Fife to J. H. Baxter. She was built in 1906 to the order of Olson & Mahony. It is also reported that J. H. Baxter has practically concluded negotiations for the purchase of the steamer "Saginaw" from the McCullough Lumber Co. The "Saginaw" was built in 1907 and was formerly owned under the management of W. H. Wood.

The steamship "Moana," which sailed during the week for the island of Tahiti, is, according to dispatches from Washington, taking official papers from the Department of Commerce permitting the American consular officer there to grant a provisional American registry to the steamer "Republic," formerly the German steamer "Walkure." The "Walkure" was sunk early in the war by shots from the German cruisers which were bombarding Papeete.

Just what is to become of the big freighter "Aztec" of the Pacific Mail fleet no one at present seems to know. Recently the vessel arrived from Australia with the biggest cargo of wool ever brought to this port in one vessel, and at that time was under charter to W. R. Grace & Co. The "Aztec" has since discharged her cargo and her stack, which has borne the Grace colors of green with a white stripe, was painted a full black, the regular Pacific Mail color.

The British steamer "Errol," concerning whose charter controversy has arisen, was still at Comox, B. C., at the end of last week. Kerr, Gifford & Co. contend that the steamer was chartered to carry wheat from the Columbia river to the United Kingdom and that no route was stated. The vessel's owners contend that she was chartered to go via the Canal and refuse to load her for the longer trip around the straits unless a higher rate shall be allowed.

The tank steamer "Catania" has been sold and will eventually go to the Atlantic for service. The vessel was bought by the Mexican Petroleum Company of Los Angeles from the Coast Oil Company of San Francisco. In October the vessel struck on Point Sur and has since been at the Union Iron Works. She will be overhauled here and then loaded with an oil cargo for Rio de Janeiro, going from that port to the Atlantic coast of the United States for service.

By the addition of the steamer "Alliance" the California South Sea Navigation Company has acquired a fleet of five steamers plying between San Francisco and the west coast of Mexico. The "Alliance," newest acquisition of the company, left San Francisco December 14th for Mexico and Central America. The company is now operating the steamers "Coaster," "O. M. Clark," "Mayfair," "Acme" and "Alliance." F. M. Stark is general manager of the company, which recently went into the west coast trade.

Arrivals of deep-sea vessels at San Francisco during the past month totaled 74,650 tons of foreign steam and 14,471 tons of foreign sail, according to figures prepared by the marine department of the Chamber of Commerce. During the same period the arrivals of coast steam vessels amounted to 357,180 tons and of coast sail to 34,413 tons. Departures for the month amounted to 101,005 tons of foreign steam and 15,359 tons of foreign sail. Coast departures were 349,574 tons of steam and 36,696 tons of sail.

Negotiations for the purchase of the steamers "Rutland" and "Ogdensburg" are said to have been completed by the Pacific-Alaska Navigation Company and both steamers will be used by that concern in the Pacific Coast service. The steamers will be renamed "Admiral Clarke" and "Admiral Sebree," respectively. They were built in Cleveland, O., in 1906 and are sister ships of 2321 tons each, equipped with 1200 horse-power engines. Both are oil burners. They will be put into Western service, according to the information, early next year.

After coming off the Oakland docks of the United Engineering Works in good condition, the steamer "Colon," which has been plying between Panama and San Francisco for the American-Mexican Steamship and Transportation Company, is said to have been sold to a Japanese concern for \$75,000. According to Ralph T. Barker of the works, the "Colon" will leave for Kobe, Japan, the latter part of this week with a mixed cargo from San Francisco. The steamer was built in Rotterdam in 1892, is 254 feet long, 33 feet wide, and 16 feet deep.

W. P. Fuller & Co. filed a libel for \$35,000 in the United States District Court at San Francisco against the American steamship "Olson & Mahoney," the Empire Lumber Company and the American steamship "Tallac." It is alleged a shipment of rough rolled glass from Philadelphia arrived at San Francisco in bad shape. The "Tallac" took the cargo down the Atlantic to the canal and the "Olson & Mahoney" brought it up the Pacific. The lumber company had the two steamships under charter. Attorney

Golden Bell filed the libel for the paint company.

All records for salmon eggs taken were broken by Washington State hatcheries this year, according to State Fish Commissioner Dr. Irwin, notwithstanding adverse weather and stream conditions and a small salmon run on Puget Sound. Enormous numbers of eggs were taken on the Columbia River and Grays Harbor, the take in the Columbia district being 45,000,000, as against 22,000,000 last year, and on Grays Harbor 44,000,000 as against 22,000,000 last year. Chinook and dog salmon eggs will be shipped from Columbia and Grays Harbor to the Puget Sound hatcheries.

After lying in Seattle harbor for nearly ten years, the old German freighter "Mariechen" is to receive some attention. The "Mariechen" was built more than thirty years ago and for a time was operated on the Atlantic. She sailed from Seattle Dec. 19, 1905, on her ill-fated voyage, bound for Vladivostok. The day after leaving Cape Flattery the vessel encountered a severe gale, big seas washing completely over her. After her crew had battled with the elements for more than thirty days the "Mariechen" was carried ashore in False Bay, Alaska. The wrecked steamer was finally floated and brought to Seattle, where she has been lying ever since.

With her departure from San Francisco during the week the steamer "Sierra" enters the new service of the Oceanic Company, which will hereafter maintain three vessels in the Australian service. Under the new arrangement there will be a departure every twenty-one days from this port and the steamers will call at Honolulu and Pago Pago both outward and homeward bound. The "Sierra" went out loaded to capacity with freight and was under command of Captain J. J. K. Koughan, formerly first officer of the "Sonoma." There were 141 cabin passengers leaving on the liner in addition to a number of steerage, which brought the total close to 200.

The two new freighters recently purchased by the Alaska Steamship Company will likely be put in service to South America, according to authentic information in shipping circles at San Francisco. Other freighters may be purchased in the near future if they can be found, for the company is in the market for additional freight carriers. Through the proposed merger of the Kennecott Copper Corporation and the Braden Copper Mines Company, this new South American service will be established, with the probability of San Francisco being a port of call. The former company owns extensive copper interests in Alaska and the latter in Chile.

Charles C. Crowley, the detective, who was arrested recently on the charge of conspiring to destroy munition plants in the United States and dynamite vessels carrying munitions of war to the Allies has made a free and full admission of his employment by the German Consul at San Francisco, but emphatically denies that he has been in any way connected with plots. On May 30 fifteen tons of dynamite on board a barge moored to a buoy in Seattle harbor, Washington, was exploded, causing damage to shipping and buildings along the water front estimated at \$300,000. The ammunition, which had been sent from Seattle, was consigned for the Russian army and held for shipment to Vladivostok. The charge of conspiracy is supposed to be in connection with this.

Prof. Benjamin LeRoy Miller, Ph. D., who occupies the chair of geology at Lehigh University, believes that work on the Panama Canal is not much more than half done, and that before the canal can be said to be completed and permanently opened to traffic the amount of material that must be taken out does not fall far short of the amount already taken from the Culebra cut. "Transportation companies intending to use the canal should realize," he says, "that they must not expect uninterrupted service for several years. During the dry season the canal may be open, but it is certain to be closed during the rainy season when the earth is soaked with water and its movement toward the canal facilitated. When one speaks of the slides he is likely to consider them as due to the steep slopes of the canal banks and conclude that they can be checked by decreasing the slopes. But the earth from the higher points does not go into the canal directly. Instead, when the loose material is filled with water, as it is during the rainy season, great blocks from the higher sections adjacent to the canal settle down almost vertically and force the underlying material into the cut by a lateral pressure. The amount of material now moving toward the cut is immense."

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

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CONNEAUT HARBOR, O., 992 Day St.  
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DETROIT, Mich., 15 Twelfth St.  
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SUPERIOR, Wis., 1814 Fourth St.  
OGDENSBURG, N. Y., 70 Isabella St.  
BAY CITY, Mich., 108 Fifth Ave.

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TACOMA, Wash., 2218 North 30th St.  
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.  
ABERDEEN, Wash., P. O. Box 6.  
PORTLAND, Ore., 41 Union Ave., North.  
EMBEKA, Cal., 227 First St., P. O. Box 64.  
SAN PEDRO, Cal., P. O. Box 67.  
HONOLULU, H. I., Cor. Queen and Nuuanu Sts.,  
P. O. Box 314.

(Continued on Page 11.)



# Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBURG.....Editor  
I. M. HOLT.....Manager

## TERMS IN ADVANCE.

One year, by mail - \$2.00 | Six months - - - \$1.00  
Advertising Rates on Application.

Changes in advertisements must be in by Saturday noon of each week.

To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

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## NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, DECEMBER 15, 1915.

## SCHWERIN'S LITTLE FLAGS.

A few weeks ago the JOURNAL commented upon the shipment of tiny silk American flags held at the San Francisco Custom House because the owners of the flags could not very well use them "as intended."

Well, during the week the flags were sold at auction. And thereby ended another dream (or scheme) of R. P. Schwerin to use the American flag as an asset in popularizing coolie-manned ships.

In brief, the facts in connection with Mr. Schwerin's little flags are as follows:

The consignor of the shipment was W. W. Campbell, who was the agent of the Pacific Mail S. S. Co. at Yokohama. It was addressed to Mr. R. P. Schwerin personally and arrived at San Francisco on the S. S. "Korea" in August, 1914. The amount of duty due thereon was \$42.50, but before the shipment could be released it was demanded of the consignee that the words, "Made in Japan," should be stamped upon the articles. This was not done, and, in consequence, the goods were finally sold as "unclaimed" for the sum of \$31.00 to Percy Goldstone, of 42 Davis street, San Francisco. The shipment consisted of 3500 American flags, each attached to an octagon stick upon which was stamped in gold lettering the following inscription:

This Flag Needs { Only Five  
Your Help. { American Ships  
{ Remain on the  
{ Pacific. Pat-  
{ ronize Them. } Pacific Mail  
S. S. Co.

And so ended the scheme of R. P. Schwerin.

It is too bad! Just think what a lot of patriotic fervor could have been produced by these pretty little flags if it were not for that tell-tale "Made in Japan"!

A solid week (seven [7] days) has passed and we have looked in vain at the San Francisco Chronicle's editorial page for the usual slander of the Seamen's law and American seamen generally. What has happened? Have the foreign steamship companies withdrawn their advertisements?

## THE PHYSICAL TEST.

The scheme to discredit the Seamen's law among seamen by imposing an unreasonable physical examination upon applicants for Able Seaman certificates has not brought the desired results.

According to information received up to the time of going to press, the Pacific Coast score of "Passed" and "Rejected" applicants for the physical examination was as follows:

|                    | Passed. | Rejected. |
|--------------------|---------|-----------|
| San Francisco..... | 1615    | 223       |
| San Pedro.....     | 306     | 7         |
| Portland.....      | 210     | 27        |
| Seattle.....       | 693     | 90        |
| Total.....         | 2824    | 347       |

The percentage of applicants for Able Seaman certificates who fail to qualify under the physical test has thus been established at approximately 10.94.

The hope and the prediction of the cheap labor crowd was a percentage of at least 50. It should be noted that a number of the applicants have been rejected temporarily, and it is hoped that many of these will pass at a subsequent examination pending medical treatment or the correction of eyesight by glasses. It should be borne in mind also that the Seamen's law does not specify the kind of physical examination now exacted. Hence, the requirements in this respect may be amended or modified at any time at the instance of the Secretary of Commerce.

In the meantime, the coolie labor patriots among shipowners are hard hit. They had confidently expected a revolt among the seamen themselves, and they are utterly disgusted to discover that practically 90 per cent. of the American seamen are able to pass. That so high a percentage should qualify under such a severe test has surprised the most optimistic, and it is exceedingly doubtful if any other class of workingmen ashore could possibly make an equally good showing.

## WHAT IS PROSPERITY?

NEW YORK, Dec. 13.—Real prosperity is sweeping the entire country is the opinion of presidents of six big life insurance companies expressed to-day in optimistic interviews with the United Press.

After describing the unprecedented prosperity of the Pacific Coast, President George Cochran of the Pacific Mutual, scouted the suggestion that a slump will follow the closing of the Exposition there.

The foregoing press item was selected for comment not because it is exceptional but because it is typical.

Prosperity is here, we are told. In fact, it is said to be "unprecedented prosperity."

Now, what is this prosperity about which we read so much in the daily organs of misinformation?

The Standard Dictionary defines prosperity as follows:

The state of being prosperous; successful progress in one's enterprise; advancement or gain in that which is desirable; attainment of the object desired; material well being.

The gentleman quoted in the New York press dispatch is said to have "described" the unprecedented prosperity of the Pacific Coast. Doubtless he had in mind certain "desirable advancement and gain" in business, and, it is only reasonable to assume he made the common error of pseudo-economists to prove prosperity by suitable clearing-house statistics.

Yet, despite all prosperity statistics compiled by banks, insurance companies and similar enterprises we have positive and irrefutable proof that the condition of unemployment has become chronic, at least

on the Pacific Coast. The summer is the time of largest employment, but even during the most favorable period of the year an alarming average of the employable are found to be altogether unemployed and a much larger percentage doing only part time work.

Indeed, as a chill counter-blast to prosperity statistics it is only necessary to refer to results of the third study in the series of investigations being made into unemployment by the United States Department of Labor, through its Bureau of Labor Statistics.

The investigation was made during the past summer and showed that a third of the workers in the Pacific Coast and mountain cities are out of work. Some have no work at all, while others are on part time. In San Diego in June and July, 29.9 per cent. of the city's workers were on part time while 16.7 per cent. had no work at all.

The inquiry covered the cities of Butte, Los Angeles, Oakland, Ogden, Portland, Sacramento, Salt Lake City, San Diego, San Francisco, Seattle, Spokane and Tacoma.

A total of 36,537 families were personally visited, in which there were found to be 48,333 wage earners. Of these, it was found that 6373 were wholly unemployed, while 9971 were working on part time.

The highest percentage of unemployment was found in Portland, Ore., where 20 per cent. of the wage earners were out of work and 17.3 per cent. were working part time only. The lowest percentage was found in Ogden, Utah, where only 4.5 per cent. were unemployed and 14.3 per cent. were working part time. The cities showing the largest percentages of part time workers were: San Diego, 29.2; Oakland, 26.9; San Francisco, 25.4; Los Angeles, 24.1; Sacramento, 23.7.

In view of these startling but authentic and reliable figures upon unemployment during periods of "unprecedented prosperity" it would appear as if the definition of prosperity ought to be revised or amended. We therefore respectfully suggest the following additional sentence to the definition of prosperity:

Prosperity must not be confounded with the term "National Prosperity" which is generally construed to mean a state of affairs when thousands of workers are wholly or partly unemployed and bordering on starvation and when, nevertheless, satisfactory conditions are reported by bankers, capitalists, and financiers generally.

While the American merchant marine has grown and developed faster and swifter of late than at any similar period since the Civil War, there are as yet no signs of any let-up in the growth. Every American shipyard is working overtime. At San Francisco the Union Iron Works has in process of construction, or in sight, fourteen vessels to be built in the near future, the total cost of which will be \$16,000,000. Two steamers for which contracts were let during the past week will cost \$1,000,000 each. One is to be built for Mayor Rolph and the other for F. D. Strachan of Georgia, who bought the "Eurana" recently. These two steamers will be 410 feet long and 56 feet beam, with a carrying capacity of 9500 tons. The new steamers will be ten feet longer than the "Pacific" and the "Eurana," which were constructed at the local yards recently.

Demand the union label upon all purchases!



## A STANDPATTER EXPLAINS.

In a letter to the editor of a New York newspaper, Senator James H. Gallinger of New Hampshire asserts that approval of the La Follette Seamen's bill was facilitated by assurances received by "certain Senators that President Wilson would veto it." He also charges that the House and Senate conference report on the bill was adopted in the Senate by a snap vote while he and two other leading opponents of the La Follette marine program were temporarily absent from the chamber.

The New Hampshire statesman is evidently telling tales out of school. If he would only go a little further his tattling might become exceedingly interesting. Tell us, Senator, we pray:

Who carried these assurances from the White House to the Senate Chamber?

Who was led to vote for the La Follette Seamen's bill solely because of these assurances?

It has often been rumored that Senators will sometimes vote for a bill, not because they favor it or want it enacted into law but because it is necessary to establish a half decent record. And, since necessity is the mother of invention, there has been evolved a regular system whereby these servants of the people are enabled to establish that "half decent" record without enacting a single undesirable law. By some mysterious process the Senators are "advised" that it will be perfectly safe to vote for a certain objectionable but popular bill because it is understood that this particular bill will be properly interned in some committee room of the House of Representatives. Presumably, the Senate reciprocates by rendering similar service to the "weak sisters" in the House.

The possibilities of this sort of an arrangement are almost unlimited and it is difficult to understand why the standpat Senator from New Hampshire should feel called upon to drag the President's name into this mire.

As for the charge that there was a snap vote taken on the bill the records furnish the best answer. On October 23, 1913, the Senate adopted the original La Follette bill and sent it to the House for approval. The House, on August 27, 1914, approved the bill in a very much modified form and greatly weakened condition. The Senate refused to concur in the bill as modified by the House and requested a conference. The conferees finally agreed, and on February 27, 1915, one year and four months from the date the bill had received its first approval in that particular session of Congress, the Senate gave its second endorsement.

Was the distinguished Senator from New Hampshire asleep during all those months?

Since the outbreak of the war the editor of the JOURNAL has received numerous letters without any evidence of the censor's handiwork from practically every one of the belligerent countries. During the week, however, arrived the first letter "opened and officially stamped by the censor." And strange to relate the letter came from New South Wales, Australia. It is a curious commentary upon the state of affairs in Labor-governed Australia that military busybodies should poke their noses into correspondence directed to a labor paper in a neutral country.

## BARGAIN COUNTER PATRIOTS.

In commenting upon the adoption of formal resolutions by the Board of Directors of the National Association of Manufacturers, urging upon Congress to "repeal or amend" the La Follette Seamen's Act, the New York "Marine News" says:

While we are in no sense sponsors for the Seamen's bill, we cannot resist the temptation to express the opinion that no member of that board would take passage upon a ship in which he was aware that very much less than 65 per cent. of the deck crew could not qualify as "able seamen," and that he might well be excused for turning a bit "white around the gills" when told that 35 per cent. of the "bluejackets" taking part in the always impressive boat drill were mere dummies or "Safety First" lullabies. And in view of the nation-wide demand for adequate "preparedness," which must necessarily involve a draft upon our merchant marine of officers and men to their fullest numerical strength, it must follow that every American steamship carrying Asiatic crews on deck and below decks, in time of peace, is contributing nothing whatever to "preparedness" in behalf of our national demand, but is absolutely, on the other hand, a "citadel of prevention" against the training of any citizen crew whatever for such purpose. It is nothing less than deplorable that the Board of Directors of the National Association of Manufacturers could not have lifted their eyes, and their minds, above the altitude of the "bargain counter."

"The purpose of all law is to make it hard to do wrong and easy to do right," is a statement attributed to Gladstone. According to this, the framers of tax laws in the United States must have considered it wrong to do useful labor, and right to interfere with industry and enterprise as much as possible. All laws requiring taxation of labor or labor products make it harder to engage in industry. The laws that empower appropriation of socially created values by private individuals, make it easy to hold land out of use while unemployed men tramp the streets in vain search for a chance to work. If that is making "it hard to do wrong and easy to do right," then the ordinary conception of what constitutes right and wrong must be erroneous.

The Foreign Office states that the British Government agrees for the present not to interfere with cargoes of tobacco shipped to neutral consignees in neutral countries, and under these circumstances tobacco of all kinds destined for Holland need no longer be consigned to the Netherlands Oversea Trust.—Telegram from American Embassy.

How gracious and condescending! The American tobacco trust must have some powerful friends in London. At any rate, the unofficial influence of that struggling infant industry seems to have brought more substantial results than the formal and official protests of the United States Government.

The workers at the Mare Island (Cal.) Navy Yard will build one of the two new 32,000-ton superdreadnaughts authorized by Congress, and the Brooklyn (N. Y.) Navy Yard has secured the order for the other. At least 95 per cent. of the mechanics employed at the local navy yard are trade-unionists, and thus California will be enabled to add to her splendid record a union-made battleship. Congratulations to all who labored to bring these awards to Uncle Sam's own workshops.

Alarmed at the constant growth of the American Merchant Marine, and in an endeavor to keep their own mercantile fleets intact, the British, German, Austrian, Danish and French governments have enacted new laws or issued regulations designed to prevent the transfer of their national ships to foreign registry.

## OFFICIAL.

## SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Dec. 13, 1915.  
Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping dull. Voting for officers for the ensuing term was proceeded with.

JOHN H. TENNISON, Secretary pro tem.  
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., Dec. 5, 1915.

No meeting. Shipping and prospects poor.  
REGINALD TOWNSEND, Agent.  
Room 11, De Cosmos Block, 1424 Government St.

Vancouver, B. C., Dec. 5, 1915.

Shipping slack; prospects uncertain.  
W. S. BURNS, Agent.  
213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Dec. 5, 1915.

No meeting; no quorum. Shipping dull; prospects uncertain.  
H. L. PETTERSON, Agent.  
2218 North 30th St. Tel. Main 808.

Seattle Agency, Dec. 5, 1915.

Shipping and prospects poor.  
P. B. GILL, Agent.  
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Dec. 5, 1915.

Shipping dull; prospects uncertain.  
J. PEARSON, Agent.  
P. O. Box 6. Tel. Main 557.

Portland Agency, Dec. 5, 1915.

Shipping dull; prospects poor.  
JACK ROSEN, Agent.  
44 Union Ave. North. Tel. East 4912.

Eureka Agency, Dec. 5, 1915.

Shipping dull; prospects uncertain.  
OTTO DITTMAR, Agent.  
227 First St. P. O. Box 64. Tel. 159.

San Pedro Agency, Dec. 5, 1915.

Shipping dull; prospects poor.  
HARRY OHLSEN, Agent.  
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Nov. 29, 1915.

Shipping fair; prospects uncertain.  
JACK EDWARDSON, Agent.  
P. O. Box 314. Tel. 2526.

## MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Dec. 9, 1915.  
Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping slack. Balloting on officers for the ensuing term was proceeded with.

EUGENE STEIDLE, Secretary.  
42 Market St. Phone Kearny 5955.

Seattle Agency, Dec. 2, 1915.

Shipping slow; plenty of men ashore. Balloted on officers for the ensuing term.

LEONARD NORKGAUER, Agent.  
Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Dec. 2, 1915.

Shipping quiet; plenty of men ashore. Balloted on officers for the ensuing term.

HARRY POTHOFF, Agent.  
P. O. Box 54.

Portland Agency, Dec. 6, 1915.

No meeting. Shipping better; few men ashore; prospects uncertain.

THOMAS BAKER, Agent.  
89 Second St. N. Phone Broadway 2306.

## DIED.

J. O. Alander, No. 1596, a native of Finland, age 28, died on board the steam-schooner "Williamette" at St. Helens, Orc., Dec. 7, 1915.

E. A. Petersen, No. 731, a native of Finland, age 33, died at San Francisco, Cal., Dec. 7, 1915. Cal., Dec. 7, 1915.

Surveying the European submarine tangle as a whole it has become somewhat difficult to understand just why the Kaiser's advisers did not grasp their opportunities in the Baltic by persuading or otherwise inducing a few Americans to take passage on one or more of the German steamers said to have been sunk by British submarines.



## A PERTINENT SUGGESTION.

House of Representatives.  
Washington, D. C., Dec. 2, 1915.  
Colonel Robert M. Thompson,  
President, Navy League,  
Washington, D. C.

My Dear Colonel:

I assume from your letter of the 20th ult., and from your various utterances as President of the Navy League, that the impression you desire to create in the minds of the American people is that none of the men who founded, or who have been, or are now, directors of, or contributors to the Navy League, have ever been, or are now, in any manner interested in any concern which would profit financially from the \$500,000,000 bond issue for battleships, etc., which you are advocating.

I understand your position to be that none of the money which the Navy League has used to banquet Members of Congress and Secretaries of the Navy, or to carry on the propaganda for the vastly increased naval appropriations which you advocate, has come from any gentlemen who stand to profit therefrom. I contend that the opposite is true.

In your letter you request that I give you some specific information.

I call your attention to the fact that Elbert H. Gary, who is described in the Directory of Directors for 1914 as "Chairman of the Board of Directors and Chairman of the Finance Committee of the United States Steel Corporation," contributed \$1000 on June 10, 1915, and that on the same date representatives of the J. P. Morgan estate subscribed \$2000.

I call your attention to the fact that J. P. Morgan, who is a director of the United States Steel Corporation, was formerly treasurer of the Navy League and is now a director of and a contributor to the Navy League, and that J. P. Morgan's brother-in-law, Herbert L. Satterlee, was one of the incorporators of the League, and is at the present time the General Counsel of the League. I also note that Edward T. Stotesbury, a member of the firm of J. P. Morgan & Co., and a director of the Baldwin Locomotive Works, Cambria Steel Co., Phoenix Iron Co., Riverside Metal Co., Temple Iron Co., Wm. Cramp & Sons Ship and Engine Building Co., and fifty-four other corporations, banks and trust companies, is one of the honorary vice-presidents of the Navy League.

I also call your attention to the fact that George F. Baker, Jr., No. 2 Wall street, New York, son of a director of United States Steel, contributed \$1000 to the Navy League June 10, 1915.

I call your attention to the fact that Robert Bacon, formerly a member of the firm of J. P. Morgan & Co., and now first director of United States Steel, is a director of the Navy League.

I call your attention to the fact that Henry C. Frick, a director of United States Steel, and ten other corporations, banks and trust companies, is one of the vice-presidents of the Navy League.

United States Steel controls the Carnegie Steel Company, which has drawn down from the Navy contracts aggregating \$32,954,377 for armor plate alone, and if the Navy League's \$500,000,000 bond issue goes through Congress this firm will profit still further.

I call your attention to the fact that Allan

A. Ryan, a director of the Bethlehem Steel Corporation, contributed \$100 to the Navy League on June 10, 1915, and to the further fact that George R. Sheldon, a director of the Bethlehem Steel Corporation and the American Locomotive Co., both of which concerns have profited hugely from European war orders, is one of the vice-presidents of the Navy League. Mr. Sheldon is also a director of twenty-four other corporations.

The Bethlehem Steel Corporation has obtained from the Navy Department armor contracts amounting to \$42,321,237, and if the Navy League's program goes through, Bethlehem stands to receive increased orders.

From the foregoing it would appear that two of the three concerns composing the armor ring in this country have representation either among the contributors to the Navy League or among the officers or directors of the Navy League.

The Government has purchased from these two concerns, Bethlehem and Carnegie, \$75,275,614 worth of armor plate, paying an average price of approximately \$440 a ton therefor.

If this armor plate had been manufactured in a government armor plate factory, which the Navy League has cold-shouldered, at least \$25,000,000 could have been saved to the American taxpayers. There have been ten estimates by Government officials as to the cost of armor in a Government plant and the average of these estimates is \$238 a ton. By contrasting \$440, the price we have paid the private manufacturers, with \$238, the cost at which we might have manufactured this armor in a Government plant, it is possible to obtain an inkling as to the reason we do not now have more preparedness to show for the colossal appropriations made for that purpose.

I note there are thirty-one directors of the Navy League. The personal fortunes of these thirty-one men, by the most conservative estimate, aggregate \$100,000,000, or \$3,000,000 to each director. I contend that any board of directors whose individual fortunes average \$3,000,000 can hardly be considered as representative of the views, feelings and heartbeats of the great mass of the American people.

On November 19th I publicly stated that inasmuch as the Navy League insisted that its management and backers are entirely free from any atmosphere of war-trafficking influences, I would, as soon as Congress convened, introduce a resolution providing for an investigation of the League, specifically requiring J. P. Morgan and other directors of the League, past and present, to take the responsibility of testifying, under oath, whether they are interested or ever have been, in war-trafficking firms, or concerns which stand to profit from the proposed \$500,000,000 bond issue.

On November 21st I received a letter from you threatening a suit. I consider your letter nothing more nor less than an attempt to intimidate me into abandoning my plans to seek a Congressional investigation of your organization. When I am right, the Navy League cannot intimidate me.

I now desire in all good faith to take the responsibility of making a suggestion to the Navy League. I suggest that you call a meeting of the Board of Directors and go on record in favor of the Government manufacture of battleships, submarines, arma-

ment, munitions, etc., in order that the people may obtain the preparedness which you are advocating, at cost. I recommend that you either do this or fold your tent and quietly take your departure from the National Capital.

Very respectfully,

CLAYDE H. TAVENNER.

## PAPERS FOUND IN A SHARK.

Some disappointment was expressed at the trial of the officials of the Hamburg-American Line, accused of falsifying the manifests of steamers chartered to carry supplies to German cruisers, because the court ruled out the yarn concerning the finding in the stomach of a shark of the incriminating papers of the steamer "Marina Quezada," one of the supply ships.

The yarn was told on the stand by John Olson, chief engineer of the "Marina Quezada," according to whom the ship's papers were put in a satchel and dropped overboard at Pernambuco. It was expected that the witness would tell the shark story under oath, but according to legal procedure unless the witness with his own eyes follows the course of a satchel from a shark's jaws to the shark's interior and finally to the window where they are said to have been exhibited after being extracted from the shark's vitals, the witness may not swear to these things.

The strangest part of the whole story is that it so exactly coincides with the proved happenings in connection with the papers of the American brig "Nancy," found in a shark's stomach off Jamaica in 1779. The "Nancy's" papers are believed to have been lost in the earthquake which well-nigh destroyed the town of Kingston, Jamaica, in 1906. They were kept at the Institute of Jamaica, which was ravaged by fire during the conflagration. Their history was most interesting.

In the year 1799 Lieut. Michael Fitton, of H. M. S. "Ferret," was cruising off Port Royal, when his crew caught a big shark. Inside it was found a bundle of ship's papers belonging to an American brig, "Nancy." On his return to Port Royal, Lieut. Fitton found that the "Nancy" had been brought in for carrying contraband of war. Her skipper produced other papers to the authorities, which apparently cleared the ship—false papers, which had been prepared in the event of the vessel being stopped. Her true papers, which proved that the "Nancy" was deeply implicated in the contraband traffic, had been thrown overboard just before she was overhauled, and the shark had swallowed them. The case was tried in the Court House at Kingston, where at the critical moment Lieut. Fitton appeared on the scene and produced his find, to the consternation of the other side. The "Nancy" was forthwith condemned as a lawful prize and her skipper was fined and sent to jail. The head of the shark is in London, at the United Service Institution. It was for some time set up on show at Port Royal, Jamaica, with this label attached: "Lieut. Fitton recommends these jaws for a collar for neutrals to swear through."—Shipping Illustrated.

Every new truth which has ever been propounded has for a time caused mischief.—Buckle's History of Civilization.



## LAWS—AND MORE LAWS.

The more corrupt the State, the more laws.—Tacitus.

Within the last ten years Congress and the various State legislative bodies have put upon the statute books 65,000 laws.

During those same ten years various judges have made and entered over 65,000 decisions upon those laws and others which preceded them.

One law overlaps and confuses another law and the decisions of judges follow.

Whenever or wherever a really necessary law is adopted or decision rendered—

A thousand or more of unnecessary and confusing laws and decisions come in to spoil the effect of the necessary law.

Until now no lawyer, to say nothing of the layman, knows what is the law.

And those conditions make for, as well as being the outcome of, corruption.

Even the corruptionists suffer from the very multiplicity of laws.

If one crowd uses the law for its own ends it finds itself forced to see another crowd securing ends detrimental to it.

Seeing what the misuse of law has done for others—

Every fanatic and self-seeker tries to secure laws to make others live as he thinks they should—

Or to make the law put money in his coffers.

Then along comes another set of fanatics or grafters and gets laws passed knocking the former set into oblivion.

Whereat both crowds move heaven and earth to keep in existence both sets of laws.

With the result that judges and lawyers wax fat while the common herd suffer.

If a certain set don't like the way certain other people eat, drink or live—

They at once start an agitation to make those others eat, drink or live as they desire.

Honest in their convictions, they think they're doing a good work.

But corruptionists, seeing chances of securing something for themselves out of the agitation,

Take up "the cause" and use it as a blind to secure the passage of bills that mean money to them,

Until under cover of virtue, temperance and restraint of vice,

The beneficiaries of intemperance and disorder secure their ends.

It is not more laws that we need—it is better laws.

To leave the matter of making laws to lawyers is proven a failure.

The lawyers have been in the majority in Congress and State bodies—

And their work has led to the present confused state of affairs.

Workingmen are the chief sufferers from the existing conditions.

From one end of the land to the other goes up the cry for relief.

It now behooves the workers to make a determined effort to clarify the situation—

By demanding not more laws, but better laws;

Less lawyers in the law and more sense;

Less decisions and more justice.

To allow present conditions to exist and to grow worse—

Is of no benefit to the workers.

If the State is growing more corrupt, those who live within that State must suffer as corruption grows.

Those who feel the edge of the suffering caused by corruption the most—

Are those who work for wages.

Law there is and plenty of it, but justice is scarce and high in price.

When justice must take a back seat for law, then indeed is the country in bad shape.

Law that is not based on justice can only breed injustice.

And injustice is the only thing that hurts the worker.

All he seeks or wants is justice and it is and should be his business to see that law and justice shall join hands.

Justice is a simple proposition, easily known, and should be the right of all.

Law based on justice is equally as easily understood and known.

And none know that better than those who misuse and abuse the law.—The Artisan.

## A POSTPONED REGATTA.

At the outbreak of the war yachtsmen were preparing for the Cowes regatta. The Kaiser's yacht "Metcor" was on her way to Cowes when she was saved from capture by a wireless message received by the destroyer towing the yacht ordering it to put back to Cuxhaven. The "Germania," a schooner owned by Gustav Krupp von Bohlen; the "Lasca II," owned by Dr. Landsat Walter von Bruning; the cutter "Paula III," owned by Ludwig Sanders, and the yawl "Stella Marie," owned by Charles Wolf, were seized in British waters. In the British prize court the cases of the yachts were tried recently and orders for their condemnation and sale were made. The "Germania" is valued at \$225,000. The "Lasca" is American-built and was formerly the "Shenandoah," built at Shooter Island in 1902. She is valued at \$125,000. The "Paula" is worth \$25,000. The "Stella Marie" is a small yawl built in 1893. Ratsey & Lapthorne, sailmakers, Summers & Payne and other firms which outfit yachts have claims against these yachts amounting to more than \$5000, but these claims are against the German owners and if the yachts are sold they will lose all.

## A ROUND-ABOUT TRIP.

The closing of the Dardanelles had many bearings on the shipping industry, but one of the most interesting incidents consequent thereon is the shipments of cotton from Alexandria to Russia. These were readily accomplished in pre-war times by the regular liners running from Alexandria to Odessa, a voyage of merely a few days. The Holt liner "Cyclops" recently left Alexandria with 3700 bales of Egyptian cotton, which she was taking by the long sea route via Suez Canal to Vladivostok, whence it would be conveyed to the cotton spinning districts of Russia by the Trans-Siberian Railway, involving a journey of thousands of miles.

Railway statisticians estimate that California will this year produce \$479,000,000 from the soil. Fruit comes first, with a valuation of about \$90,000,000; fuel oil ranks second, with a yield of \$52,000,000; hay and forage come third. It is an interesting fact that the valuation of butter (\$20,000,000) equals that of the gold output.

## NOTICE TO SEAMEN.

## IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,  
V. A. OLANDER, Secretary.

## LAKE DISTRICT, I. S. U. of A.

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Telephone, New, Broad 385.  
BAY CITY, MICH.....108 Fifth Avenue  
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Ludington, Mich. Sault Ste. Marie, Mich.  
Manistee, Mich. Sheboygan, Wis.  
Erie, Pa. Superior, Wis.  
Menominee, Mich. Toledo, O.



## WEEKLY NEWS LETTER.

(Continued from Page 3.)

no matter how short, automatically ends an award. Armed with this decision the employers are now driving off the wharves every worker who dared to violate the law and cease work—to strike.

"If a strike puts an end to an award," says the Maoriland Worker, published in Wellington, "it must follow that a lockout by employers will have the same effect. It must follow, from the decision in question, that when strikes occur hereafter, all the employers need do is to make an arrangement with 15 'loyal' workers, get them to form a union, enter into an industrial agreement with them and proceed as if nothing had happened. There is no need to ask for penalties against the strikers, inasmuch as they can be ignored and boycotted.

"It is a notorious fact that the 'loyal' union at Greymouth, like those at Auckland, Huntly and Wellington, was granted registration, although the statutory preliminaries were not complied with. It appears, however, that it is impossible to impeach the registration of a union when once the certificate had been issued, although it is otherwise in the case of the fraudulent registration of a company. Hence, once the department has seen fit to issue a certificate, no matter how the new 'union' may have been faked, registration gives the fraudulent bantling a legal status."

## Unorganized Object to Incessant Toil.

Street car men in the Nation's capital are unorganized, and conditions of these workers are such that they are writing anonymous complaints to the public utilities commission, which has given the letters no consideration on the ground that they were not signed. Probably the commission overlooked the fact that the non-unionists have no protection and do not dare sign their names. One writer, to emphasize the need for action, declared that "Samuel Gompers will be appealed to if conditions are not bettered." Later it was announced that the commission "may depart from its usual custom of ignoring unsigned letters and undertake an investigation of the matter—if inferior service results from long hours."

In one of the complaints this insight into non-union conditions is given:

"Substitutes are often required to report at 4:50 or 5:50 a. m., only to learn that there is no run for them at that time. They then are compelled to return at noon, when they may or may not get anything to do. Or perchance they may get a late run, going off duty at 2 a. m., and being compelled to report for duty again in a couple of hours, thus not allowing sufficient time to go home for rest. Some of the men, on account of the shortness of the periods off duty, are actually compelled to snatch two or three hours of disturbed sleep on the benches in the car barn and then start on another run.

"This condition is not temporary, but permanent, and it is submitted that no human being, working under such circumstances, can possibly perform his duties in an efficient manner. Because of the extraordinary care demanded of a motorman on street railways in subserving the public safety and avoiding accidents, they should not be compelled to work from twelve to sixteen hours a day and make runs with intermissions of two or three hours' sleep and rest."

## Continue to Rob Miners.

A miner correspondent in the Denver Labor Bulletin has this to say of one of the evils confronting Colorado's coal diggers:

"Andy Walker, who operates the Monarch mine No. 2, at Louisville Junction, was fined \$50 when he was found guilty of cheating the miners in the weight of the coal they mined. The miners would like to know why they should not be reimbursed for that stolen from them. Is Walker to keep all over \$50 of that stolen from the miners? If so, is this not putting a premium on robbing those who toil in the mines?

"If a man be fined an amount that is but a small portion of the sum he stole, what redress has the person losing his property or valuables? What crime had the miners in Monarch mine No. 2 committed that they should be fined so much of their production each day? Is it that it is a crime to be a miner? If so, what are miners to do, for if they cease work as they did in the recent strike to force their rights to be recognized, are they not also considered criminals for daring to strike? Let those who bitterly opposed the miners and published false statements of their earnings answer these statements.

"Who knows how many more 'Andy Walkers' there are robbing the miners in this State? If these things are denied the miners, can any one expect anything other than that the miners will again strike?"

## Slums of Cities Will Be Clogged.

Writing in the Chicago Tribune, Henry M. Hyde gives the following estimate of conditions in America after the European war if legislation restricting immigration is not passed by the present Congress:

"Peace, prosperity, and high wages while the dam of war holds back the rising flood, then, when the war is over, a ruinous rush of illiterate, pauperized, and degraded peoples, coming from southern and eastern Europe and western Asia to clog the slums of Chicago and other cities.

"That is what many students of immigration predict will be the effect of the great war on the United States.

"They foresee the coming of millions of illiterate, unskilled, penniless laborers, who will undercut wages, lower the standard of living while increasing its cost, increase child labor, lengthen the hours of work, make peonage more possible and postpone for years the success of the woman's movement in the United States.

"They shudder at what will happen when the twentieth century is invaded by a vast army of people who have never risen above the standards of the sixteenth century.

"They declare that now, while the war is acting as a temporary barrier to immigration, the people of the United States should take some steps which will prevent the inundation of democratic institutions by an abject and illiterate flood of feudal peasants and oriental serfs.

"With the coming of peace they believe that not only will immigration from southern and eastern Europe be renewed on a much greater scale, but that new and swelling streams will start from all of western Asia and as far east as Persia.

"We are already receiving immigrants from Asiatic Turkey, Circassia, Syria and Arabia," wrote Prof. Edward A. Ross of the University of Wisconsin, just before the war

began. 'An immigration has started up from Persia and conditions are ripe for a heavy influx from western Asia.'

"There are in southern and eastern Europe and western Asia," says Dr. Warne in the last Annals of the Academy of Political and Social Science, 'great reservoirs of races and peoples only recently tapped by the ocean steamship lines. No one can conceive for these racial groups any possible betterment in their economic condition growing out of the present war. If anything, it will be worse, not better, and such as to increase their emigration.'

"Even among those experts who do not favor the further restriction of immigration, there is a widespread belief that the end of the war will see a tremendous influx of aliens.

"Experts point out also that peace will release scores of great ocean liners which are now busy carrying soldiers and munitions of war. To the steamship companies the transportation of immigrants has been for years one of the most profitable features of their business. Their glowing circulars and glib-tongued agents have been responsible for much of the more or less undesirable immigration in the past. Free from war duty, they will certainly start at once to build up again their immigration business. No matter what the nations of Europe may do to keep their people at home, the steamship managers will do their utmost to fill the steerage of their ships with living freight.

"Whatever the future may hold—and no man can be certain—is not this the time while things are at a standstill for the people of the United States to take stock of the immigration situation?

"Is the United States to remain an open refuge for the poor and oppressed of every nation—with the exception of the Chinese? Or does the welfare of the people of the United States—and of democratic institutions—demand that further restrictions be placed on immigration?"

## MAGNESIA IN SEA SHELLS.

Chemical analyses of starfishes, sea urchins, and crinoids, collected from all parts of the world, show that the skeletons of these animals contain much magnesia. The amount present is found by the United States Geological Survey to vary with the temperature of the water in which the creatures lived. The percentage of magnesia is highest in those specimens that lived in tropical waters and lowest in forms from the icy seas of Greenland and the Antarctic, with a regular gradation between which even shows the local effect of cold ocean currents upon life at the sea bottom.

The investigations suggest that the skeletons of these animals have the composition of magnesian limestone, or dolomite, and it is possible that they furnish clues not only as to the climatic conditions under which such limestones are found now formed, but also as to the temperatures of the oceans in different regions of the earth where, during different periods of geologic history, great deposits of magnesian limestone were formed. Examinations of these marine invertebrates will, it is hoped, yield definite information as to the processes of dolomite formation.

The "international merger" business will not reach an ideal perfection until the workers of the world go into it.



Federated Seamen's Union of Australasia  
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## Labor News.

The first strike to take place in the postal service occurred at Fairmont, West Virginia, on November 17. Twenty-five clerks in the local postoffice walked out. They had presented complaints to the department against the postmaster, which had been ignored. On November 19 an announcement was reported made by the Postoffice Department at Washington that the strikers would be prosecuted for conspiracy.

Employers of machinists in Wilmington, Del., refuse better working conditions to their union workmen, but they can give free board and lodging to strikeworkers. This was shown by striking machinists, who have made public a blank form strikeworkers sign, and which states that "I understand I am to receive free board and lodging for as long a time as the company deems it necessary."

The Court of Criminal Appeals has declared valid by the United States law is constitutional. A contractor was convicted in the Bexar County courts for violating this law, on complaint of the State Labor Department, and the decision was made on this appeal, which the Supreme Court rejects. It holds that the Texas law is similar to legislation declared that the Texas eight-hour Supreme Court.

The universal complaint about enforcing the child labor laws in several states is largely due to the inadequate number of factory inspectors, to the low minimum penalties provided for in the statutes, and to the lack of sympathy of the majority of judges with the intent and spirit of these humane laws, hence the small fines are imposed and in many instances sentences are suspended. The minimum penalty for violation should be not less than fifty dollars, and for a second offense a jail sentence of not less than thirty days should be imposed.

One of the most striking appeals for higher wages was made by Major-General Gorgas, Surgeon General of the United States army, who at a State conference of sanitary officers recently held in Rochester, N. Y., made the assertion that "wage increases are the most effective remedy for bad social conditions, which are the root of bad hygiene." The speaker drew a parallel from his experience in the Panama Canal Zone, where, he said, the extraordinary improvement in sanitary conditions was chiefly due to the fact that the wages of common laborers was increased from 11 cents an hour to 20 cents.

Assaults on striking clothing workers by Chicago police have attracted the attention of the clergy of the city. The Rev. Oscar C. Helming of the University Congregational church, saw a policeman attack a striker. He remonstrated and was promptly arrested. The same happened to two students who had stopped to speak with a striker. On November 29, in response to an invitation to discuss the strike Mayor Thompson appeared before the local Church Federation and denounced it for holding meetings for such purposes. He declared that a previous meeting of the same kind had been followed by a murder on the next day and predicted that other murders would occur as a result of this meeting. He left before the ministers could reply.

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## Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Anderson, J. -330 Kopper, J.  
Anderson, Bayvold Larson, John  
Andersen, Walter Larson, Chas.  
Andresen, Jorgen Livingstone, E. J.  
Alonso, T. Liesen, Wm.  
Abrahamson, Halp- Leonard, John  
tan Lindeman, C. H. O.  
Bogg, Johannes McIntyre, James  
Buckman, J. W. Mikkelsen, K. -1620  
Barrell, Geo. Mjones, John  
Blomberg, G. Martensen, Ingoald  
Bohm, Franz Mathison, Sigurd  
Camozl, M. Moore, C. E.  
Chamberlain Mikkelsen, A. W.  
Connorton, T. H. Madden, B.  
Dynes, L. E. McLeod, N.  
Daly, John Nielson, Ed.  
Dougherty, I. J. Nielson, Henry  
Ellason, J. C. Nielson, Steve  
Evertsen, Olaf Nielson, N.  
Eaton, I. N. Nurmien, J. E.  
Engstrom, Ch. Olsen, Harald  
Erikson, C. Olsen, Herman  
Farrington, P. Olson, J. E.  
Fox, John Olson, Albert  
Gardlin, C. Olson, Henrik  
Gilbert, A. J. Olsen, E. -2376  
Graae, P. C. Orzerhowky, Leo  
Greiphan, P. Paludan, Chas.  
Gjelseth, I. Peterson, Chr.  
Gundersen, Peter Peterson, J. P. -920  
Gustafson, Jh. K. Peterson, C. A.  
Gustafson, Karl Paulson, C.  
Haas, W. Petterson, Harry  
Hansen, Alex M. Rasmussen, Arthur  
Hansen, Olaf Schwarrien, W.  
Hill, C. Soggola, E.  
Henriksen, Harry Silbert, Henry  
Herrman, Axel Sorensen, Maurets  
Hannberg, Karl Sorensen, G. T.  
Hernes, L. Svendsen, J. -1331  
Hagger, P. W. Stalsvik, J.  
Johnson, Jacob Schelwolson, W.  
Johnson, P. M. Salomon, G.  
Jacobson, Oscar Stenstrom, Jack  
Jorgensen, Fred Trichert, Karl  
Kahning, Jacob Thies, Hans  
Karell, J. Thune, H.  
Kraeger, C. Vennerssen, Leonard  
Karlsen, Ingoald Veckenstedt, Wm.  
Knudsen, Andreas Williams, T. C.  
Wetland, John

## Tacoma Letter List.

Cords, W. A. Olsen, Martin E.  
Evertsen, Olof Paterson, John  
Farrell, William Person, Fritz Leo-  
Haugan, Arthur nard  
Johannsen, Christian Schmidt, Louis  
Linea, W. Thomas, Paul  
Line, Victor Ullman, Emil  
Murphy, Daniel

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## INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuanu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden. 5-13-14

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15

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## Eureka, Cal., Letter List

Contreras, Julio Kustel, Victor J.  
Kyrkslatt, Lars Klnowsky, A.  
Lawrence, Harry Ingebretsen, Alf.  
Melander, G. L.

## INFORMATION WANTED.

Johan Hilmar Hansen, a seaman who was last heard from in Seattle, Wash., in 1911, is inquired for by his father, Anton Hansen, Nygaten 34, Moss, Norway. 5-13-14

Karl Johan Arvid Gardell, a native of Wisby, Sweden, age about 60, who has not been heard from by his relatives, is inquired for by his son and brother. Anyone knowing the whereabouts of the above named will please communicate with Chris Gardell, 116 Drumm street, San Francisco, Cal. 12-15-15

The immediate withdrawal of Captain Karl Boy-Ed and Captain Franz von Papen, respectively naval and military attache of the German Embassy, has been requested by the State Department. In making formal announcement of this action Secretary Lansing said the attaches had rendered themselves persona non grata to the United States Government by improper activities in connection with naval and military matters.



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## Portland, Or., Letter List.

Anderson, John Martin, J. C.  
Anderson, John E. Moen, T.  
Benson, S. Miller, E.  
Bartells, Otto Munchmeier, H.  
Bernahrdsen, Chas. Morgan, Tim  
Bugge, Mr. Muller, P.  
Carty, Carl Metts, John  
Dybdal, Olaf Moller, L. D.  
Lecas, O. McConnell, David S.  
Dolany, Willie Meckermann, Ernst  
Erickson, Eric Nilsson, Axel -1176  
Engen, Paul Nielsen, M. P.  
Elisen, Sam Ohlsson, J. W.  
Edstrom, John Osterberg, Henry  
Ekberg, Hugo Ogilvie, Wm. A.  
Farrel, W. Pohland, M.  
Fernandez, Frank Palm, P. A.  
Gundersen, Fredrik Perkins, Paul  
Hecker, Wm. Peterson, M.  
Halbeck, J. O. Roos, Oscar  
Henriks, Waldemar Rabel, John  
Ingelbrigsten, O. Reskran, George  
Johnson, E. D. Storch, Ingvald  
Jorgensen, Robert Slocum, Ernest  
Johnsen, A. Shalies, K. G.  
Jensen, Christ Schneider, Fritz  
Jensen, Wm. Swanson, Emil  
Johnson, Nils Soderlund, Uno  
Jonsson, Karl Sorensen, Jorgen  
Koster, Eric Shea, Oscar  
Kosel, Harry Schacht, H.  
Karlsen, Arnt Schultz, John N.  
King, J. L. Selin, Joe  
Kelly, Patric Salmelin, H.  
Kjer, Magnus Saarinen, W.  
Knudsen, Richard E. Tuukkanen, J. J.  
Larsen, L. K. Urso, Geozzep  
Livingston, E. J. Vege, Wm.  
Larsson, Ragnar Vinx, H.  
Larsen, H. Welt, M. P.  
Leonhard, George Windblad, M.  
Letchford, A. Wheatcroft, L. E.  
Lindblad, Konrad White, Harry  
Lindberg, A. C. Westengren, C. W.  
Lindholm, John Zickerman, Hugo  
Loescher, Joseph Zunk, Bruno  
Miller, Winford

## Aberdeen, Wash., Letter List.

Albers, Geo. L. Paul, George  
Anderson, Anton Peters, Walter  
Andersen, -1118 Pearson, J.  
Arntzen, W., reg. Peters, Walter  
Andersen, Andrew Paaso, Andrew  
Bunte, Paul Pettersen, Karl  
Burmeister, T. Petersen, J.  
Bjorklund, G. Peterson, Nels  
Davis, Frank Risenius, Sven  
Eising, Ben Rundblad, Oscar  
Eriksson, -333 Schmidt, Heinrich  
Evensen, Krist Simensen, Isak  
Gronros, Oswald Scheftner, Bernhard  
Gueno, Pierre Thorn, A. L. -70  
Holmroos, W. Toves, H. C.  
Hansen, Ove Max Thorne, John  
Hylander, Gustaf Thompson, S. K.  
Kallas, August Udy, Harold  
Karlsen, Victor Wehrman, John  
Ludtke, Emil Walder, Olsen N.  
Machado, Henry Packages.  
Magnusson, Walde- Glazer, Y.  
mar Gorgensen, Olaf  
Munsen, Fred Hansen, John  
Nilsen, -1054 MacGuire, O. F.  
Nilsen, Harry Stanners, W. S.  
Nordgren, Chas.



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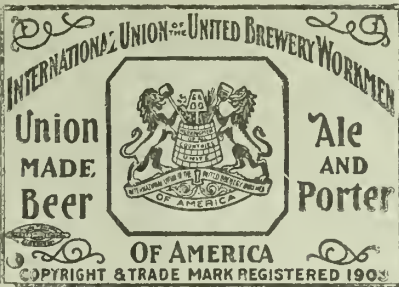
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## INFORMATION WANTED.

Iwar Westerberg, age about 50, sailing second mate on some steam schooner on the Pacific Coast, is inquired for by Gus Englund. Any information regarding the above named will be gladly received at 214 Jackson street, San Francisco, Cal.

1-27-15

Theodore Krakan, last heard of in September 1911, at New Orleans, La., is inquired for by his mother. Any one knowing his whereabouts please notify Mrs. Ad. Krakan, Langenvehm 38 I, Hamburg 22, Germany.—8-25-15.

## Home News.

All lumber sections, including the north Pacific, are said to be improving. Wisconsin-Michigan mills report all grades of hemlock advanced 50 cents per 1000 feet the past few days. Southern manufacturers report inquiry from British government for 12,000,000 railroad ties, for February shipment. Chicago car companies ask quotations on approximately 100,000,000 feet car and construction material.

Rear-Admiral William N. Little, United States Navy, charged with neglect of duty as inspector of machinery in connection with the acceptance of storage batteries of the submarine K-2, built at the plant of the Fore River company, was acquitted by a general court martial. The finding was disapproved by Secretary Daniels. The Navy Department, however, will not reconvene the court for further consideration of the case.

Supreme Court Justice Kalisch of New Jersey has set aside the conviction of two men found guilty in a lower court on "graft" charges on the evidence of a Burns detective and his dictagraph. The sleuth's testimony was supported by notes of a supposed conversation which a stenographer stated floated to him over the dictagraph. The court ruled that this was not sufficient corroboration because the stenographer could not see or never had heard either of the accused before. A new trial was ordered.

Certain parts of the New York and New Jersey compensation laws are to be reviewed by the United States Supreme Court. The Southern Pacific Steamship Company, which controls a line of boats running from New York city to Galveston, asks to be exempt from the New York law on the ground that it interferes with interstate commerce. The Federal District Court recently ordered the company to pay damages to a New York longshoreman. The Clyde Steamship Company also complains of the application of this law.

The Michigan State Educational Department is arranging to carry the state-wide campaign against tuberculosis into the public schools of Michigan. During the week of March 6 next public school teachers will act jointly in this work. The State Board of Health has discovered that many rural schools are responsible for the spread of tuberculosis. It is stated that "the little red school house" is passing and that buildings erected on standard lines is the rule in many school districts.

United States Senator Fletcher has called a meeting of the national marketing committee to devise means to aid the farmer in marketing his products, and also to enable the consumer to distinguish between the high cost of food and the high cost of service. "The farmers of this country are producing annually crops for which they receive \$9,000,000,000, and for which the consumer pays \$27,000,000,000," said Representative W. S. Goodwin, of Arkansas, a member of the committee. "The farmer gets 35 cents and the middlemen get 65 cents for each dollar the consumer pays for the farmer's crops. There is an enormous amount of waste, especially in perishable products, because of the lack of some central directing intelligence."

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## INFORMATION WANTED.

Ingvald Andreas Hansen, alias Andrew Hansen, a native of Norway, age about 36; tall, dark; last heard of July, 1905. His address then was, Andrew Hansen, Karluk, Kodiak Island, Alaska. He is inquired for by his mother. Anyone knowing his whereabouts please notify Staff Captain Robert Smith, district officer, native work, Alaska. Box 925, Wrangell. 4-3-15

Wilhelm Ekelund, a native of Sweden, is inquired for by his brother, Axel Ekelund, New Harbor Hotel, Drumm street, San Francisco, Cal. Anyone knowing his whereabouts please notify the above address. 3-10-15



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## Domestic and Naval.

An electric cable has just been laid for industrial purposes between Helsingborg, in Sweden, and the opposite coast of Denmark. It is capable of transmitting 40,000 volts. The cable itself was delivered by a German firm.

The Florida East Coast Railway has awarded a contract to the Wm. Cramp & Sons Ship & Engine Building Company for another car ferry-boat, which will ply between Key West and Havana. This boat will be virtually a duplicate of the "Henry M. Flagler," now in service.

In reply to an inquiry from the Winnipeg agent of an American ship firm, the Minister of Trade and Commerce at Ottawa denies the accuracy of the statement, recently made in the Chicago press, that the Dominion Government had decided to permit American vessels to trade between Canadian Lake ports. He adds: "Unless pressing necessity later on favors suspension, there is no likelihood of any change in existing laws."

The German-owned Argentine steamer "Presidente Mitre" has been captured in neutral waters, and public opinion and the press are incensed, as the vessel had been flying the Argentine flag for the last ten years. The steamship "Cabo Corrientes," belonging to the Hamburg-South American line, has refused to leave Montevideo for Buenos Ayres, fearing she will be captured, as Great Britain refuses to acknowledge Argentine jurisdiction on the River Plate.

Continued increase in shipments on the New York State canal system is shown in a report made by General Wotherspoon, Superintendent of Public Works. During the week ended November 14, the shipments aggregated 83,711 tons as compared with 55,492 tons in the corresponding week last year. The principal increase was in lumber, wheat, and building materials. The supply of boats is not sufficient to meet the demand of shippers, who complain of the small size of the vessels now offered by the boat owners.

The Canadian ice-breaking steamer "Minto" has been sold to the Russian Government for use in keeping the port of Archangel open during the coming winter. The "Minto" was built in Dundee in 1899 and specially designed for winter navigation in Northumberland Strait. She is 225 feet long, and 2900 i. h. p. She will be replaced by the government steamer "Stanley," while next year the new giant ice-breaker, which is being built, but which has been held up by war, will be completed as an addition to the ice-breaking equipment of the Marine Department.

The Great Lakes Engineering Works of Detroit and Ashtabula, has closed a contract for the construction of a steel bulk freight steamer for use on the Atlantic coast. No details are obtainable as to the identity of the buyers. The vessel is to be of Welland Canal size and must be completed for delivery early in 1916. This order is the eighth steamer booked for the Great Lakes Engineering Works within two months. Of these six are for use on the Atlantic and two for the lakes, one being a 600-foot freighter for the Pittsburgh Steamship Company, the other a carrier for a special trade.

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### San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abmeyer, Henry  
Abrahamson, Anton  
Acorn, Albert  
Adams, Billy  
Adams, Hugo  
Adderman, Ernest  
Aga, Johan  
Ahlfors, Arthur  
Ahlstrom, Harry  
Akman, Joseph  
Alander, John  
Amnell, Albert  
Andersen, Albert  
Andersen, Alfred  
Olaf  
Andersen, A. M.  
Andersen, Anton  
Andersen, H. -1526  
Andersen, John  
Andersen, N. -1549  
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Andersen, P. -1717  
Andersen, Peter  
Baker, H.  
Bakkenson, P. J.  
Ball, William W.  
Behne, W. A.  
Behrendt, Carl  
Beier, Jens Ch.  
Befing, Oskar  
Bergqvist, Wm.  
Bergstrom, J. M.  
Bernhard, J. S.  
Berry, David J.  
Bertelsen, B.  
Bertelsen, Kristian  
Bessons, O.  
Bettner, C. L.  
Beyerle, Aug.  
Biedeman, Ruz.  
Billings, Kanute  
Birkenberg, Henry  
Bierk, G. -2007  
Bjorseth, K. B.  
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Campbell, Donald C.  
Campbell, Geo.  
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Carlsson, Adolf M.  
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Carlsson, Al  
Corts, Harry  
Catt, Frederik  
Callan, John  
Christensen, Erling  
Dachner, Richard  
Dahlkvist, Fred  
Dahl, Olaf  
Dane, Frank Allen  
Danielsen, David  
Dare, Stanley  
Davidson, Jack  
Davis, G. E.  
Day, William  
De Bruin, B.  
Eckhoff, Otto  
Edlund, Conrad  
Elsenhart, N.  
Ekstrom, George  
Ellisen, Otto  
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Fahrowski, L.  
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Farr, Frank  
Fleisher, P.  
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Fosgren, C.  
Foster, Chas.  
Gabrielsen, Eling  
Gallagher, Jas.  
Gart, George  
Gerber, Fritz  
Gibbs, James  
Gillgren, Tom  
Gindflood, C.  
Gjalsdal, Eling  
Gorden, George  
Gotz, Rudolph  
Grantley, C. W.  
Grantstrom, Nestor  
Graugard, L. J.  
Graves, Edward  
Grnthai, Artur  
Hagen, Georg  
Halbeck, O.  
Hall, H.  
Hallowes, L. N.  
Halvorsen, H. -2229  
Hammergren, Oscar  
Handloss, Paul E.  
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Andersen, V. -992  
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Anderson, E.  
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Anderson, Geo.  
Anderson, Gust  
Anderson, J. F.  
Anderson, John C.  
Anderson, L. H.  
Anderson, Ole  
Anderson, T. L. -1941  
Andersson, A. -1782  
Andersson, E. -1781  
Andersson, J. R. -1246  
Andersson, V.  
Andreassen, A.  
-1635  
Antonsen, H. -1372  
Ariztide, Albert  
Ashlund, Jas. H.  
Auguston, H. E.  
Blume, Earnest  
Blum, Ernest  
Borgwardt, Kurt  
Boro, Severin S.  
Bower, Gast  
Boylan, C. J.  
Brandt, Birger  
Brandt, Joe  
Breuner, Alfred  
Broberg, Chas.  
Brown, Jno.  
Bruce, A.  
Brune, H.  
Brunst, Frank  
Bruum, Aksel  
Bryning, Walter  
Buhle, Charles  
Bunes, J.  
Burns, B.  
Bush, H. S.  
Byglin, Ovia O.  
Christensen, H.  
Christensen, Louis  
Christensen, W.  
Christiansen, L. P.  
Christiansen, M.  
Christensen, Viggo  
Clark, J.  
Claus, Charles  
Claus, John R. C.  
Clausen, Cha  
Clausen, Chr.  
Cleson, Marinus  
Collier, H. S.  
Collins, E. F.  
Conolly, Obirt  
De Freltas, J. Inacio  
Deising, Ernst  
Demetrak, C.  
Denpsey, H.  
Dixen, Ben  
Dixon, John  
Dodd, Thomas  
Dolan, Chas.  
Dugal, Gus  
Engelhardt, F.  
Erickson, Bert J.  
Erickson, John  
Erikson, Sigurd  
Essen, Carl Axel  
Evans, David  
Evensen, Louis  
Foss, Laurits  
Fredriksen, F. M.  
Frieberg, Frank  
Freiherg, P.  
Frieke, W.  
Frig, W.  
Funk, Burno  
Furth, Rich.  
Grothman, H. R.  
Gundersen, Andreas  
Gundersen, F. M.  
Gundersen, Kristian  
Gundersen, L. I.  
Gundersen, J. C.  
Gunderson, M.  
Gundvaldsen, Ingvald  
Guseck, B.  
Gustafsen, O.  
Gustafson, Charles  
Gustafsson, Chas. F.  
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Gutman, C.  
Hansen, Adolph  
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Hansen, Jeremias  
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-1769  
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Hansson, Hans  
Hauschmitt, A.  
Hawkins, F.  
Hecker, William  
Hedenskog, John  
Heesche, Harry  
Heldt, Charles F.  
Hollsten, A. H.  
Helmer, Fred  
Ikonom, Joe  
Ingebreten, Olaf  
Jackson, Peter  
Jacobs, August  
Jacobsen, L. G.  
Jacobson, J.  
Jahrling, Herman  
Jakobsen, Jakob  
Jakobsen, Valdemar  
Jameson, H. W.  
Jansen, Jakob  
Jenkins, Fred  
Jensen, Carl  
Jensen, C. E.  
Jensen, Henry  
Jensen, Jack  
Jensen, J. K.  
Jensen, John F.  
Jensen, Just  
Jensen, N. O.  
Jensen, Thoyus  
Jespersen, Christ  
Jespersen, M.  
Johannessen, A. H.  
Johansen, Birger  
Johansen, E. M.  
Johansen, T.  
Johannessen, Anthon  
Kallas, A.  
Kallberg, Arvid  
Kallo, Max  
Kargan, F.  
Karlsen, J. -537  
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Kingstrim, G. G.  
Kinlock, Wm.  
Kiwrowsky, Adam  
Klausen, Karl  
Kjellberg, A. C.  
Laakso, Frank  
Laine, Alex V.  
Lainig, Herman  
Lake, A. F. -1670  
Lala, August  
Lambert, Edward  
Langworth, H. E.  
Larsen, A. C.  
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Larsen, Ingolf  
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Larsen, P. -1271  
Larsen, Pete  
Lauritzen, Georg  
Laws, Harry  
Larsen, Charles E.  
Lawson, J. P.  
Leedham, Mace  
Leelkain, Martin  
Leirewaag, H. J.  
Leonhard, George  
Lepp, A.  
Mackee, David  
Madden, P.  
Madsen, Ludwig  
Maitak, Mike  
Makelainen, Anton  
Maki, Ivar  
Malmberg, J. E.  
Manse, Peter  
Manss, Fred  
Mardison, A.  
Markus, Bernhard  
Markus, Geo.  
Markwardt, Carl  
Martens, H. H. F.  
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Martens, P. -2262  
Martens, Paul  
Martin, H.  
Martin, John  
Martin, John B.  
Mathiasen, Sigurd  
Mathiesen, Louis  
Mattson, Charles  
Mattson, Morris  
Nedsen, John B.  
Neemeler, Oscar  
Nelson, Albin C.  
Nelson, Alvin  
Nelson, C.  
Nelson, C. R.  
Nelson, John  
Nelson, John B.  
Nelson, Julius  
Neumann, Joseph  
Nichols, F. E.  
Nielsen, A. -1054  
Nielsen, Andrew  
Nielsen, C.  
Nielsen, Edwin N.  
Nielsen, E. S. -1116

Hendersen, Henry  
Henke, E.  
Henriksen, T.  
Henriksen, Wm.  
Hermann, Otto  
Hermansson, C. P.  
-1623  
Hilderbranh, A.  
Hokanson, John  
Hole, Alfred  
Hole, Sigvald  
Holm, Arthur  
Holmes, Chas. P.  
Hool, Harry  
Holst, R.  
Hoose, Frank  
Hubertz, Emil  
Insunso, Francisco  
Iversen, Ivar  
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Johansen, Johan  
Johansen, Luls  
Johansen, S. A.  
Johansen, Edward  
Johanson, N. A.  
Johansson, N. A. -280  
Johansson, Nils  
Johansen, C. B.  
Johansen, Halvar  
Johansen, Ed.  
Johansen, J. -2369  
Johansson, A. -2077  
Johnson, A. M.  
Johnson, Andres  
Johnson, C. A.  
Johnson, Henrik  
Johnson, H. R. O.  
Johnson, John  
Johnson, John A.  
Johnson, O. W.  
Johsen, John  
Jordan, O.  
Jorgensen, Fred  
Jorgensen, J. -1436  
Josefsen, B.  
Junge, Heinrich  
Klepzig, Otto  
Knudsen, Ragnvald  
Kofod, George  
Kolb, M.  
Konstatin, Anist  
Koop, John  
Korner, Fred  
Kristensen, Vilhelm  
Kristiansen, Hans  
Krugger, G. -934  
Leverridge, H.  
Lihnborg, August  
Lihlholm, Gustav  
Lind, C.  
Lindberg, Robert  
Lindeman, C. H. O.  
Lindenau, Ernst  
Link, Alex  
Ljungkren, John A.  
Lom, John  
Loren, Christian  
Lorentzen, E. J. D.  
Lorin, A. L.  
Lorin, C. -1444  
Lubke, John  
Luberg, W.  
Ludwig, I.  
Lundberg, Allan E.  
Lundquist, E. F.  
Lundstrom, John  
Lutten, Theo.  
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Oleman, Henry  
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Olsen, A. -1244  
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Olsen, Nils  
Olsen, O. G. J. -1189  
Olsen, Olaf I.  
Olsen, Ole

Palm, C. F.  
Para, E. H.  
Pash, Paul  
Paul, George  
Paulsen, A.  
Paulin, Martin  
Pearson, Fred  
Pedersen, J. A.  
Pedersen, P. -896  
Pedersen, P. -1093  
Persson, John  
Peterson, A.  
Quinn, William  
Raam, Henrik  
Raktin, Edward  
Randrup, John  
Rasmussen, Emil  
Rasmussen, Paul  
Rautio, Jaakko  
Rayahn, Akse  
Redinger, Mike  
Reinke, Herman  
Retall, Otto  
Riebes, G. S.  
Ries, A.  
Rimmer, C. M.

Saar, J. A.  
Sandberg, John  
Sanderson, Alfred  
Sanders, Robert  
Sanne, Rudolf  
Satre, Ingvald  
Schager, Ernest  
Schultz, Gustav  
Schmitt, E. H.  
Schmidt, Louis  
Schroder, P. R.  
Schroder, Peter  
Sehulott, Th.  
Schwencke, Charles  
Seberg, G.  
Seber, Anthony  
Sederhagen, Anton  
Sellers, Wm. G.  
Selund, Thomas  
Sieviers, G. P.  
Silman, E.  
Simonsen, Sigvard  
Sjoberg, Karl  
Sjogren, John  
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Smith, Lyman M.  
Smith, Max

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Tanum, Helge  
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Thomason, Thomas  
Thompson, Emil  
Thomsen, Max  
Thoren, Gus  
Thoren, Theodore  
Therney, Michael  
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Underkull, C.  
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Peterson, C. -1301  
Pettersen, Conrad  
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Snell, Adolf  
Soderberg, Conrad  
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Solberg, Bernt  
Solestad, D.  
Sorensen, Jorgen  
Sorensen, Viggo  
Spona, Emil  
Stack, Charles  
Stain, Alfred  
St. Clair, Thomas  
Steger, Karl  
Stengard, William  
Strand, Konrad  
Strand, Louis  
Strandquist, Louis  
Straslin, W.  
Stromberg, O.  
Sundberg, K. K.  
Sunde, K.  
Sundquist, E. A.  
Svedstrup, Ingebrigt  
Svendsen, J. -1903  
Svendsen, J.  
Svensen, A.  
Svensen, Albert  
Svenson, B.  
Svensson, B.  
Swanson, O.  
Swanson, J. N.  
Tollinger, A.  
Tomimola, Valno  
Tomson, Tomy  
Topel, Fred  
Torvik, Olaf  
Trepte, Alwin  
Treiberg, P.  
Tritts, L.  
Tuchel, Gustav  
Tupplitz, C.  
Turney, Wm.

Uppit, Walter  
Urstin, John  
Verney, Paul  
Vickery, C. S.  
Von Dallen, Jorgen  
Whitol, J.  
Wlig, Frank  
Wilhelm, E.  
Williams, John  
William, C.  
Wills, George  
Winkel, A.  
Wilson, E.  
Wittenberg, Albert  
Wollesen, A. Chr.  
Yrjola, Yrjo  
Zehr, Ernst  
Ziesenberg, Fritz  
Zimmerman, F. C.  
Zwart, M. C.  
Zweyberg, John

## PACKAGES.

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Anderson, Andrew  
Andersen, H.  
-1477  
Berling, J. B.  
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Crawford, F.  
Hannus, H.  
Hetman, Walter  
Jansson, A. L.  
Johansen, Fritz  
Knut, Alex  
Krishtian, K.  
Lee, Anker  
Milding, M.  
Olsen, Carl -1101  
Olsen, James  
Olsen, O. J. -1020  
Penningrud, Ludwik  
Rarlv, Frans  
Schlach, Alfred  
Torsen, Emil  
Viekery, Curtis S.

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JUNE 30, 1915:

|  |                 |
|--|-----------------|
| Assets .....                           | \$60,321,343.04 |
| Deposits .....                         | 57,362,899.35   |
| Capital actually paid up in cash ..... | 1,000,000.00    |
| Reserve & Contingent Funds .....       | 1,958,443.69    |
| Employees' Pension Fund.....           | 199,164.12      |
| Number of Depositors.....              | 66,965          |

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INFORMATION WANTED.

Samuel Dickson, a seaman, age about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Charles Anderson, alias Helmik Helgesen, a native of Alvestad, Stavanger, Norway, age 70, is inquired for; last time heard from in 1904. Anyone knowing his whereabouts please notify his brother, B. H. Alvestad, Jewal, Iowa.

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INFORMATION WANTED.

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

Chas. Maywell, a sailor, last heard of in New York City in 1892, is enquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y. 12-23-14

## A BOMB FOR YOUR VEST POCKET

Facts From the Mouths of Those Who Control Industry, Wrung from Them by the Commission on Industrial Relations; Compiled by Fred D. Warren, with a Foreword by Frank P. Walsh, Chairman of the Commission.

The biggest little book you ever read. All of the big, vital, burning facts in the Manly report are to be found in this little book. Know the truth about our industrial system.

Sixty-four pages, handsomely bound, built for service, your service. It is ready when you want it, and you want it now. It sells for 25 cents a copy. Your quarter sent to the PEOPLE'S COLLEGE, Fort Scott, Kansas, will bring this argument clincher to you by return mail.

## News from Abroad.

Two more American newspapers, Der Buffalo Democrat, a German daily, and the Szabadsag, a Hungarian daily paper published in Cleveland, have been forbidden the Canadian mails, says the Toronto Mail and Empire.

In the Legislative Assembly of South Africa, General Smuts said the total cost of the Southwest African campaign operations for the suppression of the rebellion and the cost of garrisoning the new territory amounted up to the end of October to £18,500,000.

The result of the election for the vacancy in Merthyr boroughs, Wales, formerly represented by Kier Hardie, was declared as follows: C. B. Stanton, Unofficial Labor, 10,286; J. Winstone, Official Labor, 6080. Mr. Winstone was supported by Arthur Henderson, but Artemus Jones, selected as the Liberal candidate before the war, had expressed the hope that Mr. Stanton would win.

Contrary to a current press report, the German government has made no proposal to the American government to settle the "Lusitania" case by paying \$5000 each for the 123 American victims. At least, it is flatly denied in the sources where it would be known if true. In fact, it is asserted that Germany is unwilling to admit liability to pay any indemnity, insisting that the sinking of the ship was a reprisal justified by the British blockade which since has been characterized by the United States as illegal and indefensible.

Various London newspapers including the revived Globe are refusing to publish advertisements of the Ford Motor Car Company in view of Henry Ford's action in regard to the loan and opinions alleged to have been expressed by him lately hostile to Britain's interest. Traders have also begun to act and, for example, the executive of the Fruit-ers Association of Liverpool, which is a large user of Ford cars, has decided to recommend members not to purchase in future any vehicles or accessories made by the Ford company.

Closer co-operation and massing of strength by the Allies is said to have been sought in the recent meeting of the British war cabinet with the French cabinet in Paris. It is expected that Italy and Russia will join the next meeting, which will be held in London. Great Britain, it is reported, has loaned her allies \$2,000,000,000. China is being urged by the Allies to join them, not for the purpose of taking part in the war, but to prevent disturbances in the East, and to permit Japan to give all her attention to manufacturing munitions for Russia.

A Paris journal, the "Petit Parisien," publishes an interview with Baron Ishii, Japanese foreign minister. Baron Ishii said two Japanese arsenals were working night and day to supply Russia with arms and munitions and were turning out immense quantities. Russia was not wanting in men, only one-third of those mobilized being armed. By the end of the month Japan would have done much towards completely arming the remaining two-thirds. They had not considered so far the eventuality of sending an army to Europe, but if it appeared desirable Japan would immediately send one and it would be a strong army, for Japan would not care to run the risk of defeat.



### With the Wits.

Stoical.—"Quite recently our Bishop went over the hospital and spoke to the men in each ward. In spite of this suffering the men seemed to be in the best of spirits." *Hersham (Eng.) Parish Magazine.*

A Traveler.—Representative Billy Wilson, who dwells in Chicago, found himself in the upper peninsula of Michigan doing some fishing and hunting. While there he conversed with the guide that he had hired in order to have somebody around to talk to.

"Must get mighty all-fired cold up here in winter," remarked Wilson one morning.

"Yes, it often gets away down to 45 below zero," replied the native.

"Don't see how you stand it," said the Congressman.

"Oh, I always spend my winters in the South," explained the guide.

"Go South, eh? Well, well! That's enterprising. And where do you go?"

"Grand Rapids," said the guide.—*Collier's.*

A freckled-faced girl stopped at the postoffice and yelled out:

"Anything for the Murphys?"

"No, there is not."

"Anything for Jane Murphy?"

"Nothing."

"Anything for Ann Murphy?"

"No."

"Anything for Tom Murphy?"

"No."

"Anything for John Murphy?"

"No, not a bit."

"Anything for Terry Murphy?"

"No, nor for Pat Murphy, nor Denis Murphy, nor Peter Murphy, nor Paul Murphy, nor for any Murphy, dead, living, unborn, native or foreign, civilized or uncivilized, savage or barbarous, male or female, black or white, naturalized or otherwise, soldier or citizen. No, there is positively nothing for any of the Murphys, either individually, jointly, severally, now and forever, one and inseparable."

The girl looked at the postmaster in astonishment. "Please," she said, "will you see if there is anything for Bridget Murphy?"—*Tit-Bits.*

### Children's Accounts

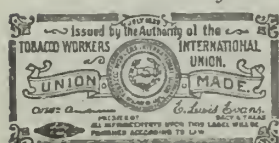
Your children should be taught to save. Open an account for each of them to-day. Show them by example that you believe in a savings account. They cannot start too soon.

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THE HIGHEST TYPE OF  
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GLASS JARS



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THIS OLD AND NOTEWORTHY SCHOOL is under the direct and personal supervision of CAPTAIN HENRY TAYLOR and equipped with all modern appliances to illustrate and teach any branch of Navigation.  
The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.  
There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



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When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

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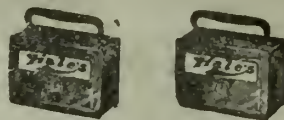
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Justice to All. Please Give Us a Trial  
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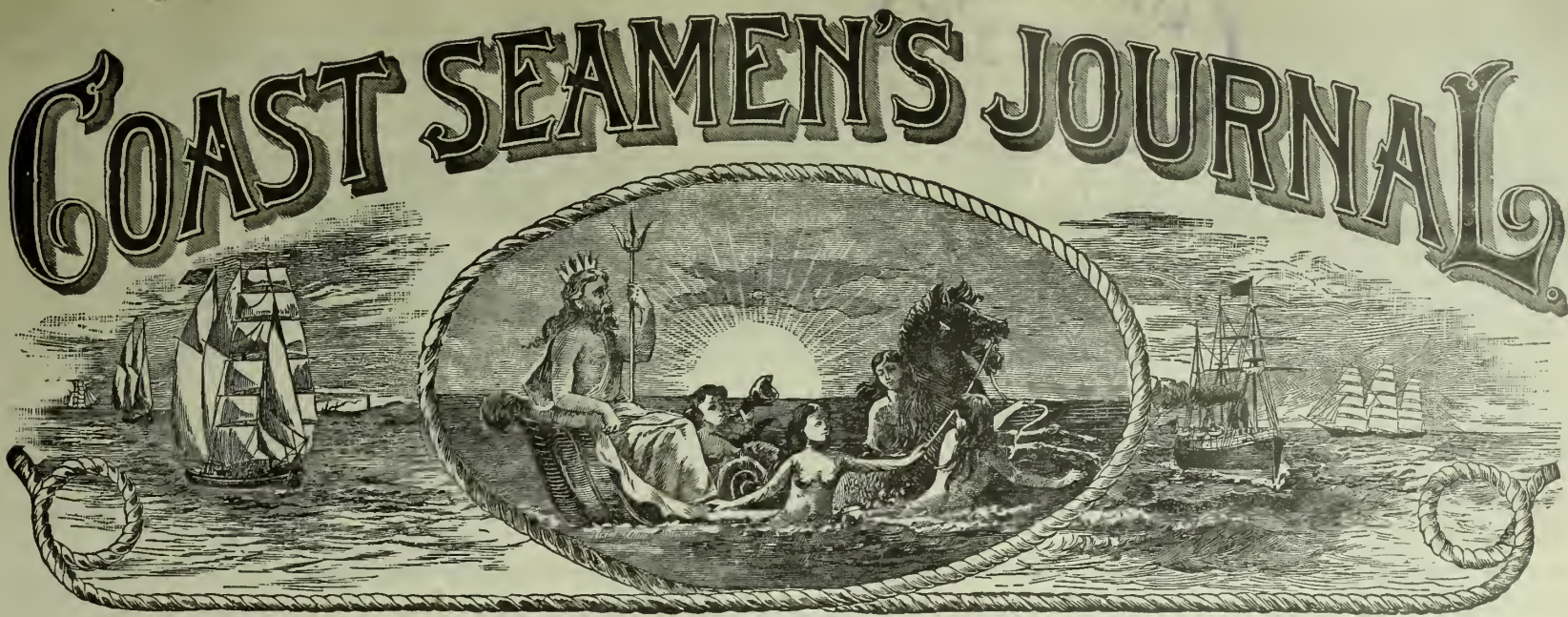
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FOR THE SEAFARING PEOPLE OF THE WORLD.  
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXIX, No. 15.

SAN FRANCISCO, WEDNESDAY, DECEMBER 22, 1915.

Whole No. 2361.

## WANTED---TRUTHFUL PUBLICITY.

### All Workers Should Demand Publication of Federal Commission's Report.

As was recently announced in the columns of the Journal, Frank P. Walsh, chairman of the late Federal Commission on Industrial Relations, the three labor members of that commission and eight other men who have been active in industrial reforms similar to those agitated by Walsh, have organized the Federal Industrial Relations Committee. The committee will start an active campaign to induce Congress to adopt the recommendations urged by Mr. Walsh and his three labor associates upon the other members of the Federal commission, but not subscribed to by them.

The support of organized labor "chiefly by removing governmental obstacles to the efforts of the wage-earners to organize and insisting that all wage-earners and their representatives have a fair and free field" is the primary object of the new committee.

The first effort of the committee will be to print the final reports of the commission and the testimony obtained and place copies in the hands of a vast number of men and women so that public opinion can be created to do its share "in the great task of translating our democratic ideals into reality."

#### A New Force for Good.

The organization of this new committee by Mr. Walsh is a most significant step. The press and the powers of privilege put up a mighty shriek of protest when the Federal commission made its several reports, and it looked for a time as though the whole matter would be pigeon-holed. But the influences referred to reckoned not with the indefatigable persistency of the doughty lawyer from Kansas City, and it is now almost sure that great good will result from the investigation.

In view of the fact that this report is by far the most valuable ever made by any commission of the National Government, it should be published in sufficient quantities for a very general distribution. It goes without saying, however, that this will not be done without considerable pressure being brought to bear on the members of Congress. In view of this fact and the bearing the report has on the labor conditions of the country, every trade unionist should write to his representative in the Senate and House of Representatives urging them to endeavor to have it published as a public document.

The Committee on Industrial Relations has formally asked Congress for the printing of 200,000 copies of the final report and 10,000 copies of the testimony taken at public hearings.

The letter is signed by Basil M. Manly, who was director of the Federal commission and is now director of the Committee on Industrial Relations.

In making public the letter, Mr. Manly pointed out that the entire cost of printing the reports will be less than that of one fourteen-inch gun. The letter follows:

"Dear Sir:

"As you have doubtless learned by a perusal of the statement showing the purposes of this committee, our first task will be to urge upon Congress the publication of the reports and tes-

timony of the Commission on Industrial Relations in such editions as will place this material at the disposal of every citizen who is interested in the vital problems of industrial relations.

"The Commission's final appropriation from Congress was to include the cost of printing reports. This mandate of Congress was fulfilled by the Commission.

#### Commission Pressed for Funds.

"In order to reserve funds for this purpose, it became necessary to curtail several very important investigations and to cancel public hearings which had been scheduled for Boston, Atlanta and Pittsburgh. By thus curtailing or canceling some of its more important investigations, the Commission was able to finance the publication of 10,000 copies of a volume containing the report of Mr. Basil M. Manly, director of research and investigation, in which he summarized the testimony and reports of the staff, and the reports of the majority and minority members of the Commission, and 6,000 copies each of the report of Mr. George P. West on the Colorado strike and the report of Mr. Luke Grant on the International Association of Bridge and Structural Iron Workers and the National Erectors' Association.

"The edition of the final report published by the Commission was exhausted at once by the necessity of sending copies to Members of Congress, public libraries, witnesses, editors, public officials, and to several thousand persons who had written to the Commission prior to its expiration on August 23 asking that their names be placed on the mailing list. Since August 23 many thousand of requests for copies have been received by Members of Congress, the Superintendent of Public Documents, and members of the Commission. An attempt is now being made to assemble these requests, in order to furnish you with a close estimate of the number of those who have written letters or postcards asking for copies of the report. This great number of requests was received in spite of the efforts of the Commission to notify the interested public that no more copies of the report were available. Trade and labor newspapers announced before September 1 that the edition had been exhausted. If this fact had not been common knowledge the number of requests received would have been many times as great.

"In addition to the reports the Commission submitted to Congress the equivalent of 7,300 printed pages of testimony taken at the public hearings which were held in the larger cities and industrial centers from coast to coast.

#### Value of the Testimony Submitted.

"This testimony is of the very greatest immediate and historic value. It constitutes a picture of the social and industrial life of our Nation more true, more vivid, and more complete than was ever before placed at the disposal of a generation to enable it to come to a correct solution of its social and industrial problems. The hearings occupied in all 154 days, or more than the equivalent of six months of the Commission's time. One or more hearings were held in each of the following cities: Washington,

New York, Paterson, Philadelphia, Boston, Chicago, Lead, S. D., Butte, Seattle, Portland, San Francisco, Los Angeles, Denver and Dallas. Witnesses were by no means limited to these communities, but in every case the best informed persons were brought to the centers at which the hearings were held. Of the 740 witnesses who appeared before the Commission, 230 were employers, managers, foremen, representatives of employers' organizations, attorneys for employers, efficiency engineers, employment agents, or capitalists, bankers or directors. Of those affiliated with labor there were 245, including trade union officials, working men and women, attorneys, Industrial Workers of the World, and representatives of the Socialist party. Another group of witnesses, numbering 265, were not affiliated with either the employing or the labor group. These included agriculturists, attorneys, public officials, educators, economists, sociologists, investigators, representatives of the press, clergymen and physicians.

"At several of the hearings the problems of farm labor and farm tendency were thoroughly gone into, and much of this material is of more interest to those engaged in agriculture than to those living in industrial centers.

#### A Record of "Frank Expressions."

"Taken together, the testimony not only constitutes a remarkable presentation of the facts regarding social and industrial conditions, but, equally important, presents a true and impressive record of the beliefs, feelings and personal reactions that must be taken into account in any effort to understand industrial problems and to improve industrial relations. The Commission disregarded at all times the paralyzing formalism of conventional court procedure, and by encouraging the frankest expression, obtained a record such as never before has been made available for students, legislators and citizens generally.

"The American Federation of Labor through the report of its Executive Council, which was unanimously adopted by the convention in San Francisco, had the following to say in regard to the value of the Commission's hearings:

"The Commission worked upon the theory that industrial problems can only be solved by arousing the will and conscience of the American people, and conducted their public hearings in conformity with this policy. They proceeded upon the theory that not only their final report and their written declarations would be helpful in accomplishing the task assigned them, but that the most powerful influence would be exerted by enabling those individuals that had first-hand information to get their stories to the American people. This policy caused criticism from some sources because it was not molded upon judicial procedure, but the chairman as well as the members of the Commission knew that judicial ethics and judicial precedents have thus far failed to establish industrial justice, and they knew that they had to do away with all formalism in order to get at the heart of the matter. The hearings that have been held in various parts of the country have been of tremendous human interest. They have revealed the daily lives of the people of all walks of life



and their relations with their fellow men. The testimony given in these hearings carried with it the conviction of actual experiences and existing misery.

"The American Federation of Labor and thousands of local unions throughout the country have adopted resolutions asking that Congress order the printing of the full testimony and reports.

"Many employers have added their voice to those of the enormous group of wage earners, professional men, economists and students who have asked in vain for copies of the reports and the transcript of testimony, and who look to Congress to supply the demand.

"The Committee has prepared estimates showing that all of the reports and all of the testimony of the Commission can be printed at an expense greatly below that incurred in printing the reports of other Federal Commissions that have reported to Congress in recent years.

"The publications of the Commission which it is believed Congress should order would include:

Final Report..... 450 pages  
Testimony ..... 7300 pages  
Colorado Report..... 250 pages

Total ..... 8000 pages

"The report of the Industrial Commission of 1901 consisted of nineteen volumes containing 14,377 pages.

"The report of the Immigration Commission of 1909 consisted of forty-two volumes containing 28,489 pages.

"The report of the Monetary Commission of 1912 consisted of forty-seven volumes containing 13,028 pages.

"This Committee respectfully submits that none of the subjects treated by these Commissions touched the vital interests of the people as closely as does that of industrial relations.

"After carefully estimating the demand we feel justified in urging that Congress authorize an edition of 200,000 copies of the final report of the Commission, and the Colorado report with the Rockefeller correspondence attached. This correspondence is of the very greatest interest and importance because it sheds light on the question of directors and stockholders' responsibility for labor conditions in great industrial corporations. It was not included in the edition of the Colorado report published by the Commission, and unless Congress orders it printed it will not be available to the public. The final report of Mr. Manly as director, and of the various Commissioners, occupies 450 pages. The Colorado report with the Rockefeller correspondence attached will occupy 250 pages. We are therefore asking for 200,000 copies of a volume containing only 700 pages.

"No such edition of the testimony taken by the Commission will be required. We have estimated that this testimony in printed form can be supplied to the public libraries, chambers of commerce, trade union reading rooms, and colleges, and through them made available to the public, by printing 10,000 copies. We accordingly respectfully urge that Congress order the publication of this number.

"The constant endeavor of the Commission during its existence was to share with the people all the information and the enlightenment which came to the Commission itself in the course of its hearings and investigations. To a large extent the Commission succeeded in this endeavor through the co-operation of the press. But much of the value of the work will be utterly lost unless the reports and testimony are made available for ready reference to publicists, students, legislators, public officials, and interested citizens.

"No question now claiming your consideration is of such vital importance as the question of what constitutes the right relations between those who toil in field and factory and those who own and manage industry. The future peace and well being of the Nation depend on a proper working out of our industrial problem. In a democracy such as ours that problem can be worked out in only one way—through the will and conscience of the people. That will and conscience must in turn be founded on a full understanding of all the facts. Therefore, in asking that the material gathered by the Commission be placed at the public's disposal, we ask that you take that action which, more than any other which is open to you, will make for a solution of our most pressing problem.

"When it became apparent prior to August 23 that the entire edition of 10,000 copies of the final report printed by the Commission would be exhausted at once, the Chairman of the Commission ordered that 600 copies of the report be reserved for the use of Members of Congress who might mislay the copies that were mailed to them. These 600 copies are now in the custody of Mr. Walsh, and a copy will be furnished you if you address this office.

"Respectfully yours,  
"BASIL M. MANLY,  
"Director."

Five resolutions providing for printing the final report of the Commission on Industrial Relations have been introduced in the Sixty-fourth Congress. Two are Senate resolutions. The number of copies authorized runs from 14,550 to 200,000.

Senator Poindexter's resolution calls for 100,000 copies. Senator Ashurst's resolution also

authorizes 100,000. The two Senate resolutions were referred to the Senate Committee on Printing.

In the House, a resolution emanating from Representative Smith, of Texas, authorizes 14,550 bound copies of the report and hearings.

Representative Raker, of California, places a somewhat higher estimate on the probable demand for the work of the Commission and increases Representative Smith's figures by 185,450 copies. Raker's resolution authorizes 200,000 copies of the final report, together with all the testimony taken by the Commission.

Representative Cary, of Wisconsin, also hits the two hundred thousand figures, but does not include the hearings. Cary's resolution provides for 200,000 copies of the final report, 200,000 copies of the report on the Colorado strike, and 200,000 copies of the report on the International Association of Bridge and Structural Iron Workers and the National Erectors' Association. The three resolutions have been referred to the House Committee on Printing.

It is believed that a spirited fight will be put up in both House and Senate by the employers' groups if the Committee on Printing reports favorably on any of the "high figure" resolutions.

Its free distribution can only be accomplished by the passage of a resolution by both the House of Representatives and the Senate ordering the report printed.

The readers of the labor papers and the trade union journals can obtain the publication of an unlimited edition of the report.

Members of Congress are amenable to intelligent pressure from their constituents. An intelligent pressure will result in Congress ordering an immediate edition of two hundred thousand copies. The most intelligent and effective pressure is a personal letter.

Every reader of a labor paper needs two of these reports. He needs one for himself and one for some acquaintance among the workers. Each wage earner lives in the district of some Representative in Congress. He is also the constituent of a United States Senator. Let each reader of a labor paper or trade union journal write to one of the Senators from his State and to the Representative in Congress in whose district he lives and ask each of them for a copy of the "Final Report of the Commission on Industrial Relations."

If this is done, and done quickly, the presses in the Government Printing Office will soon begin to work overtime on the job.

#### IN SPITE OF THE SEAMEN'S LAW.

From New York comes news of a great shipping corporation—the American International Corporation—that will put the American flag back upon the Pacific Ocean. It is said that seven ships have been bought from the Pacific Mail Steamship Company—which can't use the Panama Canal because a majority of its stock is owned by a railroad—and that other ships are being built to form a great fleet that will go into service between Pacific ports and South America and the Orient.

The news of the new shipping corporation is said to have brought joy to the hearts of San Francisco merchants and shippers, "who have watched the passing of the Pacific Mail with deep concern," and have seen the company's "transpacific steamers go into the Atlantic war trade." It will be remembered that no emphasis was placed upon the going of those steamers into the Atlantic war trade when it was said they were leaving the Pacific on account of the Seamen's law.

Now it is announced that "American ships specially fitted for" the South American trade will soon be running between our ports and South American ports. But how can "American ships" do business in the South American trade under the Seamen's law? If that law drove the Pacific Mail ships and the "Minnesota" and that one Dollar ship out from the protecting folds of the American flag, what chance is there that the ships of the American International Corporation can run under the devouring and destroying Seamen's law?

We don't know. We pause for a reply. Will the American International Corporation bid bold defiance to the Seamen's law? —San Francisco Star.

#### ABLE SEAMEN ON FOREIGN SHIPS.

The following departmental ruling upon the Seamen's law's requirements as regards able seamen on foreign vessels touching at ports of the United States has just been made public:

##### DEPARTMENT OF COMMERCE

Office of the Secretary

Washington

Department Circular No. 268

December 14, 1915.

Bureau of Navigation and Steamboat-Inspection Service.

To Collectors of Customs, Supervising and Local Inspectors, Steamboat-Inspection Service, and others Concerned:

Section 13 of the Seamen's Act of March 4, 1915, will apply to all foreign vessels of 100 tons gross and upwards (except those navigating rivers exclusively and the smaller inland lakes and except fishing or whaling vessels or yachts) which depart from any port of the United States on or after March 4, 1916.

2. The section provides that 40 per centum in the first year after that date, 45 per centum in the second year, 50 per centum in the third year, 55 per centum in the fourth year, and thereafter 65 per centum of the vessel's deck crew, exclusive of licensed officers and apprentices, shall be of a rating not less than able seaman.

3. An able seaman, to conform to the requirements of the section, must have the following qualifications:

(a) He must be 19 years of age or upward.

(b) He must have had at least three years' service on deck at sea or on the Great Lakes on a vessel or vessels of 100 tons gross or upward, including decked fishing vessels (not including vessels navigating rivers exclusively and smaller inland lakes, and not including whaling vessels or yachts or fishing vessels, unless the fishing vessels are decked fishing vessels). Service on deck in foreign naval vessels or foreign vessels similar to vessels of the United States Coast Guard may be included.

(c) He must have been found competent upon examination as to eyesight, hearing and physical condition under rules prescribed by the Department of Commerce. The rules so prescribed are set forth in Form 983, Steamboat-Inspection Service, File S. This examination in the case of able seamen on foreign vessels may be conducted by the proper authorities of the country of which the seamen are citizens or subjects.

(d) Section 13 also provides for a special class of able seamen who may compose not more than one-fourth of the number of able seamen required on a vessel. Able seamen may qualify for this special class after having served on deck twelve months at sea or on the Great Lakes, but in addition to the examination mentioned in paragraph (c), they must have been found competent upon examination as to knowledge of the duties of seamanship under rules prescribed by the Department of Commerce. The rules so prescribed are set forth in Commerce Department Circular No. 264, second edition, Steamboat-Inspection Service. This examination in the case of able seamen on foreign vessels may be conducted by the proper authorities of the country of which the seamen are citizens or subjects.

4. Section 13 does not require that able seamen on foreign vessels shall be furnished with certificates as such. The section, however, does provide that a Collector of Customs may, upon his own motion, and shall, upon the sworn information of any reputable citizen of the United States, setting forth that this section is not being complied with, cause a muster of the crew of any vessel to be made to determine the fact; and no clearance shall be given to any vessel failing to comply with the provisions of this section.

Accordingly, it may facilitate the despatch of foreign vessels from American ports, if the necessary proportion of the deck crews are so certificated, thus preventing the delay necessary to ascertain by inquiry and examination whether in fact the necessary number of the deck crew are able seamen within the intent of the section.

5. Certificates issued to able seamen by competent authorities of the countries of which the seamen are citizens or subjects will be accepted by Collectors of Customs as evidence that the able seamen so certificated comply with the requirements of Section 13 of the Seamen's Act. These certificates should certify that the able seaman is of the prescribed age, has had the prescribed sea service, and has passed the examination as to eyesight, hearing and physical condition, and, for the special class of short-term service men, has also passed the examination as to knowledge of the duties of seamanship.

6. This circular does not apply to able seamen on foreign vessels on the Great Lakes, who will be covered by another circular to be issued before the opening of navigation on the Great Lakes in the spring.

WILLIAM C. REDFIELD,  
Secretary.



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## Gun Men Barred in Copper Strike.

A most unusual strike is being waged in the big copper camps at Clifton, Morenci and Metcalf, where 5,000 employes suspended work September 11 to enforce the wage scale paid in other parts of Arizona for similar work, and for the right to organize. Other complaints are: The companies deduct \$1 a month from each man for water; force them to pay water rent at the house where they live and compel single men to live in company boarding houses.

The strike is unique in that there has been no violence, because the peace officers of the State have refused to assist strike-breakers in creating turmoil. At the last meeting of the executive board of the Western Federation of Labor it was stated that: "The men of every craft and nationality are a unit in waging this strike. The sheriff's office has been used to keep the peace, not to break the strike."

The San Francisco convention of the A. F. of L., in endorsing an appeal for aid on behalf of these strikers, declared:

"The powers of the Governor's office or those of the office of sheriff are not being used to demoralize or defeat the strikers, and be it said to the great credit of the Governor of Arizona, and the sheriff of Greenlee County, that they have zealously guarded the honor and trust placed in their keeping by the people of that State and county."

## Anti-Restriction Theory Exploded.

With the convening of Congress the American Federation of Labor is preparing to renew its fight for immigration restriction legislation, which has been passed by successive Congresses, only to be vetoed by the last three Presidents.

A recent document issued by the Bureau of Naturalization, Department of Labor, answers the claim of anti-restrictionists that all of our immigrants come to America for the purpose of becoming a part of democratic institutions. In discussing its efforts to interest these immigrants in citizenship, the bureau says:

"While the above figures indicate a large number among the foreign element of this country coming forward for citizenship, the number does not appear relatively very large when it is known that in 1910 there were nearly 14,000,000 foreigners in this country, that of this number 9,000,000 were not citizens, and that the foreign body has been increased nearly 1,000,000 annually since then.

"By far the larger portion of the foreign residents of this country have retained their allegiance to the sovereignty of their birth. Recently, reports in the public press have shown many of these are ready to respond to the behest of these sovereignties. It is well known that large numbers returned immediately upon the call of the country of their nativity, leaving the ties, personal, family, industrial, and others, which have grown up in this country, for the stronger call of allegiance to the foreign sovereignty. This was the case prior to the great war of Europe,

in the lesser wars among the Balkan states.

"Among the approximately 14,000,000 foreign alien residents, 1,650,361 are classed as illiterates. These illiterates are the natural prey of the designing and scheming foreigners and natives, as well, at every turn. They compel them to pay tribute, both in cash and blood, for every service, both real and imagined, and in the gratification of their desires, however unscrupulous or unnatural."

## Ignore Unsigned Complaints.

If the unorganized street car men of Washington expect the Public Utilities Commission to relieve them from long working hours, they must sign their names to letters of complaint.

Or they must organize.

The commission does not express these sentiments—they merely intimate them by adopting an elaborate set of rules. The street car men have been sending the commission anonymous letters complaining of excessive working hours. In an effort to force action, one writer threatened to "take the matter up with Samuel Gompers." The commission has made indirect answer by adopting rules which include a definite policy to ignore unsigned letters.

It has been announced in the public press that the street car men could secure no relief unless their long hours interfered with "good service." As these workers know they will be discharged if they sign their names some are questioning whether they are really "free and independent workmen," as anti-unionists insist.

## A. F. of L. Praised by Editor.

John M. O'Neill, editor of the Trinidad Free Press, and former editor of the Miners' Magazine, official organ of the Western Federation of Miners, makes this reply to those who assail the trade-union movement:

"The American Federation of Labor is a large body, and, it is said, that large bodies move slowly. There are many who are affiliated with the Federation who yearn for the organization to move more rapidly, believing that the snail-like pace of an organization whose affiliated bodies number 2,000,000 members will never reach in a hundred years the goal toward which the workers of the nations of the earth are marching. It is better to be slow than to be too impetuous. Speed is responsible for many wrecks. The man who surveys every situation through the glass of common sense, may move slowly, but such a man is seldom wrecked on the breakers.

"The man who believes that a desert can be changed into an oasis over night, is more of a dreamer than a doer, but does usher in the realization of the dreams of the dreamers.

"At different times since the birth of the American Federation of Labor the impetuous men of labor, impatient for the better day, have launched what they termed labor organizations with an aggressive policy, but history proves that all these so-called aggressive organizations, guided by

(Continued on Page 10.)

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

### AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

### GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

### BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

### GERMANY.

Deutscher Transportarbeiter Verband, Engelfer 21, Berlin S. O. 16, Germany.

### FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

### NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

### SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

### DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

### HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

### ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

### AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

### SPAIN.

Sociedad Sindicate de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

### URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

### ARGENTINA.

Federacion Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

### BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

### SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



## World's Workers.

The Swiss Federation of Trade Unions contemplates a general strike on account of the insufficient wages of the workers which, with the aid of the affiliated unions, is to take place throughout the whole of the country. No less than 80,000 query sheets have been distributed among members for this purpose.

The Austrian union of tobacco workers petitioned the board of management of the State tobacco monopoly regarding an increase of wages on account of the high cost of living. The petition is based on the great rise in prices which is traced to the doings of certain circles and their speculative exploitation of the fact that our enemies do not only use arms against us but prevent the import of the necessities of life.

The Luxemburg Printers' Union spent, during the first nine months of the war, about 17,000 francs on unemployment relief. During the last quarter, matters were facilitated through the granting of assistance on the part of Government. This amounted to 1.50 francs per member and per day of unemployment and to 25 centimes for each child under 16. The full subscription amounts now to 1.50 francs a week instead of 75 centimes. The union numbers 140 members.

The German Union of Printers still numbered at the end of July, 1915, 35,450 members of which 511 were entirely and 301 partly unemployed. Thirty-six thousand nine hundred members, inclusive of 19,094 married ones, have been summoned to the colors which means 51.1 per cent. of all members on the books against 43.7 per cent. on May 1. Since the beginning of the war the union has spent almost 5,000,000 marks on relief of which 3,250,000 marks went to the unemployed.

According to the Berliner Tageblatt, Berlin is likely soon to have its women bakers in addition to its women porters, conductors, postmen, lift attendants, and so forth. At a recent meeting of master bakers it was announced that the name of a woman, the daughter of a master baker, had been included for the first time in a recent list of apprentices. The Berlin organ was of the opinion that the case would not long remain a solitary one, as the abolition of night work had opened to women the way to the bakery profession.

The Glasgow corporation tramway department is now thinking of employing women as car drivers as well as conductors, as the supply of motormen is running very short, owing to the large number who have enlisted. As conductors, women have proved a great success, and nearly a thousand are engaged in this work. It is recognized that the employment of women as drivers is a more difficult problem, and their fitness for the work has first to be demonstrated. The first step will be to ask those now working as conductors if any of them are prepared to undertake the motormen's duty, if such a development should be found feasible. The tramways manager stated a month ago to the Municipal Tramway Association in London that throughout the greater part of the last twelve months the men who had remained in the service had had to work seven days a week, and even then the service had to be curtailed.

## SAN PEDRO, CAL.

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A. E. BLAIZE

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### San Pedro News Co.

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### Mills, Elbert & Nash

SIXTH AND BEACON STREETS FIFTH AND BEACON STREETS

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GIVE US A TRIAL

### INFORMATION WANTED.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

Oscar Olsen, age 37, a native of Hallarna, near Gothenborg, Sweden, who was sailing on the Great Lakes about three years ago, is inquired for by John V. Olsen, Sun Company, Marcus Hook, Pa. 5-26-15

Adolph Godfred Eriksen, born in Moss, Norway, is inquired for by his brother, Herman Eriksen. Any one knowing his whereabouts please notify W. Nielsen, 206 Moravian St., Philadelphia, Pa. 5-26-15

### M. BROWN and SONS

have moved to

109 SIXTH STREET

Opposite Sailors' Union Hall  
SAN PEDRO, CAL.

### INFORMATION WANTED.

George Alexander Sharman, a native of Brooklyn, N. Y. About 28 years of age, height 5 feet 9 inches, supposed to have sailed on the Great Lakes in 1907, is inquired for by M. L. Kinvan, 1211 Mosher street, Baltimore, Md. 7-14-15

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

Vencelus Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolamo Durbich, Zurich, Switzerland. 7-28-15

Herman Sigfrid Persson, a native of Malmo, Sweden, supposed to be sailing on the Pacific Coast, who has not been heard of for two years, is inquired for by his brother, Gustav Persson. Address 13 Stenbarksgatan Malmo, Sweden. 7-28-15

Adolph Krakan, last heard of at Port Pirie, January, 1912, and again in March, 1913, from Warumbo, 118 miles from Adelaide, South Australia, is inquired for by his mother at Hamburg, Germany. 8-25-15

## San Pedro Letter List.

|                      |                      |
|----------------------|----------------------|
| Annell, Albert       | Loscher, Josef       |
| Anderson, John       | Lindeberg, Ernst     |
| Allen, Goldie Thorn  | Latz, Konstant       |
| Anderson, George     | Lundstedt, Chris.    |
| Anderson, John -1968 | Lalan, Joe           |
| Anderson, Martin     | Monterro, John       |
| -1894                | Martinel, Walter     |
| Anderson, Sven       | Mikalsen, Andreas    |
| (Reg. Letter.)       | Malm, Gustaf         |
| Andersson, Enkan     | Mesak, E.            |
| Bergh, Borge         | Niejahr, Oskar       |
| Buanik, L.           | Nelson, Ernest C.    |
| Brel, Hans           | Nyhagen, Julius      |
| Bergman, Leo         | Olsen, Ernest V.     |
| Benowitz, Felix      | -1216                |
| Carera, Pete         | Olsen, John          |
| Cook, Harry          | Owen, Fred           |
| Christison, Jim      | Olin, Emil           |
| Duval, William       | Palmquist, Albert    |
| Ericsson, Otto       | Peterson, Karl E.    |
| Eklund, Sven         | -903                 |
| Edolf, Charles       | Petterson, A. K.     |
| Fisher, Wm.          | Poppe, George        |
| Gustafson, Carl      | Peterson, Hans.      |
| Gillholm, Albin      | -1064                |
| Grigoleit, Ed.       | Peterson, N.         |
| Gusek, Bernhard      | Peterson, Otto       |
| Gronlund, O. -414    | Poscet, P.           |
| Horlin, Ernest       | Parsons, Olaf        |
| Ilelin, Johan        | Reed, Halldan        |
| Holmstrom, Fritz     | Rogis, A.            |
| Hansen, M. -963      | Skaanes, Egil        |
| Haro, A.             | Stensden, S. -1714   |
| Hugo, Bernhard       | Swanson, Ben.        |
| Haupt, Fritz         | Schovesser, E.       |
| Hansen, Charly       | Sanseter, Paul       |
| Hansen, Hllmar       | Strahle, Chas.       |
| Hannus, Alex.        | Sternberg, Alf.      |
| Iversen, Ivar        | Soderlund, Anton     |
| Johannessen, Ingval  | Schmidt, Louis -2492 |
| Jackisch, Max.       | Schmidt, Lauritz P.  |
| Johnson, Chas. A.    | Sevenson, Paul       |
| -2044                | Sievers, G. P.       |
| Jonson, Leonard      | Tamlsar, P.          |
| Jensen, H. -1555     | Trovik, Harald       |
| Johansson, Victor    | Thorsen, Charles     |
| Johansson, Geo. W.   | Uhligh, Richard      |
| -1219                | Uby, Charles         |
| Johanson, Geo.       | Uby, Heinrich        |
| Johnson, Edward      | A. Verdonk, Peter    |
| Johansson, John A.   | West, J. W.          |
| -1659                | Ylinen, Sam          |
| Kolodzie, George     | Zimmer, Walter       |
| Kaiser, Richard      | Zeldler, Fred        |
| Kaski, Albert        | Zeider, Fred         |
| Kalnin, Ed.          | Zeider, Fred         |
| Lybeck, Thomas       | Zeider, Fred         |
| Larsen, Klaus L.     | Zeider, Fred         |
| Lauritzen, Ole       | Zeider, Fred         |
| Lindholm, Chas.      | Zeider, Fred         |

## Honolulu, H. T.

|                      |                   |
|----------------------|-------------------|
| Anderson, John E.    | Nelsen, C. F.     |
| Burk, Harry -1284    | Petersen, Carl    |
| Crantly, C. W.       | Peters, Walter    |
| Eugenlo, John        | Reither, Fritz    |
| Ekelund, Rickhard    | Solberg, B. P.    |
| Ivertsen, Sigvald B. | Strand, Conrad    |
| Lengwenus, W. L.     | Thompson, Emil N. |
| Moller, F.           |                   |

### INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 108 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Any one knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St. 8-11-1915

Olaf Ingebrigtsen (Broek), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American bark "Golden Gate." is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469—49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Steuart street, San Francisco, Cal. 8-4-15

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In 1910 it purchased and took over the business of the

### SWEDISH AMERICAN BANK

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E. W. WILSON, Manager



# Pacific Coast Marine.

Repairs on the steamer "Mariposa," recently damaged in the north and now at Seattle, will cost approximately \$100,000.

A contract was awarded the Hawaiian Dredging Company of Honolulu, for constructing a reinforced concrete wharf at the Naval Station, Pearl Harbor, at \$155,900.

The Navy Department will offer for sale the naval collier "Justin" now on the west coast and shortly to be sent to the Mare Island Navy Yard. Her appraised value is \$75,000.

In future warships of belligerent nations putting in at San Francisco will not be allowed to remain more than twenty-four hours, even if one day is Sunday, this being a change in the rules.

A. F. Thane & Co., lumber exporters, have purchased the schooner "Alumna" from the Simpson Lumber Co. The "Alumna," which is on passage from Tacoma to Sydney, was built at North Bend, Ore., in 1901, and is of 644 tons register.

The Union Iron Works, San Francisco, are constructing a steel slip way with a locomotive type of overhead electric crane. Two other slips are being extended 50 feet. A new tool room will be practically all new equipment. Additions to sawmill and joiner shop are under way.

The steam-schooner "Carlos," one of the largest lumber carriers in the coastwise trade, has been bought by the Donovan Lumber Company of Aberdeen, Wash., from Olson & Mahony of San Francisco. The vessel will be operated on a bi-weekly schedule between Aberdeen, San Francisco and Southern California.

W. R. Grace & Co. are reported to have purchased the following steamers from the Pacific Mail line: "Peru," "City of Para," "San Jose," "San Juan," "Pennsylvania" and "Newport," the price reported as being between \$800,000 and \$850,000. These ships were employed on the coast between San Francisco and Panama.

The Inter-Island Steam Navigation Co., of Honolulu, has purchased the steam schooner "Shoshone" from Chas. R. McCormick & Co., subject to the usual inspection, the price being \$75,000. The new owners of the "Shoshone" intend to use the vessel in the inter-island sugar trade. She was built at Fairhaven, Cal., in 1908, being 341 tons net.

Regaining possession of a vessel it abandoned as a wreck in Alaska waters in the summer of 1913, the Pacific Coast Steamship Company has purchased the steamship "Curacao" from the Alaska Wrecking and Salvage Company. The vessel is now in Vancouver, B. C., but will be brought to Seattle for delivery. The purchasers will expend \$50,000 in renovating the steamship and will then place her in the Alaska service.

On the charge of negligence and unskillfulness, the license of John F. Wall, mate and pilot of the steamer "Mariposa" of the Alaska Steamship Company, was suspended until January 11, by United States Steamboat Inspectors B. B. Whitney and Harry C. Lord at Seattle. The "Mariposa" went ashore on Campbell Island, October 8, while bound from Seattle for Alaska. The evidence showed that Wall left the bridge while passing Campbell Island light, to go to the chart room.

Spurred by a fourth advance in rates on lumber between Portland and California ports, owners of steamers on this Coast are eager to get their vessels back into the lumber-carrying service. It is said that at least a dozen vessels will be returned to this service shortly. Lumber rates to San Francisco are now \$5 a thousand feet and to San Pedro \$5.50. Every available vessel in sight is being taken for this service and the demand is said by lumber men to warrant hopes of continued prosperity.

The United States Shipping Commissioner at San Francisco has received word through the State Department that it is important that all American merchant seamen, cattlemen and others of similar occupation, sailing for British ports, should provide themselves with passports. If they fail to bring such proofs of American citizenship the American Embassy at London advises that they are liable to arrest if they land at British ports. This advice applies as much to sailors visiting Canadian ports as those in the war zone.

Christened as she slid from the ways by Mrs. W. L. Stewart, wife of the president of the Union Oil Company, the new tanker "La Brea" of that fleet took to the water at the Union Iron Works shortly before 10 o'clock on Saturday, December 18. The vessel is 452 feet 11 inches long, 56 feet 3 inches beam, and 33 feet 6 inches draft. She has a displacement of 15,135 tons, a speed of 11 knots, and can carry 70,000 barrels of oil. As soon as the "La Brea" was off the ways, the keel for another tanker, the "Aeme," was laid. Eight other tankers are now under construction or will be as soon as the ways are cleared at the local shipyard. The "La Brea" was constructed quickly, her keel having been laid September 15, and the time occupied in the job was the quickest ever made by the local company in finishing a steamer of that size.

Ending an interesting sailing race, the American barkentines "Makaweli" and "Aurora"

passed in at Cape Flattery during the past week, bound from Australia for Puget Sound. The "Aurora" left Sydney, N. S. W., October 7, and was followed from the same port on October 8 by the "Makaweli." The "Makaweli" passed in at the Cape at 10:40 a. m. and the "Aurora" passed in at the Cape at 2:10 p. m., just three hours and thirty minutes behind the "Makaweli." Both sailing craft will load for a return voyage to the Antipodes. The "Makaweli," under charter to the Bloedel Donovan Lumber Company, will load at Bellingham for Sydney. The "Aurora" will take her cargo on the Sound for Sydney, her loading port having not been made public.

The Hill liner "Minnesota," in tow of a fleet of five tugs, came to anchor in San Francisco Bay on Tuesday evening, December 14, and officers of the United States assumed charge of the vessel for the purpose of determining whether she had been the victim of the European war plot. The "Minnesota's" own commander, Captain Thomas W. Garlick, announced that there had been no attempt on the part of anyone to destroy or cripple his ship. Captain Garlick said that his ship had become helpless because of boiler trouble, which he ascribed purely to natural and usual causes. United States Attorney Preston, who, with Inspectors of Hulls and Boilers Guthrie and Dolan, for several hours conducted a strict and official inquiry on board the "Minnesota," said that as far as he was concerned there was not the least reason to suspect that any person had attempted to cripple the "Minnesota's" machinery or otherwise to injure the vessel.

A commission of engineers, geologists and scientists has been designated by the War Department to start for the Isthmus of Panama to investigate the "entire subject of the slides on the Panama Canal and submit a report to the President thereon." The commission will consist of the following: Charles Richard Van Hise, chairman, president of the University of Wisconsin; Brigadier-General Henry Larcom Abbott, John Casper Branner, president of Leland Stanford Jr. University; Whitman Cross, of the U. S. Geological Survey; John Fillmore Hayford, director of the College of Engineering of the Northwestern University; Harry Fielding Reid, professor of dynamical geology at Johns Hopkins University; Dr. Charles D. Walcott, president of the Smithsonian Institution; Rollin Clinton Carpenter, professor of engineering at Cornell; Arthur Powell Davis, of the U. S. reclamation service, and John Ripley Freeman, consulting engineer to the Canadian Government on water-power conservation. The National Academy of Sciences nominated the members of the commission.

New light was thrown on the case of the steamship "Sacramento" from two sources—on the one hand by the statement of Captain T. M. Anderson, who has returned from Valparaiso, Chile, and on the other by United States District Attorney Preston, who has had prepared a chart of the "Sacramento's" voyage from the ship's logbook, which will be used to support the Government's contention that the ship left San Francisco with no other purpose than to deliver its cargo to the German fleet. The chart and the log will be offered in evidence at the trial, which has been set for February 14. Captain Anderson, who had been with his ship in the Chilean port since November, 1914, gives a story entirely different from that said to have been obtained by Preston from officers and members of the crew, and the data said to have been secured from the logbook. Captain Anderson disclaimed all knowledge of the alleged collusion with German warships. "We left here bound for Valparaiso," he said, "and I set a straight course for that port. When we were two or three days away from our destination we were overtaken by the "Dresden," which sent a man aboard, who announced that under international law the "Dresden" was entitled to preempt my cargo, and ordered me to follow a course dictated by the "Dresden." We finally reached Masafuera Island, where we found the warships "Scharnhorst," "Gneisenau," "Nuernberg" and "Leipzig" and other vessels. I was taken aboard the "Scharnhorst" and notified that the entire cargo of the "Sacramento" would be confiscated, and that I would be given a certificate of preemption which the German Government would honor. Not being familiar with international law, I did not know whether he had such a right. I was held there ten days, during which time my entire cargo, which included 6000 tons of coal and 1200 or 1500 tons of general merchandise, was transferred by German sailors to the "Scharnhorst" and the "Gneisenau." Before leaving they gave me a certificate of preemption, which I promptly turned over to the American Consul on reaching Valparaiso."

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

## International Seamen's Union of America

Affiliated with  
AMERICAN FEDERATION OF LABOR

and  
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary,  
570 West Lake St., Chicago, Ill.  
AFFILIATED UNIONS.

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Hasting and Main, P. O. Box 1365, Tel. Seymour 8703.  
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SEATTLE, Wash., 84 Seneca St., P. O. Box 65.  
ABERDEEN, Wash., P. O. Box 6.  
PORTLAND, Ore., 44 Union Ave., North.  
EUREKA, Cal., 227 First St., P. O. Box 64.  
SAN PEDRO, Cal., P. O. Box 67.  
HONOLULU, H. T., Cor. Queen and Nuuanu Sts.,  
P. O. Box 314.

(Continued on Page 11.)



# Coast Seamen's Journal

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BY THE

SAILORS' UNION OF THE PACIFIC

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PAUL SCHARRENBURG.....Editor  
I. M. HOLT.....Manager

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## NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, DECEMBER 22, 1915.

## CHRISTMAS TIDINGS!

The JOURNAL extends to its readers ashore and afloat all good wishes for a Merry Christmas! Christianity and trade-unionism have so much in common that it is often difficult to recognize the boundary line. Jesus Christ Himself was a craftsman before being robed in the ministerial raiment provided by painters and sculptors. As a carpenter He fashioned woods in accordance with the customs of the age; and as an advocate of just economic, moral and righteous conditions He consecrated His life to the toilers.

The blessings of Jesus of Nazareth were mainly addressed to the lowly; His denunciations were directed at the same class of exploiters which is still on this earth.

The founder of Christianity was the most successful agitator the world has ever seen. He was a worker; His counselors and missionaries were of the working class, and He and His followers were hounded and jailed in a fashion which differs but slightly from the treatment still being meted out to the labor agitators of to-day.

The Savior sacrificed His life on the cross that mankind might be more abundantly blessed with worldly and heavenly joys. His entire life and even His death was a protest against injustice.

May we not hope that on this Christmas Day the glorious message taught by Jesus Christ will sink deep into the hearts of all who toil?

An exchange reminds us that while watching the diminished traffic of other of the world's famous waterways, we should not forget that at Sault Ste. Marie, Michigan, where the waters of Lake Superior emerge to find their way into Lake Huron, there is a canal system in operation which is one of the largest in the world, measured by the number of vessels served and by their tonnage. The aggregate for November was 9,168,431 tons, and the number of vessels was 2456.

## SPIES VS. ROTTEN TUBES.

For about ten days the American daily newspapers spread themselves with glaring first page headlines about the S. S. "Minnesota" mystery.

As a preliminary to the "mystery" there was a sort of a farce-tragedy in which "Commander" Garlick was the leading actor and the coolie-labor champions acted as stage managers. When the "Minnesota" was somewhere off San Francisco bound from Seattle to England the aforesaid Garlick sent the following wireless message:

To the Good People of San Francisco, via the San Francisco Examiner. The Great Northern steamship "Minnesota," the finest ship that ever sailed the seas and the largest ship flying the American flag, is now passing down by your beautiful city bound to a foreign country, never again to return with Old Glory floating over her stern. The reason for it is well known to all the business interests of our country. I bid you all farewell.

THOMAS W. GARLICK,  
Commander S. S. "Minnesota."

Shortly after this "piteous plea" had been properly played up by the advocates of a coolie-manned merchant marine there began to arrive the mystery messages. The "Minnesota" had become disabled and, of course, this was the dastardly work of German spies. Column after column of silly conjecture was dished out to an unsuspecting public. The usual mutiny stories were mixed with a little patriotic flavor and the alleged German emissaries on the "Minnesota" were roasted to a frazzle.

While all this took place the crew of the "Minnesota" were battling with defective boiler tubes until it became evident that the struggle was in vain and the gallant commander turned about for that "beautiful city" to which he had vowed "she'd never return with Old Glory floating from her stern."

If ever there was retributive justice it was surely handed to this sentimental "commander."

It should be noted, in passing, that on this fateful trip the "Minnesota" carried a white crew practically for the first time in her career. And it is just possible that skipper Garlick felt uncomfortable in the presence of so many men of his own color, his experience having largely been one long association with cheap Asiatic crews.

## AN "OBLIQUITY OF VISION."

The editorial views of that "sassy" sheet known as the San Francisco Argonaut are of no particular importance. However, insofar as one is usually reasonably certain of getting a sort of composite view of plutocracy's attitude toward public questions the Argonaut's editorial expressions are sometimes interesting as well as amusing. Plutocracy's attitude toward the Seamen's Act is, of course, well known and requires little or no explanation. But the Argonaut's latest reference to the Seamen's Act is so beautifully naive and child-like that it cannot possibly be ignored. We quote a part of our contemporary's comment upon President Wilson's message to Congress:

Another strange obliquity of vision is to be found in the President's reference to the merchant marine. He says:

"The great merchant fleet we once used to make us rich, that great body of sturdy sailors who used to carry our flag into every sea, and who were the pride and often the bulwark of the Nation, we have almost driven out of existence by inexcusable neglect and indifference and by a hopelessly blind and provincial policy of so-called economic protection. It is high time

we repaired our mistake and resumed our commercial independence on the seas."

Now the mischief to the merchant marine is here described with literal and exact truth, but this mischief was not caused in the main by "so-called economic protection," but by that piece of vicious legislation known as the Seamen's Act, which was conceived during the present administration, born under its direct auspices, and reared and brought to maturity by and with its sanction.

So the decline of the American merchant marine since the Civil War has been due to the Seamen's Act, "conceived, born, reared and brought to maturity during the present administration."

Talk about retroactive effect! Why, in that respect this remarkable piece of legislation beats anything under the sun. It began murdering the American merchant marine fully fifty years before its own parents "conceived" of the dreadful offspring.

Positively, for downright asininity this beats anything so far produced by the Argonaut.

If this keeps up we shall some day wake up and discover that the Seamen's Act was responsible for the French Revolution, aided and abetted in the downfall of the Roman Empire and, dare we hint, caused the flood which induced old man Noah to become a ship-builder and navigator?

M. H. De YOUNG REFORMED.

All is well that ends well!

Even the San Francisco Chronicle has become reconciled to the "pernicious" Seamen's law. Since W. R. Grace & Co. took over the remaining vessels of the Pacific Mail Company and announced that these ships would continue to run, despite the Seamen's Act (and run through the Panama Canal, too), Michael Henry de Young has calmly and unostentatiously withdrawn his numerous predictions of calamity and declared: "The martyrdom of the Pacific Mail will not stop commercial progress. We shall go ahead anyway."

Good boy, Michael! So glad you have seen the light just before the holidays!

Merry Christmas to you and yours!

After a sojourn of several months in America, B. Suzuki, president of the Laborers' Friendly Society of Japan, departed from San Francisco on Saturday last, returning direct to his native land on the steamer "Chiyo Maru." The society of which Mr. Suzuki is president is the only workingmen's organization so far tolerated or permitted to exist by the Japanese Government, several similar organizations of semi-political character having been promptly suppressed. Mr. Suzuki, while in America, has made a close study of American trade-union methods and has incidentally learned from first hand observation that the organized workers of America who demand the exclusion of all Asiatics from these shores are not nearly as bad nor as unreasonable as they have been pictured by the jingo press of both countries. Mr. Suzuki will be able to tell his constituents of the friendly and cordial reception he received in quarters alleged to be the hotbeds of anti-Japanese agitation. He will be able to explain that the organized workers of America place their main reliance in self-help, and that they are anxious to aid and encourage the workers in Japan to do likewise. Farewell, Comrade Suzuki! The trade-unionists of America wish you every success in spreading the gospel of trade-unionism in the Land of the Rising Sun!



**"CHINESE" HUMPHREY BUSY.**

Representative William E. Humphrey, of Seattle, Wash., better known as "Chinese" Humphrey, has introduced a bill in Congress to repeal Section 13 of the Seamen's Act.

This man Humphrey is true to his nickname. The repeal of Section 13 would make it possible for Humphrey's soulmates among shipowners to employ Chinese or any kind of Asiatic crews, and that is the one great aim and desire of "Chinese" Humphrey.

It so happens that this misrepresentative has been re-elected several times although the vast majority of his constituents have time after time repudiated his coolie-loving tendencies and attempted to end his disgraceful career in Congress. By a scientific manipulation "Chinese" Humphrey has managed to divide his opposition and in one instance actually slipped back to Congress by less than one-third of the vote cast.

Section 13, which "Chinese" Humphrey desires repealed, deals with the able seamen's standard of efficiency, provides that a certain percentage of the deck crew must be composed of able seamen, and requires that seventy-five per cent. of the crew must be able to understand any order given by the officers. Yet, only a few weeks ago, i. e., under date of September 28, 1915, this notorious reactionary from Seattle, when quizzed by the Secretary of the Labor Council, expressed the following noble sentiments in writing:

None but trained and skilled sailors should go upon life-boats in time of emergency when the lives of those on board are placed in their care and keeping. The La Follette law does not require that the men who handle life-boats shall be drilled and trained and fully qualified for this work. That is one of the reasons why I opposed it.

All the provisions of this law that help the sailor or tend to greater security to life and property at sea, I am in favor of, and I hope to see their retention upon the statute books. The other sections should, in my judgment, be repealed.

I believe in my own country first—always. I believe that all work in this country that American labor can do should be done by American labor paid American wages. I do not believe that any foreigner should be given any job that an American is ready and willing to perform.

"I believe in taking care of American labor first." And then, with the ink hardly dry on his signature, that notorious and malodorous politician introduced a bill to amend the Seamen's Act in the following respects:

First, to give Oriental crews a monopoly in the manning of all American ships going offshore; secondly, to wipe out those few lines in the law which compel shipowners to hire at least a few competent and experienced seamen.

Oh, what a hypocrite is this "Chinese" Humphrey!

In the language of the illustrious Dr. Johnson: "Hypocrisy is the necessary burden of villany."

The Massachusetts' Supreme Court has ruled against a plea that a woman who counts money, keeps the funds and does the work of a cashier is not a laborer protected by the fifty-four-hour-a-week labor law quite as much as a woman who cleans the floors or sells goods across the counter. In short the judicial mentality of the Bay State has wisely and properly declined to differentiate between physical and mental labor and say that one is free to be exploited and the other not.

**INDUSTRIAL ACCIDENTS IN CAL.****An Instructive Summary of the Annual Report of California's Industrial Accident Commission.**

On December 1 the Industrial Accident Commission of California reported to Governor Hiram W. Johnson its transactions for the fiscal year ending June 30, 1915. This report covers the Departments of Compensation, Insurance and Safety, with their allied sections, and is accompanied by a full statistical report of the 62,211 industrial accidents that occurred in California during 1914. These accidents were divided as follows: deaths 678; permanent injuries 1,292; temporary injuries 60,241.

The Commission points with satisfaction to the large number of acceptances of compensation received from employers in the exempted classes of agricultural and kindred callings and household domestic service. The last report, covering the first six months of 1914, showed that 2,820 employers had filed with the Commission written acceptances of the compensation provisions of the law. During the year ending June 30 last, 4,038 additional acceptances were filed, making a total of 6,858. These voluntary acceptances brought many thousands of employees under the benefits of the Workmen's Compensation, Insurance and Safety Act.

It is shown that there has been a change in sentiment concerning the new system and that workmen's compensation is now universally regarded as an equitable method of providing a limited income for those who are hurt while at work, in comparison to the inequities that prevailed under employers' liability.

Five decisions on cases appealed from the awards of the Commission were handed down by the Supreme Court of the State of California up to June 30 last. In the case of Joseph Cardoza, the Supreme Court denied an application for a writ of review on the ground that it was not competent for the Court to pass upon the question as to whether or not the findings of the Commission are sustained by the evidence and that the Commission had the right and power to decide finally whether or not the applicant had discovered new evidence material to him.

In the case of George W. Smith the District Court of Appeal, Second Appellate District, affirmed the award of the Commission in favor of the defendant Southern Pacific Company on the ground that petitioner was a special officer or watchman at the time of his injury, which occurred while he was engaged in preventing trespassers from boarding an overland train. It was contended that the Federal Employers' Liability Act brought this case under interstate commerce.

An important decision was rendered in the case of the appeal of the Great Western Power Company against the decision of the Industrial Accident Commission. It was held that James Mayfield met his death as a result of wilful misconduct and the Court laid down this rule:

"But it cannot be doubted that a workman who violates a reasonable rule made for his own protection from serious bodily injury or death is guilty of misconduct and that where the workman deliberately violates the rule, with knowledge of its existence and of the dangers accompanying its violation, he is guilty of wilful misconduct."

In the case of San Francisco Stevedoring Company the Supreme Court affirmed the Commission in holding that it is not without jurisdiction over a proceeding by an employee for compensation for injuries received by him in the course of his employment, even though he had failed successfully to maintain a suit in the Superior Court, on the ground that it was necessary to show the employer's gross negligence or wilful misconduct and no such allegations were made in the complaint.

The appeal of Olson & Mahony S. S. Co. against the Commission's award to an employee who sustained an injury on a ship in the dry dock was settled and dismissed upon the payment of \$500.

**Number of Formal Cases Heard.**

The report of the Compensation Department deals with the methods of conducting cases in which there are disputes between employers and employees or other interested parties. Mention is made of the plans followed to avoid formal hearings and to reach an amicable agreement between the parties whenever a dispute arises. There was a steady increase in the number of cases filed for decision, there being 1,151 filed during the last fiscal year, 23 arising under the law of 1911 and 1,128 under the present law, an average of 96 per month. The issue in 331 of the cases decided during the fiscal year was the extent and duration of disability. There were 15 other issues on which the remainder of the cases hinged. Wilful misconduct was an issue in 23 cases and intoxication in 7 cases. Important questions are pending in the appellate courts as to whether the Industrial Accident Commission has extra-territorial jurisdiction and whether the employer can invoke the Federal law limiting liability when a vessel is lost.

**Method of Rating Permanent Injuries.**

The Permanent Disability Rating Department scientifically rates permanent injuries according to the nature of the injury or disfigurements, by

(Continued on Page 11.)

**OFFICIAL.****SAILORS' UNION OF THE PACIFIC.**

Headquarters, San Francisco, Cal., Dec. 20, 1915. Regular weekly meeting came to order at 7 p. m., J. Faltus presiding. Secretary reported shipping dull. Twenty-five dollars was donated to the San Francisco Society for the Prevention and Study of Tuberculosis. Full Shipwreck Benefit was awarded to three members of the crew of the wrecked steam-schooner "Noyo." Voting for officers was proceeded with.

JOHN H. TENNISON, Secretary pro tem. Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., Dec. 13, 1915.

No meeting. Shipping and prospects poor. REGINALD TOWNSEND, Agent. Room 11, De Cosmos Block, 1424 Government St.

Vancouver, B. C., Dec. 13, 1915.

Shipping slack; prospects uncertain. W. S. BURNS, Agent. 213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Dec. 13, 1915.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent. 2218 North 30th St. Tel. Main 808.

Seattle Agency, Dec. 13, 1915.

Shipping and prospects poor. P. B. GILL, Agent. 84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Dec. 13, 1915.

Shipping dull; prospects uncertain. J. PEARSON, Agent. P. O. Box 6. Tel. Main 557.

Portland Agency, Dec. 13, 1915.

Shipping dull; prospects poor. JACK ROSEN, Agent. 44 Union Ave. North. Tel. East 4912.

Eureka Agency, Dec. 13, 1915.

Shipping dull; prospects uncertain. OTTO DITTMAR, Agent. 227 First St. P. O. Box 64. Tel. 159.

San Pedro Agency, Dec. 13, 1915.

Shipping dull; prospects poor. HARRY OHLSSEN, Agent. 128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Dec. 5, 1915.

Shipping fair; prospects uncertain. JACK EDWARDS, Agent. P. O. Box 314. Tel. 2526.

**MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.**

Headquarters, San Francisco, Cal., Dec. 17, 1915. Regular meeting was called to order at 7 p. m., Edward Andersen in the chair. Secretary reported shipping slack. Balloting on officers for the ensuing term was proceeded with.

E. F. BURKE, Secretary pro tem. 42 Market St. Phone Kearny 5955.

Seattle Agency, Dec. 8, 1915.

Shipping slow; plenty of men ashore. LEONARD NORKGAUER, Agent. Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Dec. 8, 1915.

Shipping quiet; plenty of men ashore. HARRY POTHOFF, Agent. P. O. Box 54.

Portland Agency, Dec. 13, 1915.

No meeting; no quorum. Shipping slow; few men ashore; prospects poor.

THOMAS BAKER, Agent. 89 Second St. N. Phone Broadway 2306.

**DIED.**

Hans Hansen, No. 2409, a native of Norway, age 31, died at Honolulu, T. H., Dec. 15, 1915.

The four-masted schooner "Samuel W. Hathaway" sailed from Boston December 5 with 200,000 gallons of rum for the natives of the west coast of Africa, making a total of 1,200,000 gallons to leave Boston for the dark continent in six months.—Press Item.

Rum for Africa, cigarettes for Asia and munitions of war for Europe! Who said we are not contributing to modern civilization?



## TREASURE TROVE!

(By Hawserlaid Bill.)

Yep, Hawserlaid is still on deck;  
Still spinning yarns and making bold  
To stuff you full with good old "bull,"  
The best his fancy can unfold.

So drink her down and heave a pawl,  
Ye lads that sail the raging main;  
Proclaim the news where'er ye cruise  
That Bill is on the job again.

Lazily rolling in the fitful swell the barkentine "Lizzie Chase" lay becalmed off Great Bahama. Away to the eastward, some ten or more miles maybe, the intermittent flashes from the light on Wood Key were faintly discernible through the murky mist of the night.

The second mate had just struck eight bells, ushering in the middle watch. Anon the wheel was relieved, while the lookout man coolly flopped himself down on the waterway for a snooze.

"The mate's a good enough man to keep lookout on a night like this," he drowsily explained to the fellows going below.

"Drop the lead overboard once in a while, Mr. Davis, an' see how she's drifting," said the skipper, as he backed his portly form down through the companion-way into the cabin.

"Aye, aye, sir," replied the mate, squirting a stream of tobacco juice over the side copiously enough to have put out a small fire.

"Hogshead" Davis, the mate, didn't belie his name. Short, squat, rotund, compact, the non-angularity of his corporeal mold quite naturally suggested the familiar curves and amplitude of a sugar hogshead.

Dark was the night, the air humid and surcharged with static electricity. An unbroken canopy of low, dense rain-clouds hung like a black pall over the heaving sea, seemingly touching it in places.

Which, perhaps, accounted for the corposants on the fore royal yardarms and the trucks of the "Lizzie Chase." Ah, those corposants! With what feelings akin to awe they inspired young Willie Macon, the only passenger on board!

Willie, a lad of sixteen or thereabouts, was the son of a Rhode Island clergyman, and was taking the sea voyage on the advice of the family physician. Tall, slim, bespectacled, his face "sicklied o'er with the pale cast" of thoughts romantic, he was just the sort of young person on whom a sailor would unload tales that would hardly pass muster with the marines.

Yes, Willie felt something like creepiness stealing over him as, almost fascinated, he gazed aloft at those eerily flickering, flame-like little luminaries silhouetted against the inky night sky. To be sure, he had read about Saint Elmo's fire, and had its nature explained to him by his teacher. The degree of mystery attaching to things of that kind, however, is much affected by time and place. It is one thing to have phenomena like corposants elucidated to you in the classroom, but quite another to meet up with them face to face at midnight on the lonely sea. Especially so when, like Willie, one is much more prone to believe that so ghostly-looking apparitions as corposants are apt to be just as uncanny as they look.

And so when, presently, the substantial form of the mate suddenly loomed up beside him from out the darkness, Willie was in that condition of mind when "trifles light as air" assume truly startling proportions. But, as before hinted at, the dimensional extent of "Hogshead" Davis' avoirdupois scarcely jus-

tified the classification of him as a trifle, not even a heavier-than-air trifle. The which, after the first shock, rather served to dispel Willie's perturbation.

"Lookin' at them spook glims up there; eh, sonny?" began Davis by way of saying something, as he seated himself on the booby hatch.

"Well," he went on without waiting for an answer, "I ain't superstitious, I ain't. But," and his voice took on a sepulchral tone which sent the cold shivers chasing each other up and down poor Willie's spine, "I allow that them there glims ain't no or'nary sort o' glims. They do say—an' I ain't sayin' that it ain't so—that corposants are lighted by the spirits of ol' sailors what's been drowned, an' that they only light up when a ship is right over the particular spot in Davy Jones' locker where their bones are bleachin'."

Willie shuddered slightly and nestled closer to the mate, as if the bulky frame of the latter were a bulwark against spooks. It is next to impossible, even for an overwrought imagination, to associate fleshiness with disembodied spirits.

"Anyway," resumed "Hogshead" after an impressive pause, and pointing a pudgy forefinger toward the bottom of the sea, "right down there, underneath our keel, lie thousan's o' skeletons whitenin' on the sands. Y'see, here, in this very spot, is where them ol' buccancers you might have read about used to lie in wait for the treasure galleons what were boun' for Spain. An' when they caught one—an' they caught a good many I'm told—they'd swipe all the treasure an' make every soul on board walk the plank. An' sometimes the durned ol' galleon 'ud sink with treasure an' all hands afore the bloody pirates got a chance to board her. Yes, siree; there sure must be thousan's o' skeletons o' sailormen scattered aroun' on the bottom o' the sea hereabouts. An' I rather cal-late—leastwise it's possible—that some o' them ol' shellbacks may have lit them there corposants up yonder."

Willie fairly gasped with suppressed terror as he edged still closer to the mate, whilst his eyes gazed fearfully up toward the mastheads at the little flickering flames on the trucks. As for the mate, goodness only knows what more weird tales he might have told had not the man at the wheel struck one bell just then.

"Jee-rusalem!" exclaimed "Hogshead," jumping off the hatch, "I plumb forgot to heave that lead."

Waddling over to starboard, where lay coiled the leadline, he grabbed the lead and dropped it over the side.

"Fifteen fathoms," he half muttered and half spoke, as if to himself, "an' driftin' North by East. Good enough! Here, Willie," raising his voice a little, "give us a hand to pull up the lead."

Willie obligingly tailed on to the leadline and pulled on it in a fashion which he fondly imagined was strictly shipshape.

When they had the lead on board again "Hogshead" carried it aft within range of the binnacle lamp, so as to see what sort of bottom it had touched.

"Come here, Willie," he called out presently in a strangely muffled voice. "Look at this," holding the lead up to the light.

Willie looked. More than half embedded in the tallow in the hollow end of the lead he espied a milled silver coin about the size of an American quarter!

"O-o-oh!" gurgled Willie, his eyes almost popping out from his head.

"Pull it out an' see what it is," commanded "Hogshead."

Gingerly Willie extracted the coin from the tallow. Its much worn surface yet distinctly indicated its foreign mintage. On the obverse side, in faint bas-relief, appeared the head of a bearded man surrounded by the legend, "Filipo IV, Rey de Castilia y de Las Asturias." On the reverse side, encircled by a wreath of laurel, Willie with some difficulty deciphered the inscription, "Una Peseta, 1650."

"Holy smoke!" exclaimed "Hogshead"; "that lead must have landed flush in the treasure chest o' one o' them there old sunken Spanish galleons what I was a-tellin' you about a while ago."

Willie became visibly excited. Forgotten were the corposants. Instead, his imagination regaled itself with visions of black-bearded and fantastically garbed men, battling to the death with pistols and cutlasses back and forth across decks made slippery with the blood of the combatants. Anon his fancy saw the victors dividing the spoils; chests upon chests filled with gold and silver coins; wealth beyond the wildest dreams of avarice. And then a startling possibility presented itself to him.

"Please, Mister Davis, may I heave the lead?" he pleaded, eagerly.

"Sure you may," said "Hogshead"; "go to it all you want, sonny. Plenty more simoleons where that'n came from."

For the next twenty minutes Willie was the busiest kid you ever saw. He couldn't have kept going any faster had he been bent on breaking the world's record for heaving the lead.

But handling a 14-pound lead in 15-fathom soundings is hard work. And, alas, all that the closest scrutiny of the tallow in the lead revealed was sundry grains of sand and small fragments of shells.

"I guess we must have drifted away from that galleon, Mr. Davis," piped Willie at last as, weary and handsore, he put the lead down on deck.

"Very likely; very likely, me boy," replied "Hogshead," the while he primed the lead afresh with tallow. "But don't you get discouraged. There's lots more ol' Dago galleons sunk aroun' here. Just rest up for a while an' then try again. Perhaps you'll have better luck next time. Some o' them there Spanish ships was ballasted with money, they tell me, an' a right smart lot of it has been picked up in this here neighborhood."

At this Willie felt his somewhat dampened spirits rise again. Other things combined to make him feel more cheerful. The corposants were beginning to pale perceptibly. Through a rift in the clouds to the westward a star or two were feebly struggling to emerge. The closeness of the night air was giving way to a refreshing coolness, faintly fragrant with the tang of seaweeds.

Yes, he would try his hand at that lead again as soon as his arms got limbered up a bit. He would like to have a few more coins to show to uncle Crowell, the Pawtucket millionaire distiller. Willie felt no sort of doubt that, with one or two more exhibit A's like the old Spanish peseta which he was at that moment fondly fingering, he could prevail upon uncle Crowell to fit out a small expedition to go in search of more treasure.

Of course, Willie would command the expedition—but here the contemplation of the fascinating prospect so stirred his sporting



blood that he made a hasty grab for the lead and once more dropped it over the side.

Hopefully he pulled it up again and carried it aft to the binnacle light.

Oh joy! Oh bliss! Stuck in the tallow was another peseta!

"What did I tell you?" drawled "Hogshead," as he surveyed Willie's latest find. "Nothin' like perseverance, me boy. Suppose you try some more, eh?"

Feverishly Willie went at it once more. Up and down traveled the lead 'twixt the rail and the bottom of the channel as fast as his tired arms could pay out the line and pull it inboard again. But nothing more valuable than sand and seaweeds rewarded his strenuous labors. However, Willie by this time was in that do-or-die frame of mind which keeps a man going despite setbacks. Indeed, there is no telling how long he might have stayed with the job had not a light breeze from the West sprung up and caught the fore sails aback.

"Hard a-port," bawled "Hogshead." "Let go that main boom tackle. Starboard fore brace. Put the wheel in the becket, Jake, an' come for'ard an' give us a hand on the braces."

In five minutes more the "Lizzie Chase" was on her course, her cutwater parting the brine at a four-knot clip which was momentarily increasing.

About ten days later the Providence (R. I.) Journal had the following front-page story, duly rigged with an imposing top-hamper of more or less appropriate headlines:

When the barkentine "Lizzie Chase," from Matanzas, Cuba, with rum and molasses for Crowell & Chase, came to an anchor in the stream yesterday afternoon, there were assembled on the adjacent pierheads the usual motley crowds of waterfront habitués and idlers which are always found watching incoming and outgoing ships.

But, if the crowds were the usual ones, their demeanor somehow suggested to an onlooker that something out of the usual was up. Instead of the bluff, boisterous badinage ordinarily indulged in by similar gatherings, conversation was carried on in an undertone. Also on the battered, weather-beaten, unshaven faces there was an air of expectant curiosity strangely at variance with the commonplaceness of the occasion.

Apparently there was something in the wind, but no one could be found who knew just what it was. Earlier in the day, while the "Lizzie Chase" was being towed up the bay, strange and wild rumors had preceded her into port. They were for the most part indefinite and of varying complexions, but all had reference to the same subject, namely, treasure trove. Some were to the effect that the crew of the vessel had, somewhere in the West Indies, unearthed a great quantity of jewels, gold and silver, cached by one of the many sea rovers who infested those parts during the 17th and 18th centuries. Others had it that the treasure had been taken from a sunken wreck, presumably with grappling irons. Still others had heard that a gold mine had been discovered, and that the vessel was partly loaded with nuggets and gold-bearing ore. Only on one point did the rumors agree: treasure of some sort had been found and was at that moment reposing on board.

So insistent did these rumors become that the Journal's representative decided to investigate. By dint of perseverance and a little strategy he succeeded in partly lifting the veil from the alleged mystery.

It appears that while the "Lizzie Chase" was crossing the Bahama banks, the sunken wreck of an old Spanish galleon was by chance located. By means of grappling-hooks several objects from the galleon were brought to the surface, one of which was a two-handled urn closely resembling in contour and general design the celebrated Portland vase in the British Museum. The urn was filled to the brim with Spanish gold and silver coins of the reign of Philip the Fourth!

Great reserve was maintained by the crew in venturing an opinion as to the actual value of the find. This was only natural, as the law governing the disposition of treasure trove does not by any means guarantee undisputed ownership to the finder. The consensus of belief, however, was that the value of the find was probably not far from \$20,000 in our money.

From an absolutely trustworthy source it was learned last night that Crowell & Chase will shortly fit out an expedition, including a complete diving apparatus, with a view of further exploring the sunken galleon located by the

"Lizzie Chase." It is thought that in this manner much additional treasure may yet be recovered from the wreck. This undertaking is quite characteristic of the well-known enterprise and foresight of the firm of Crowell & Chase, the members of which, both as shipowners and in their various other commercial activities, rank among the foremost entrepreneurs of this port.

At eight of the clock on the morning of the day when the above interesting story appeared in print, a messenger boarded the "Lizzie Chase" and notified Captain Spooner that he was wanted immediately in the office of the owners.

When, a few minutes later, he arrived at the office of Crowell & Chase he found Mr. Chase waiting for him. Mr. Chase, the junior partner of the firm, a short, fat, bald, choleric gentleman, was seated at his desk looking anything but the picture of benevolence. Before him lay spread a copy of that day's Providence Journal.

Tapping with a plump forefinger the front-page of the paper at the exact place where the headlines of the treasure trove story invited the reader's attention, Mr. Chase inquired in a rasping voice:

"Captain Spooner, what is the meaning of this?"

The captain picked up the paper and read. "Well, I'll be durned!" he exclaimed when he had finished reading. "I'll bet that is some more of 'Hogshead' Davis' funny business. That feller, blankety blank him, is always up to some deviltry or other, but this certainly caps everything he's cooked up so far.

"Well, Mr. Chase, all I know about this thing is that about a week ago the cook comes to me an' hollers his head off about someone havin' been in his chest an' stole a couple of ol' Spanish pesetas which were lyin' in the till.

"I smelt a rat right away. 'Tell Mr. Davis to come here,' I sez to the cook.

"When Davis came in I asked him about the cook's money. He owned right up to havin' taken it.

"An' then he told us that one night on the Bahama banks when they were heavin' the lead he had planted the pesetas in the tallow, an' had fooled young Macon into believin' that they came from a sunken treasure ship.

"Well, sir, the cook was so tickled at the yarn that he forgave Davis right there an' then, an' we both promised him to keep mum about it. But I assure you, Mr. Chase, that I never thought for a moment that it would come to this."

"Very well, Captain Spooner," replied Mr. Chase stiffly. "When you go on board again tell Mr. Davis to report here at once."

Then, as his eye caught sight of the paper, he thumped the desk until the ink splashed out of the inkstand.

"Expedition! Treasure trove!" he roared. "Just wait till I get that fellow up here. I'll give him treasure trove—believe me."

The U. S. submarine distinguishing and warning flag is hoisted on the tender or parent ship of submarines to indicate that submarines are operating in that vicinity. Launches accompanying submarines also fly this flag. The submarine warning flag consists of a rectangular red flag with white center, on which is the profile of a torpedo in black. Vessels seeing this signal should give the escorting vessel a wide berth and keep a good lookout for submarines.

For fair products of all kinds consult the JOURNAL's ad columns.

## NOTICE TO SEAMEN.

### IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,  
V. A. OLANDER, Secretary.

## LAKE DISTRICT, I. S. U. of A.

### HEADQUARTERS:

LAKE SEAMEN'S UNION,  
570 West Lake Street, Chicago, Ill.

### BRANCHES AND AGENCIES:

BUFFALO, N. Y. .... 55 Main Street  
Telephone Seneca 936 R.  
CLEVELAND, O. .... 1401 W. Ninth Street  
Telephone Bell Main 1842.  
MILWAUKEE, WIS. .... 133 Clinton Street  
Telephone South 240.  
ASHTABULA, O. .... 21 High Street  
Telephone 552.  
NORTH TONAWANDA, N. Y. .... 152 Main Street  
Telephone Bell 2762.  
DETROIT, MICH. .... 15 Twelfth Street  
Telephone 3724.  
SUPERIOR, WIS. .... 1721 N. Third Street  
Telephone, New, Broad 385.  
BAY CITY, MICH. .... 108 Fifth Avenue  
OGDENSBURG, N. Y. .... 70 Isabella Street  
CONNEAUT, O. .... 922 Day Street  
SOUTH CHICAGO, ILL. .... 9142 Mackinaw Avenue  
PORT HURON, MICH. .... 517 Water Street  
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### MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

#### HEADQUARTERS:

71 Main Street, Buffalo, N. Y.  
Telephone Seneca 48.

#### BRANCHES:

CLEVELAND, O. .... 1185 W. Eleventh Street  
CHICAGO, ILL. .... 445 LaSalle Avenue  
MILWAUKEE, WIS. .... 151 Reed Street  
DETROIT, MICH. .... 27 Jefferson Ave., East  
SUPERIOR, WIS. .... 1814 Fourth Street  
OGDENSBURG, N. Y. .... 70 Isabella Street  
BAY CITY, MICH. .... 108 Fifth Avenue

### MARINE COOKS AND STEWARDS' UNION.

#### HEADQUARTERS:

406 N. Clark St., Chicago, Ill.  
Telephone Main 365.

#### BRANCHES:

Buffalo, N. Y. .... Toledo, O.  
Cleveland, O. .... North Tonawanda, N. Y.  
Milwaukee, Wis. .... Superior, Wis.  
Ashtabula, O. .... Erie, Pa.

### UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

#### MARINE HOSPITALS:

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Houghton, Mich. .... Sandusky, O.  
Ludington, Mich. .... Sault Ste. Marie, Mich.  
Manistee, Mich. .... Sheboygan, Wis.  
Erie, Pa. .... Superior, Wis.  
Menominee, Mich. .... Toledo, O.



## WEEKLY NEWS LETTER.

(Continued from Page 3.)

impetuosity and pushed by impatience, have gone down to wreck and ruin, without scarcely leaving 'foot prints on the sands of time.'

"It is true that Samuel Gompers is not infallible. It is true he may have made mistakes, but as the servant of the labor movement of this continent he has demonstrated that he has had but one ambition in life, and that is to give the best that is in him to bring the worker closer and closer to the realization of the dream of the dreamer. Gompers will die in the harness, fighting for the liberty of a class that he has represented for the life of a generation, and when the hour approaches that has in it the eternal summons, millions of men and women will mourn his loss and pay to him the scriptural tribute: 'Well done, thou good and faithful servant.'"

## A. F. of L. Will Assist Hatters.

It was voted at the recent A. F. of L. Convention that each member of organized labor should donate his earnings for the second hour of any one shift worked on Thursday, January 27, 1916, to a fund for the relief of the Danbury hatters who are being despoiled of their property by the American Anti-Boycott Association. The executive council was instructed to send out an appeal to all affiliated unions apprising them of the present predicament of the hatters. This money will be used for the benefit of these distressed unionists and is not intended to be given manufacturers or their attorneys. The convention declared the hatters' struggle "was not in vain, for from it comes the enactment into the Clayton law of the principle whose application will remove the menace of the attack that has stripped these hatters of Danbury."

The executive council was authorized to levy a one-cent assessment to organize women workers.

The per capita tax of international unions was increased from two-thirds of a cent to three-fourths of a cent. The committee reported that "such an increase, though apparently insignificant, will be of sufficient amount to carry the Federation over this period and bring us early to the point where our office building may be operated on a self-sustaining basis."

Delegates W. D. Mahon of the Street Car Men and Matthew Woll of the Photo-Engravers were elected fraternal delegates to the British Trades Union Congress. These unionists had been elected to these positions in previous years, but the European war and the holding of their own conventions at the same time, made their visit to England impossible.

Delegate Harry P. Corcoran, representing the West Virginia State Federation of Labor, was elected fraternal delegate to the Trades and Labor Congress of Canada.

Baltimore was selected as the next convention city.

The use of language to disguise thought has never been more clearly exemplified than in the term "subsidy," meaning the appropriation of public moneys to private purposes. The real idea involved could be more correctly expressed by a word of less length and much wider currency.

## U. S. HEALTH SERVICE REPORTS.

The annual report of the Surgeon-General of the United States Public Health Service records the largest amount of work performed in the history of that organization. Since the passage of the law of 1912 the public health functions of the Service have materially broadened, thereby increasing greatly its usefulness to the American people. Throughout the report the economic importance of disease prevention is made apparent to the reader.

Perhaps the most important achievement of the year was the discovery that pellagra is a deprivation disease, resulting from a faulty diet containing an excess of carbohydrates. While the final experiments which led to this discovery have only recently been completed, the conclusion itself is the culmination of investigations extending over a period of seven years. The work has consisted of epidemiological field studies, actual feeding experiments conducted at numerous places in Georgia and Mississippi, and experimental research at Spartanburg, South Carolina, and other places.

A new national quarantine station was opened at Galveston, Texas, and the control of the Boston station was transferred to the Public Health Service. A great reduction in immigration has been observed during the year, with a corresponding increase in the number of aliens certified. At the Port of New York, the percentage has risen from 2.29, previous to the development of the European conflict, to 5.37 since that time; this increase largely being due to the fact that with the decreased immigration more time can be devoted to the examination. The number of cases treated at marine hospitals and relief stations exceeded 55,000, 15,000 of which were hospital patients, a considerable increase over previous years. The coast guard cutter "Androscooggin" was fitted out as a hospital ship and now affords relief to deep sea fishermen on the Banks of Newfoundland.

On the occurrence of plague at New Orleans, the first outbreak upon the Gulf seaboard, the State and local health authorities requested the Public Health Service to take charge of the situation. Extensive rat-proofing and other anti-plague measures were undertaken, resulting in the eradication of the disease from among human beings, and the practical extermination of the rodent infection.

Great reduction in the incidence of malaria was obtained in localities where surveys were conducted. Drainage projects, rice culture studies and the conditions surrounding the impounding of water for power purposes were investigated in order to eradicate as far as possible the disease in these areas. Scientific investigations of malarial infection showed that in the latitude of this country the most important agent in carrying the infection through the winter season is man, and not the infected, hibernating, Anopheles mosquitoes as was previously supposed. From the standpoint of prevention this is a discovery of considerable value.

Studies of occupational diseases and industrial hygiene were instituted at several places during the year. A survey of the industries of Cincinnati was made to determine the cause of the prevalence of tuberculosis among industrial workers. The

investigations relating to the migration of persons suffering from tuberculosis were completed.

Upon the request of the health authorities of five States, the organization and operations of the respective boards of health were studied and recommendations advanced for improvement in the powers and duties of these bodies. The health organizations of several cities were likewise investigated.

Investigations of the pollution of streams and the examination of shellfish were also conducted.

Trachoma was combated in the Appalachian Mountains, where it is most prevalent, over 12,000 cases being treated. Surveys in certain States during the year showed that the disease is not an uncommon infection.

Rural sanitation work was conducted in six different States and everywhere resulted in the reduction of typhoid and other communicable diseases.

Public health laboratories for the prevention of the interstate spread of disease were established at Chicago, Seattle, and numerous other railway centers.

Additional duties have been imposed upon the service by extension of relief benefits to the newly organized Coast Guard and the physical examination of seamen applying for the rating of "able seaman." For this reason, and because of the greatly increased health functions of the service, an increase in the commissioned personnel is recommended. An additional building for the Hygienic Laboratory and the establishment of a National Leprosarium for the proper segregation and care of cases of leprosy are also recommended.

## RUNNING THE PAPER.

Everybody thinks he can run a paper better than the benighted souls who have been placed in that unenviable position. Maybe it's because the editor's faults are glaring ones—out in the open in black and white—or possibly, it is just a queer quirk of human nature, and the job is so easy, anyway. Running the paper is a sort of sideline with lots of people. They offer advice in the same spirit as they would play golf or pinochle.

One would have the editor a militant suffragist, another demands that he rail against women voting. The prohibitionists can't see how any decent person can be for the regulated saloons and accuse him of selling out to the liquor interests if he takes that side, while the "wets" say he is intimidated by the churches and ruled by the "drys" if he is opposed to the saloon.

If the editor is for anything, the antis condemn him, and vice versa. If he doesn't take a stand, he is a mollycoddle and a jellyfish, if he takes a stand he tries to dictate to the community; he is a crank, a reformer, a fanatic, a four-flusher, a crook, a disturber of the peace, or just a plain idiot, according as he meets with the desires of his readers or goes against them. If he tends to business, he's a "dead one," if he is a mixer, he's a "bum."

And there you are.—Oregon Labor Press.

For fair products of all kinds consult the JOURNAL'S ad columns.



## INDUSTRIAL ACCIDENTS IN CAL.

(Continued from Page 7.)

occupation and age. This plan enables compensation to be awarded according to loss of earning power. California is the only State possessing this method of computation.

## Medical Assistance in Administering the Act.

The Medical Department arranges for the examination and treatment of injured men when there are disputes as to the nature and extent of disability. It also supplies information on all questions of a medical character and assists in determining the status of injured men whenever called upon. The standards of surgical results are very high. It is more and more recognized that better surgery throughout the State diminishes disabilities and therefore decreases compensation payments. Plans for an X-ray Museum are under way and the indications are that there will shortly be a complete series of examples of all bone injuries. The attitude of the medical profession towards the Workmen's Compensation, Insurance and Safety Act is now cordial.

## Record of Compensation Insurance Fund.

The success of the State Compensation Insurance Fund has been noteworthy. At the close of the first year (1914) the fund had written \$547,161.24 in net compensation insurance premiums, or approximately \$144,000 in excess of the writings of its nearest competitor. A refund to policyholders of 15 per cent. of earned premiums was allowed as policies expired and actual payroll expenditures of insured employers were ascertained. The total amount of this refund was approximately \$75,000. It is estimated that an additional refund of 28 per cent. will be returned to policyholders, or a total dividend of 43 per cent. At the end of the first year (1914) the rate schedule was readjusted, resulting in an average reduction of 10 per cent. The merit system of rating has been applied to all manufacturing risks and this resulted in a further average reduction. The fund continued to co-operate with the Workmen's Compensation Service Bureau with reference to initial rates. A systematic and successful safety campaign has been conducted among those employers holding policies in the fund. From January 1, 1914, to June 30, 1915, 5,861 cases of accidental injury were reported to the fund. Of these cases 37 resulted in death, 83 in permanent injuries and 5,392 were temporary injuries. Of the total cases reported 349 were rejected as creating no liability on the part of the fund.

## The Safety Department vital to Act's Success.

The Industrial Accident Commission considers its Safety Department the most important of all the departments. The prevention of industrial accidents attracts general attention. Compensation at best is a poor substitute for an injury.

Co-operation of a cordial nature developed during the past year. "Safety First" conferences were held in the large cities and were addressed by leading employers and employees. As a result, committees representing the California Employers' Federation and the California State Federation of Labor in the north, and the Merchants' and Manufacturers' Association and the Central Labor Council of Los Angeles, have met in conference to prepare General Safety Orders for California. In addition, these committees have assisted in the formation of sub-committees to prepare orders for the different industries.

An attractive exhibit was maintained at the Panama-Pacific International Exposition. Plans to the number of 746 were visited and safety requirements affecting 76,843 employees were installed. Safety bulletins have been issued in English, Italian, Russian, Croatian, Spanish, Portuguese and Greek. An exhibit of safety devices has been prepared to send to the public schools of the State, under the auspices of the Extension Department of the University of California.

The Safety Museum at 525 Market street, San Francisco, has been enlarged, and another Museum started in the Union League Building in Los Angeles.

The National Safety Council was joined and a San Francisco branch of the Council formed.

A committee representing the California Metal Producers' Association and the organizations of mine employees prepared Mine Safety Rules for the State. U. S. mine-rescue cars visited the mining districts and the Universities of California and Stanford. The co-operative agreement with the U. S. Bureau of Mines was continued. First-aid instruction was given the miners by a Government expert. Nearly all the mines of the State were visited and the suggestions for safety were generally adopted. Dredges were also examined by the mining engineer and plans formulated to give employees safe working conditions.

## Statistical Report Gives Striking Data.

A study of the sixty-odd thousand accident reports for the year 1914 reveals some interesting features of California's industrial problems. Six hundred seventy-eight workmen of an average age of 39 suffered death. About 48 per cent. of those killed left 625 people totally dependent. The average age of those widowed through industrial accident is about 39 years. These widows on an average must provide for about 2 1/4 children of an average age of 9 years.

To help meet this burden, employers and insurance companies have already paid \$243,366, and payments will continue for four and one-half years from date of accident.

One thousand two hundred ninety-two workmen suffered nearly all the conceivable forms of physical mutilation. Parts or all of over 600 fingers were cut off; 172 eyes are either missing or have suffered serious impairment of vision; 28 arms and 45 legs were amputated; 31 men were sufficiently disabled to require a life pension. To repair and relieve these workmen, already \$604,743 has been paid, and payments will continue, in some cases, as long as life lasts.

The 60,241 men and women who received injuries which left no permanent effect, did suffer sufficiently, however, to require the expenditure of over one million dollars to cure and relieve them from the effects of the injuries.

The time lost through the sixty-odd thousand temporary injuries, is equivalent to about 3,000 men being laid up for the entire year.

## THE BALLAD OF BETHLEHEM STEEL.

or

## "THE NEED FOR PREPAREDNESS."

## A Tale of the Ticker.

(Gracie Isabel Colbron, in The Public.)

A fort is taken, the papers say,  
Five thousand dead in the murderous deal.  
A victory? No, just another grim day  
But—up to five hundred goes Bethlehem Steel.

A whisper, a rumor, one knows not where—  
A sigh, a prayer from a torn heart rent—  
A murmur of Peace on the death-laden air—  
But—Bethlehem Steel drops thirty per cent.

"We'll fight to the death," the diplomats cry.  
"We'll fight to the death," sigh the weary men.  
As the battle roars to the shuddering sky—  
And Bethlehem Steel has a rise of ten.

What matters the loss of a million men?  
What matters the waste of blossoming lands?  
The children's cry or the women's pain?  
If—Bethlehem Steel at six hundred stands?

And so we must join in the slaughter-mill,  
We must arm ourselves for a senseless hate,  
We must waste our youth in the murder drill—  
That Bethlehem Steel may hold its state.

## ANOTHER POVERTY ITEM.

The United Fruit Company reports net earnings of \$7,470,042 in the year ended September 30, against \$3,508,993 in 1914. This was the income from the operation of its steamship and its fruit business, to which was added \$144,528 from miscellaneous sources. The balance after interest amounted to \$5,900,522, a gain of \$2,630,000 over the preceding year and the equivalent of 16 per cent. on the outstanding stock. The balance sheet shows that approximately \$2,000,000 has been written off the valuation of plantations and equipment, while cash in bank has increased nearly \$5,000,000 over that reported at the end of the previous fiscal period. The accumulated surplus September 30 amounted to \$14,039,687, of which \$2,525,695 has been credited to the surplus account in the year just past.

## GEO. C. UHLER—ATTENTION!

(From the San Francisco Daily News.)

The United States Steamboat Inspection Service seems to be versatile. It can approve ships with life-preservers that won't float, in New York; ships with hulls that will upset, in Chicago; and ships with decayed boilers, in Seattle. Mebbe a bit of overhauling, with an ax, might do some good.

The man who questions the continued growth and success of the labor movement pays a very small compliment to the potentialities of human nature.

## Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

## International Seamen's Union of America

(Continued from Page 5.)

## MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

## Headquarters:

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## Branches:

SEATTLE, Wash., 1408 1/2 Western Ave., P. O. Box 875.

PORTLAND, Ore., 242 Flander St.

SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

## MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

## Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

## Branches:

SEATTLE, Wash., Room No. 203, Grand Trunk Dock. P. O. Box 214.

PORTLAND, Ore., 39 Second St. N.

SAN PEDRO, Cal., P. O. Box 54.

## ALASKA FISHERMEN'S UNION.

## Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

## Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

## The Coast Seamen's Journal

Can be procured by seamen at  
any of the above-mentioned places;  
also at the headquarters of the

Federated Seamen's Union of Australasia  
29 ERSKINE STREET, SYDNEY, N. S. W.



## Labor News.

Michael Broshears, a miner, has won his case against the Deimel Coal Company, of Dewar, Okla., which is ordered to pay the miner full compensation for every day the mine worked from November 27, 1914, to April 1, 1915. Broshears alleged he was blacklisted by the company. The case has been before numerous arbitration boards and commissions, and was finally settled when Judge Evans, of this place, acting as third member of the latest board, decided in favor of the miner.

The Children's Bureau of the Department of Labor has included in its review the outlying territories of the United States, and reports that Alaska has forbidden the employment of boys under 16 underground in mines; Hawaii has passed a curfew law for girls under 16 in Honolulu; the Philippines have provided for dental clinics in the schools, and created a public welfare board to establish and maintain social centers; and Porto Rico has passed a modern juvenile court law.

How is a man to live decently on the "princely salary of \$626 a year?" asks a government employee, writing in a Washington newspaper. "There are hundreds of intelligent men performing good service, working for a pittance without any chance of promotion," says this correspondent. "My own actual expenses for a month are as follows: Groceries, \$32; rent, \$10; insurance, \$5; car fare, \$2; fuel and light, \$2.50; total, \$51.50. As my salary is \$52 a month, this leaves me 50 cents to divide between the doctor and the old clothes man."

Commissioner Woodman of the Texas State Bureau of Labor has notified all employment agencies in this State that he has revoked the license of one private labor agent because he "sent would-be employees to different points where there was no employment and refused to return fee charged; and acted in an immoral manner toward female applicants, and posted notices of jobs when there were none listed." The commissioner warns these concerns that he "will have no mercy for the agent or agency that mistreats its applicants."

Judge Taylor of Chicago has issued a temporary injunction against the Civil Service Commission, which is denied the right to exclude the press from its office or deny newspapers access to its records. The court order means that the Civil Service News, a newspaper conducted in the interest of civil service employees, can not be barred from the office of the commission. The paper has questioned the methods employed by commissioners, who are charged, among other things, with dismissing employees to make temporary appointments.

The children's bureau of the United States Department of Labor announces that State health officials of thirty-nine States have already pledged their co-operation in the observance of the nation-wide "baby week," March 4 to 11, 1916. Instructions and bulletins are being prepared for a baby show, a children's health conference or for any kind of a children's exhibit in cities or in the smallest of communities. The bureau states that a bulletin will be shortly available for free distribution in which the experience of several cities in this work will be made public.

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## Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Anderson, J. -330 Kopper, J.  
Anderson, Bayvold Larson, John  
Andersen, Walter Larson, Chas.  
Andresen, Jorgen Livingstone, E. J.  
Alonzo, T. Liesen, Wm.  
Abrahamson, Halp- Leonard, John  
tan Lindeman, C. H. O.  
Berg, Johamus McIntyre, James  
Bucknam, J. W. Mikkelsen, K. -1620  
Barrell, Geo. Mjones, John  
Blomberg, G. Martensen, Ingoald  
Bohm, Franz Mathisen, Sigurd  
Camozi, M. Moore, C. R.  
Chamberlain Mikkelsen, A. W.  
Connouton, T. H. Madden, B.  
Dynes, L. E. McLeod, N.  
Daly, John Nielson, Ed.  
Dougherty, J. I. Nelson, Henry  
Eliason, J. C. Nelson, Steve  
Evertsen, Olaf Nelson, N.  
Eaton, I. N. Nurmnen, J. E.  
Engstrom, Ch. Olsen, Harald  
Erikson, C. Olsen, Herman  
Farildane, P. Olson, J. E.  
Fox, John Olson, Albert  
Gardlin, C. Olson, Henrik  
Gihert, A. J. Olsen, E. -2376  
Graae, P. C. Orzerhowky, Leo  
Gjelseth, P. Paldan, Chas.  
Gjelseth, J. Peterson, Chr.  
Gundersen, Peter Peterson, J. P. -920  
Gustafson, Jh. K. Peterson, C. A.  
Gustafson, Karl Paulson, C.  
Gustafson, Martin Petterson, Harry  
Haas, W. Rasmussen, Arthur  
Hansen, Alex. M. Schwarren, W.  
Hansen, Olaf Seggola, E.  
Hansen, E. -1437 Silbert, Henry  
Hill, C. Sorensen, Maurets  
Henriksen, Harry Sorensen, G. T.  
Herman, Axel Svendsen, J. -1331  
Halmberg, Karl Stalsvik, J.  
Hernes, L. Schweistous, W.  
Hagger, F. W. Simminghilm, G.  
Johnson, Jacob Salvesen, Salve  
Johnson, P. M. Strandevus, Jack  
Jacobsen, Oscar Trichert, Karl  
Jorgensen, Fred Thies, Hans  
Kallning, Jacob Thune, H.  
Karell, J. Vennersen, Leonard  
Kragger, C. Veckenstedt, Wm.  
Karlson, Ingoald Williams, T. C.  
Knudsen, Andreas Wetland, John

## Tacoma Letter List.

Cords, W. A. Olsen, Martin E.  
Evertsen, Olof Paterson, John  
Farrell, William Person, Fritz Leo-  
Haugan, Arthur nard  
Johannsen, Christian Schmidt, Louis  
Jlnea, W. Thomas, Paul  
Jlne, Victor Ullman, Emil  
Murphy, Daniel

Pho. c Main 1202

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## INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuanu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden. 5-13-14

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15

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ED. SWANSON, Prop.

## Eureka, Cal., Letter List

Contreras, Julio Kustel, Victor J.  
Kyrkslatt, Lars Klnowsky, A.  
Lawrence, Harry Ingebrethsen, Alf.  
Melander, G. L.

## INFORMATION WANTED.

P. J. Timeny, a native of England, is inquired for by his sister. Anyone knowing his whereabouts please notify Miss H. J. Timeny, 56 Rutland Gardens, Hove, Sussex, England. 11-17-15

Karl Johan Arvid Gardell, a native of Wisby, Sweden, age about 60, who has not been heard from by his relatives, is inquired for by his son and brother. Anyone knowing the whereabouts of the above named will please communicate with Chris Gardell, 116 Drumm street, San Francisco, Cal. 12-15-15

The immediate withdrawal of Captain Karl Boy-Ed and Captain Franz von Papen, respectively naval and military attache of the German Embassy, has been requested by the State Department. In making formal announcement of this action Secretary Lansing said the attaches had rendered themselves persona non grata to the United States Government by improper activities in connection with naval and military matters.



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## Portland, Or., Letter List.

Anderson, John  
Anderson, John E.  
Benson, S.  
Bartells, Otto  
Bernardsen, Chas.  
Bugge, Mr.  
Carty, Carl  
Lybdal, Olaf  
Leas, O.  
Dolan, Willie  
Erickson, Eric  
Engen, Paul  
Elisen, Sam  
Edstrom, John  
Ekberg, Hugo  
Farrel, W.  
Fernandez, Frank  
Gundersen, Fredrik  
Hecker, Wm.  
Halbeck, J. O.  
Henriks, Waldemar  
Ingelbrigsten, O.  
Johnson, E. D.  
Jorgensen, Robert  
Johnsen, A.  
Jensen, Christ  
Jensen, Wm.  
Johnson, Nils  
Jonsson, Karl  
Koster, Eric  
Kosel, Harry  
Karsen, Arnt  
King, J. L.  
Kelly, Patric  
Kjer, Magnus  
Knudsen, Richard E.  
Larsen, L. K.  
Livingston, E. J.  
Larsson, Ragnar  
Larsen, H.  
Leonhard, George  
Letchford, A.  
Lindblad, Konrad  
Lindberg, A. C.  
Lindholm, John  
Loescher, Joseph  
Miller, Winford  
Martin, J. C.  
Moen, T.  
Miller, E.  
Munchmeyer, H.  
Morgan, Tim  
Muller, P.  
Metts, John  
Moller, L. D.  
McConnell, David S.  
Meckermann, Ernst  
Nilsson, Axel -1176  
Nielsen, M. P.  
Ohlsson, J. W.  
Osterberg, Henry  
Oglive, Wm. A.  
Pohland, M.  
Palm, P. A.  
Perkins, Paul  
Peterson, M.  
Roos, Oscar  
Rabel, John  
Reskran, George  
Storvick, Ingvald  
Slocum, Ernest  
Shallies, K. G.  
Schneider, Fritz  
Swanson, Emil  
Soderlund, Uno  
Sorensen, Jorgen  
Shea, Oscar  
Schacht, H.  
Schultz, John N.  
Selin, Joe  
Salmelin, H.  
Saarinen, W.  
Tuhkanen, J. J.  
Urso, Geozzep  
Vege, Wm.  
Vinx, H.  
Welt, M. P.  
Windblad, M.  
Wheatcroft, L. E.  
White, Harry  
Westengren, C. W.  
Zickerman, Hugo  
Zunk, Bruno

## Aberdeen, Wash., Letter List.

Albers, Geo. L.  
Anderson, Anton  
Andersen, -1118  
Arntzen, W., reg.  
Andersen, Andrew  
Bunte, Paul  
Burmester, T.  
Bjorklund, G.  
Davis, Frank  
Elsing, Ben  
Eriksson, -333  
Evensen, Krist  
Gronos, Oswald  
Gueno, Plerre  
Holmroos, W.  
Hansen, Ove Max  
Hylander, Gustaf  
Kallas, August  
Karsen, Victor  
Ludtke, Emil  
Machado, Henry  
Magnusson, Walde-  
mar  
Munsen, Fred  
Nilsen, -1054  
Nilsen, Harry  
Nordgren, Chas.  
Paul, George  
Peters, Walter  
Pearson, J.  
Peters, Walter  
Paaso, Andrew  
Pettersen, Karl  
Peterson, J.  
Peterson, Nels  
Risenius, Sven  
Rundblad, Oscar  
Schmidt, Heinrich  
Simensen, Isak  
Scheftner, Bernhard  
Thorn, A. L. -70  
Toves, H. C.  
Thorne, John  
Thompson, S. K.  
Uddy, Harold  
Wehrman, John  
Walder, Olsen N.  
Packages.  
Glazer, Y.  
Gorgensen, Olaf  
Hansen, John  
MacGuire, O. F.  
Stanners, W. S.



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Chas. L. Baine, Sec.-Treas.

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## INFORMATION WANTED.

Iwar Westerberg, age about 50,  
sailing second mate on some steam  
schooner on the Pacific Coast, is in-  
quired for by Gus Englund. Any in-  
formation regarding the above named  
will be gladly received at 214 Jack-  
son street, San Francisco, Cal.

1-27-15

Theodore Krakan, last heard of in  
September 1911, at New Orleans, La.,  
is inquired for by his mother. Any  
one knowing his whereabouts please  
notify Mrs. Ad. Krakan, Langenvehm  
38 I, Hamburg 22, Germany.—8-25-15.

## Home News.

November revenues of the 50 largest postoffices of the country, producing approximately one-half of the postal receipts, show an increase of \$2,033,138, or 17.96 per cent. for those offices over November a year ago.

Socialist Mayor Hinkel of Hamilton, Ohio, appointed as special policemen forty strikers to guard the plants at which they had struck. In answer to a protest he informed the employers that "the ordinary citizen shall have the same consideration before the law as the most wealthy."

The foreign trade of the United States for the twelve months ending with October reached a new high level, the total being placed at \$5,000,000,000. The favorable trade balance for October was \$186,108,578. After January next American exporters and shippers must make declarations in a much clearer manner than they are made now.

A militant organization of the 2,000,000 Jews in the United States for the purpose of having the Government of the United States, and through it the governments of Europe, take immediate and effective steps to protect the Jews in the war-stricken area from persecution, is being advocated by Prof. Isaac A. Honrwich of New York, former professor in Columbia University.

Fifty-four indictments were returned in Chicago against individuals charged with graft and slugging in labor cases. The charges of graft relate to extortion of tribute from business men by business agents under penalty of calling a strike for refusal. The indicted include 46 labor men, three plate glass dealers, two saloonkeepers and two bartenders.

The United States produces roughly two-thirds of the world's oil, viz.: 265,000,000 barrels out of 400,000,000 barrels. California leads in production, followed by Oklahoma. Uses for oil and its products are constantly multiplying and consumption has not only overtaken, but passed production. The following important factors in the oil industry are now engaged in increasing plant capacity: Standard Oil companies of Kansas, California, Indiana and New York; Midwest Refining Company, Tidewater Oil Company, Pierce Oil Corporation and Imperial Oil Company. Termination of the war will bring needed relief in the matter of transportation capacity. About 150 oil tank steamers are tied up in port or engaged in belligerent service.

Dr. Karl Buenz and three other officials of the Hamburg-American Line were convicted by a jury in the United States District Court at New York on the charge of conspiracy to deceive and defraud the United States Government by obtaining clearances for relief ship laden with supplies for German cruisers in the Atlantic early in the war. The maximum penalty for each indictment is two years' imprisonment and \$10,000 fine. Dr. Buenz, George Koetler and Adolph Hochmeister, were sentenced to eighteen months' imprisonment in the Federal penitentiary at Atlanta, Georgia; William Rand, the fourth member, was sentenced to one year and one day. The men were released on \$10,000 bail each, pending an appeal.

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## INFORMATION WANTED.

Ingvald Andreas Hansen, alias Andrew Hansen, a native of Norway, age about 36; tall, dark; last heard of July, 1905. His address then was, Andrew Hansen, Karluk, Kodiak Island, Alaska. He is inquired for by his mother. Anyone knowing his whereabouts please notify Staff Captain Robert Smith, district officer, native work, Alaska, Box 925, Wrangell.

4-3-15

Wilhelm Ekelund, a native of Sweden, is inquired for by his brother, Axel Ekelund, New Harbor Hotel, Drumm street, San Francisco, Cal. Anyone knowing his whereabouts please notify the above address.

3-10-15

Anders C. Anderson, a native of Norway, who left his personal effects at Port San Luis, Cal., after leaving a ship at that place, is inquired for. Anyone knowing his whereabouts please notify D. R. Jacks, Deputy Collector of Customs, Port San Luis, Cal.

12-22-15

Peter Schroder, who was winchman on board the steam schooner "Multnomah" in August, 1915, is inquired for by M. Thompson & Co. Anyone knowing his whereabouts please notify the above concern, address 112 Market St., San Francisco, Cal.

12-22-15

Hans Nilson, a native of Lonsberg, Norway, was last heard from at Mobile, Ala., is inquired for by his mother. Anyone knowing his whereabouts kindly notify Louis Donald, Norwegian Vice Consul, 77 St. Francis St., Mobile, Ala.

12-22-15

Knut Jensen, No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Tangemunde, A/Elbe Ostenerweg, No. 7, Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis.

4-14-15



## Domestic and Naval.

According to an official statement made in the House of Commons in London November 3, the British Government consented to recognize the transfer of the twenty Standard Oil tankers from the German to the American flag only after the United States Government had certified to their American ownership prior to the outbreak of war and after the Standard Oil Company had given an undertaking that the ships would not be used directly or indirectly in trade helping "the enemy."

The following notice to the owners of vessels manned by Chinese has been issued by the British Admiralty: "In Admiralty transports crews should as far as possible be either British or British colored. No other nationalities should be engaged unless it is found impossible, without delaying the transport service, to secure crews of British or British colored persons. This rule shall not necessarily apply to the case of any ship which at the time of requisitioning has on board a crew of Asiatics signed on at an Asiatic port."

Sailing vessels will probably try their luck in the Newfoundland seal hunt next spring as none of the big steel ships used previous to the war will be able to take part. Since 1869 when there were 30 or 40 vessels in the seal fishery the number of steamers was never less. The St. John's "Trade Review" suggests that good use could be made of the fine schooners at Wesleyville, Twillingate, Trinity and Bay Roberts. Schooners of 75 to 100 tons, after getting a good coat of sheathing and a set of false beams, would be best. Equipped with gasoline engines much of the fear of losing their lives at sea would be taken from the fishermen.

The Paraguayan Congress has authorized the executive power to contract for extensive improvements in the harbor of Asuncion. It is proposed to grant a 99-year harbor concession to the Construction and Engineering Finance Company, in return for which the company is to build harbor works of "sufficient capacity for the loading and unloading operations of all the ships which can have access to the bay," and also to dike what is known as the San Miguel bank. The bill specifies that the improvements shall include stone levees, docks, moles and warehouses, which shall be equipped with modern cranes, trucks and other facilities needed to give good passenger and freight service.

The President of the British Board of Trade stated recently in the House of Commons that of the 247 British vessels which have been transferred to foreign flags since the commencement of the war, about one-half were transferred before the British Ships (Transfer Restriction) Act came into force. In the case of vessels transferred since the act came into force, a bond or other effective guarantee is required that the vessels will not be used directly or indirectly to help the enemy's trade. The list also includes vessels transferred to allied governments. No owner is free to sell a ship, even to an allied country, without a license which has to be issued by the Admiralty and the Board of Trade, and in every case the transaction is considered on its merits.

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Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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| Deposits .....                         | 57,362,899.35   |
| Capital actually paid up in cash ..... | 1,000,000.00    |
| Reserve & Contingent Funds .....       | 1,958,443.69    |
| Employees' Pension Fund.....           | 199,164.12      |
| Number of Depositors.....              | 66,965          |

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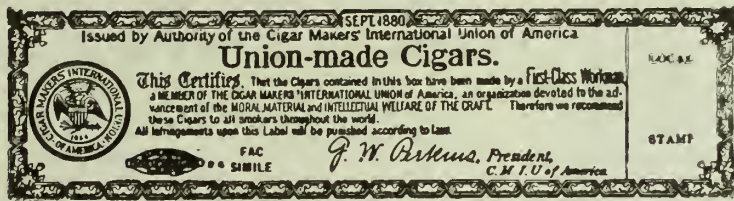
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Samuel Dickson, a seaman, age about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

John Edstrom, alias Brynjulf Edstrom, born in Norway in 1879, was last heard from at Mobile, Ala., where his address was Norwegian Chapell, is inquired for. Anyone knowing his whereabouts please notify his mother. Address, 22 Pilestradet, Kristiania, Norway.—12-22-15

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Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

Chas. Maywell, a sailor, last heard of in New York City in 1892, is enquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y. 12-23-14

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## News from Abroad.

Spanish Premier Eduardo Dato, together with his cabinet, resigned when the leaders of the opposition served notice on the Government of a motion to give economic questions in Parliament priority over certain military measures thought to be necessary.

Secretary of State Lansing requested of the German government the recall of Captain Boy-Ed and Captain Von Papen, naval and military attaches of the German embassy in Washington, for "objectionable activities in connection with military and naval matters." The German government asked for details, but Secretary Lansing refused to give them.

In spite of peace rumors, efforts are being put forth by all the belligerents to prepare for an indefinite continuation of the war. Russia has ordered the training of the class of 1917 to begin in 1916 to swell the armies now undergoing reorganization and re-equipment. The meeting of the Duma, prorogued September 16, and expected to reconvene December 8, has been indefinitely postponed by Emperor Nicholas.

The rapidly increasing stream of returning Mexican refugees indicates confidence in the new government. Railway equipment is very meager, as a result of the military operations; but what remains is now taxed to its utmost. The one train a day out of Piedras Negras is insufficient to distribute to the interior those who are returning from Texas. A large number of people also are reported on their way to Mexico City. Military operations appear to be confined to lesser battles and skirmishes between General Villa's dwindling forces in Sonora, and General Obregon's men.

According to the German press, diplomatic steps taken by the Luxembourg government in Bucharest with regard to the delivery of Rumanian grain to the grand duchy have been successful. It has been arranged that the Prince Heinrich railway trucks carrying iron to Rumania shall serve for the transportation of grain on the return journey. The Frankfurter "Zeitung" has also reported under the heading of "Fortunate Luxemburg," that a number of Luxembourg dairies have signed a contract in which they undertake to deliver the entire butter output to the government at a price of 1.50 marks per pound until May, 1916. The latter will probably sell to consumers at cost price, so that in this way a rise in the price of butter will be avoided.

The Australian Minister for the Navy (Mr. Jensen) being asked to state the position in relation to the proposal of the syndicate to salvage the cruiser "Emden," which was sunk at Cocos Island, said that the syndicate tender of £4,000 had been accepted, but it was desired by the persons concerned to amend the conditions. The Commonwealth Government was not prepared to allow the syndicate to bring the "Emden" to Australia for exhibition purposes, as considerable trouble might be caused if the vessel were on exhibition when an adjustment of affairs took place after the war. The syndicate proposed to bring the vessel to Australia and sell her to the Commonwealth Government. It was not intended that her armament should become the property of the syndicate.



### With the Wits.

A Round Trip.—Rural Party—Two third-class returns.

Ticket Agent—Where to?  
Rural Party—Why, back 'ere, o' course, ye fule!"—Punch.

A Sure Sign.—Editor—Do you know how to run a newspaper?

Applicant—No, sir.

Editor—Well, I'll try you. I guess you've had experience.—Puck.

A philanthropic New York woman was entertaining, in the spacious grounds of her suburban residence, a large number of East-Side children. On her rounds of hospitality she was impressed with one strikingly beautiful little girl. She could not have been more than nine years old, but her coal-black eyes flashed with intelligence. The hostess introduced herself and began a conversation.

"Does what you see here to-day please you?" she asked.

The child eyed her host in silence.

"Talk away," said the lady. "Don't be afraid."

"Tell me," then said the child, "how many children have you got?"

Astonished at the question, the lady hesitated for a moment, and then entered into the fun of the situation.

"Ten," she replied.

"Dear me," answered the child, "that is a very large family. I hope you are careful and look after them. Do you keep them all clean?"

"Well, I do my best."

"And is your husband at work?"

"My husband does not do any kind of work. He never has."

"That is very dreadful," replied the little girl earnestly, "but I hope you keep out of debt."

The game had gone too far for Lady Bountiful's enjoyment of it.

"You are a very rude and impertinent child," she burst out, "to speak like that, and to me."

The child became apologetic. "I'm sure I didn't mean to be, ma'am," she explained. "But mother told me before I came that I was to be sure to speak to you like a lady, and when any ladies call on us, they always ask us those questions."—New York Evening Post.

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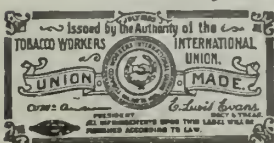
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the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

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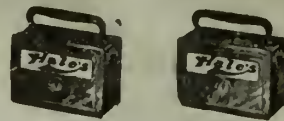
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Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization

VOL. XXIX, No. 16.

SAN FRANCISCO, WEDNESDAY, DECEMBER 29, 1915.

Whole No. 2362.

## WILL YOU GIVE AN HOUR?

### A. F. of L. Issues Ringing Appeal in a Righteous Cause.

Washington, D. C., December 24, 1915.

To All International and National Unions and Their Local Unions; to All State and City Central Bodies and to All Local Unions:

Dear Sirs and Brothers:

**Will You Give an Hour? Not an Hour to Read This, But an Hour of Your Labor in a Righteous Cause, on Hatters' Day, January 27, 1916.**

The plight in which the Hatters of Danbury, Connecticut, find themselves arouses the concern and the sympathy of all the workers as well as of all liberty-loving citizens of America. The Danbury Hatters have performed a service of historic importance in the struggle for industrial freedom.

Efforts of employers in America to keep their workers in subjection have been particularly heartless and unrelenting. They have used all their power and influence, economic, political and particularly the courts. The legal theory that has enabled the employers through the courts to restrict the industrial freedom of their employes was based upon a concept that labor power was a commodity and that employers possessed rights derived from a kind of ownership of the labor power of their employes and "vested rights" derived from the right to do business. This principle was the basis for flagrant abuse of the injunctive writ and for interpretation of anti-trust law to apply to voluntary organizations of workers associated for the establishment of better conditions of work and for the maintenance of their personal rights and freedom.

When this abuse of the injunctive process and perversions of trust laws became so frequent and so dangerous as to menace the very existence of organizations of workers, the organized labor movement sought for cases pending in the courts that could be used as test cases to establish clearly through a decision from the highest court of the land whether there was judicial sanction for this principle which classified labor power as a commodity and which had been used to restrict efforts of workers to better conditions of life and work.

Organized labor could not, of course, begin to institute such cases. We had to wait until the cases were brought against our movement and select those which presented the fundamental principles involved.

Two cases were found illustrative of most flagrant injustice. They were the contempt cases against Messrs. Gompers, Mitchell and Morrison, and the suit that the so-called "Anti-Boycott Association" through D. E. Loewe and Company brought against the Hatters of Danbury, under the provisions of the Sherman Anti-trust law.

During the early period of the case before the courts, the United Hatters of North America bore all the legal expenses involved. Then the membership of the entire organization throughout the country was involved in a great strike in which every available dollar of the organization was expended, and expended with victory resulting. It was during the time when

the United Hatters of North America was in financial embarrassment that the American Federation of Labor was appealed to, and the A. F. of L. then assumed the financial obligation of meeting every expense of the case before the courts, involving the amount of \$98,756.02.

Twice the case was before the Supreme Court of the United States. In 1908, on a writ of certiorari, the Supreme Court held that Sections 1, 3, and 7, of the Sherman Anti-trust Act were applicable to the case and to all organizations of wage-earners organized not for profit, but for the securing of higher wages, a shorter work-day and better working conditions, that is for human welfare; and again when the case came before the court upon the appeal from the decision of the Federal District Court, on January 3, 1915, when the Supreme Court of the United States rendered a final decision upon this case which had been pending in the Federal courts for more than eleven years.

That decision reaffirmed the legal fiction that human beings, wage-earners, could be legally classified in the same category with commodities, control over which was to be regulated by the Sherman Anti-trust Act. Under this decision, the Sherman Anti-trust law which was intended for the protection of the citizens of the United States, could be utilized as an instrumentality for depriving them of their rights as free men and women and for denying them control over their own labor power, a control inseparable from their personalities and from their living bodies. Should such a decision prevail, they could not maintain their freedom as workers or as citizens.

However, in the course of this case, legal opinions were given which established clearly the judicial attitude toward organizations of workers and the legal right of workers. These decisions established the basis necessary for demanding and securing remedial legislation, which should remove human beings from the purview of trust laws and for changes in injunction procedure, so as to insure to the workers their rights as free men and women and to differentiate clearly between human rights and rights derived from the ownership of property.

Before the final decision of the Supreme Court was handed down in the Hatters' case, there was enacted into law the labor provisions of the Clayton Anti-trust Act, which declare—

That the labor power of a human being is not a commodity or article of commerce.

In addition to declaring formally the difference between labor power and articles and commodities to which trust laws properly apply, the Clayton Act limits and regulates the uses of injunctions and forbids their use for purposes against which the workers had so long and so justly complained. Thus the Hatters' case has been of incalculable service to all of the wage-earners of the country, establishing their rights and securing opportunities necessary for their protection and the continued betterment of industrial relations.

But as a result of the last decision of the Supreme Court, many of the Hatters of Danbury, Connecticut, find themselves in dire distress, for, in addition to deciding the principle

against which they contended, the Court also reaffirmed the award of damages against them. The award was for three-fold damages and interest accruing on that amount and costs, amounting in all to something over \$300,000.

During the early history of the case, the bank deposits and the homes of these members of the Danbury Hatters' Union were attached to insure payment of any award that the Court might fix. During the more than eleven years that the case had been pending, some of the members of this union have died. The survivors were always and are now under the burden of imminent loss of their little savings and their homes, and suffered in mind and in body, and so have their dear ones and those dependent upon them.

It must be understood also that the suit was brought against members of the Hatters' Union who had reached ripe old ages, ages ranging from 60 to 80 years. They were selected by Loewe simply because they had some little savings, some ownership in their modest homes. Because of their ages and enforced indigent condition, made indigent by the attachment, every device was planned that their condition might be relieved.

It is a matter of common information that the framers of the Sherman Anti-trust Act did not intend that law to apply to the normal activities of wage-workers. This fact augmented the injustice of the decision against the Danbury Hatters and the award of three-fold damages and interest thereon. The Danbury Hatters were the innocent victims of the Government, due either to the fact that the Congress of the United States had not been able to write plainly into law its intentions, or to the fact that the judiciary had misinterpreted the law enacted by Congress. Whether the fault lay with Congress, or with the judiciary, the consequences of the fault ought not to fall upon the Danbury Hatters. The contentions of organized labor in this matter were manifestly strengthened by the action of Congress in enacting the labor sections of the Clayton Act. Therefore, the Hatters presented to Congress a petition asking for a special appropriation for the payment of this award that thereby the Government should assume the consequences of the mistake, made either by Congress or by the judiciary.

The representatives of the A. F. of L., and of the Hatters' organization, and members of the Danbury Hatters' Union appeared before the House Appropriation Committee in behalf of this petition. However, the committee failed to report the appropriation to the House.

The Executive Council of the A. F. of L., realizing the awful plight in which these aged Danbury Hatters were thus placed, reported these matters to the San Francisco Convention. The convention authorized and instructed the Executive Council to send out a notice and an appeal—which is hereby made—to all international and national unions, to all local unions, and to State, county and city central bodies urging all members of organized labor to contribute their earnings for the second hour of any shift worked on Thursday, January 27, 1916.



to the relief of their fellow-workers—the aged Danbury Hatters. That date was selected as particularly appropriate, because it is the birthday of the President of the American Federation of Labor, who has given a lifetime of devotion to the cause of labor and humanity.

The Danbury Hatters did not falter in that which they did for the benefit of all organized labor and for all of the workers of the country. They did their duty; they made the test and upon them has fallen the consequences of the injustice of the then existing conditions. All other workers participate in the benefits which have grown out of their struggle, and it is but just that they should also help to relieve the victims. If the Danbury Hatters or the Hatters' organization were left to bear the full weight of the burden, it will mean to them great suffering and great hardship. Every member of organized labor is urged to do his duty in this matter and to bear his share in the common struggle to establish industrial justice.

Members of local unions should pay their contributions to their local secretaries, who should send the sum total collected to the Secretary of the A. F. of L., who will receipt for the same and promptly forward it to Mr. Martin Lawlor, Secretary, United Hatters of North America, who will use the money for the exclusive purpose of relieving the Hatters who were made the victims of the greed and rapacity of the so-called "Anti-Boycott Association" and Loewe, the Danbury Hat Manufacturer. Mr. Lawlor will publish a complete list of all contributions received and the payments made and to whom paid.

In order to perform our whole duty and to manifest our entire appreciation and sympathy with the Hatters of Danbury in their plight it is particularly fitting that special meetings of central bodies and local unions should be held before, upon or approximately near to January 27, 1916, that local unions and central bodies impress upon the members of organized labor their duty to—

Contribute the wages of an hour's labor, the second hour of the workday or shift of January 27, 1916.

That the contribution of that hour's wages be made promptly and that the same be transmitted to Frank Morrison, Secretary of the A. F. of L., Ouray Building, Washington, D. C.

Meetings for the purposes indicated might be held with fitting exercises to help bind the organized toilers of America more closely together with bonds of fraternity, sympathy and mutual helpfulness and a greater determination to struggle unitedly on for the dawn of a better day among the toilers of America.

Men and women of labor, give an hour—an hour of your labor—in a most righteous cause.

Fraternally yours,

(Seal) SAM'L GOMPERS,  
President;  
FRANK MORRISON,  
Secretary;  
JAMES DUNCAN,  
First Vice-President;  
JAMES O'CONNELL,  
Second Vice-President;  
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Fourth Vice-President;  
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Sixth Vice-President;  
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Seventh Vice-President;  
WILLIAM GREEN,  
Eighth Vice-President;  
JOHN B. LENNON,  
Treasurer;

Executive Council American Federation of Labor.

That a great public service has been done, in the way of dissipating all anxiety as to the future, by some recently published calculations as to the extent of the world's coal supply cannot be doubted. After passing through many anxieties, we arrive with a gasp of relief at the conclusion that there is at any rate enough, if we avoid undue waste, to last for 5400 years. The same momentous question was the subject of a lecture some time ago, and the lecturer, after playing with the anxieties of his audience in a peculiarly heartless fashion, through the greater part of an hour, finally arrived at a similar conclusion. "How long did you say?" cried a man at the back of the hall, starting to his feet and leaning anxiously forward. "Five thousand years," the lecturer replied. "Ah thank goodness!" the man murmured fervently, as he sank back in his seat—and then to his neighbors—"I thought he said five hundred."

## COMPENSATION LEGISLATION.

If proof were needed of the rapid growth of the idea of compensation of workmen for injuries received in the course of employment as a substitute for the old liability acts, it would be found in Bulletin No. 185, by the Bureau of Labor Statistics of the United States Department of Labor. The Bulletin presents the legislation for the years 1914 and 1915, together with amendments to a number of earlier laws, which in some cases are so extensive as to necessitate the reprinting of the entire law. This Bulletin is in effect a supplement to Bulletin No. 126, issued two years ago as a complete compilation up to that date of existing legislation in this field.

The legislation of the year 1914 included three States: Kentucky, Louisiana and Maryland. One of these laws, that of Kentucky, was declared unconstitutional before it came into operation. That of Maryland superseded an earlier statute reported as unworkable. The new laws of 1915 cover 8 States: Colorado, Indiana, Maine, Montana, Oklahoma, Pennsylvania, Vermont and Wyoming, besides the Territories of Alaska and Hawaii. The legislation of 1914 included also a Presidential order providing a compensation system for employes of the Panama Canal and the Panama Railroad, while that of the current year includes a similar order extending the Federal Compensation Act of 1908 to workmen engaged on or about the Government railway in Alaska. With the legislation of these two years, 31 States and the Territories of Alaska and Hawaii now have compensation laws. A Federal statute covers also about one-fourth of the civilian employes of the United States. All of this legislation has been enacted since 1908, and practically all of the existing legislation in the States since 1910.

Of the new laws of 1914 and 1915, one, that of Wyoming, must be classed as a compulsory insurance law, while those of Maryland and Oklahoma are compulsory compensation laws. In the other States, 8 in number, the law permits the employer to elect or reject the compensation act. In case he rejects it, however, he is deprived of the customary defenses under the liability laws.

Some of the newer laws have certain features which are of special interest and worthy of mention. The Oklahoma statute, for example, applies only to cases of non-fatal accidents, while in Wyoming all awards, whether for death or disability, are in the form of lump sum payments arbitrarily fixed by the statute without regard to the earning capacity of the injured person. The Alaska statute also provides for lump sum payments except for temporary disability. Legislation elsewhere has very generally provided for periodical payments graduated according to wage loss, and this method is favored by practically all authorities.

Of the new laws of 1914 and 1915, the Wyoming act is the least liberal, the compensation for death being limited to funeral expenses of \$50 and a maximum death benefit of \$2,000. In comparison with this, the Colorado statute provides for a maximum of \$2,500, while the maximum of the Alaska statute is \$6,000. In cases of temporary disability the Colorado law is more illiberal than any other, as it provides for no compensation for disabilities not extending beyond three weeks. In the statutes of other States the waiting time has usually been fixed at one or

two weeks, no State except Colorado fixing a longer period.

In the legislation of 1914 and 1915, special boards or commissions for administration continue to be preferred, the laws of Alaska and Wyoming being the only ones enacted during 1915 which do not have this provision. In Maine, Maryland, Oklahoma and Vermont the administrative authorities are given no powers other than those relating to the administration of the compensation acts. In Hawaii, county boards with functions restricted to the compensation act are provided for. In Louisiana the law is administered by the courts.

The prevention of accidents, as well as compensation, is provided for in a number of the new laws. Thus, the Industrial Commission of Colorado is charged not only with the administration of the compensation act, but also with the duty of factory and mine inspection, the enforcement of woman and child labor laws, and safety laws generally. Corresponding provisions are found also in the laws of Indiana and Montana.

The Bulletin contains a comparative analysis of existing workmen's compensation laws in the form of a large folding chart. Notwithstanding the efforts which have been made to bring about uniformity in compensation legislation, a comparison of the laws of the thirty-one States which have thus far enacted compensation laws shows the widest diversity in the methods and amounts of compensation payments and the scope of the various laws. Amending legislation is in general of a liberalizing character, either including new disabilities, as occupational diseases, or increasing the disability allowances, or introducing other details.

Promise of future progress in compensation legislation is found in the provision for a commission in Utah for the purpose of drafting a compensation bill and in the amendments to the constitutions of two or three States, the purpose of which is to permit the enactment of more inclusive and effective laws than is believed possible under the present laws of the States.

## BETTER CHANGE YOUR NAME!

(New York Marine News.)

Mr. Richard G. Wagner, president of the Transatlantic Steamship Co., whose ships are blacklisted by the British Government, resents the humiliation he has been subjected to in connection with his maritime ventures. Mr. Wagner will learn, after a few years of practical experience as a shipowner, that there is nothing much more anathema than that—in the United States. "We dislike," he says, "to humble ourselves by going to the British Government, but what else is there for us to do?" Nothing, Mr. Wagner—not a thing in the world but humble yourself and go before the British Government.

Dried salmon is a great delicacy with Indians. They hang the strips of fish in the brilliant autumn sunshine, using no smoke or salt, as the white man prefers his salmon. An Indian will not touch the kippered fish of his white brother if the real article as cured by the squaws is obtainable. This latter product is often sold by the Columbia River Indians to the tribesmen of the more remote regions for 75 cents and \$1 per pound. It is said that it will keep for years.

Demand the union label upon all purchases!



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## Seamen's Law—Real Preparedness.

The organized campaign of opposition to the Seamen's Act still continues. At regular intervals attacks are made on the law and interested individuals endeavor to add to the impression that enforcements of the law would not be practical and would be detrimental to business interests. However, the names of the individuals and the organizations that are engaged in this campaign are significant of the real purpose and spirit of the antagonism. Such organizations as the United States Chamber of Commerce, National Association of Manufacturers, the National Foreign Trade Council, are prominent. The Pacific Mail Steamship Company and the Robert Dollar Company are posing as the persecuted victims of this law. Against their clamorous complaints that have been given wide publicity are the repeated denials and refutation of the International Seamen's Union, ably voiced by its president, Andrew Furuseth.

Three members of the President's Cabinet have sustained the advocates of the law in their contentions.

In an address to the convention of the International Seamen's Union held in San Francisco, August 2-10, 1915, Secretary of Labor Wilson made the following statement:

"The other reason assigned by these business men why the Seamen's bill should be repealed is that the Robert Dollar interests were going to go out from under the American flag because of the oppressiveness of the Seamen's bill.

"Everyone knows that the Robert Dollar vessels engaged in oversea trade were not under the American flag until the great European war came; and there were a few German vessels prowling in the Pacific and Atlantic preying upon English vessels, and the shrewd old Scotchman did not want any of his ships sent to the bottom, so he hit upon that scheme and put them under the American register. And when he put them under the American register he notified the world that as soon as the war in Europe was over and it was safe for him to go back under the flag he was under before, he was going to do so. And those are the reasons that are assigned why the Seamen's bill should be repealed."

Recently, Secretary of the Treasury McAdoo, in an address made before the Chamber of Commerce of Indianapolis, Indiana, stated:

"The Pacific Mail people claim that the passage of the Seamen's bill forced them to discontinue business. I am told that the Seamen's bill was not the mainspring for the transfer of the Pacific Mail steamers. The Panama Canal Act, which denied railroads owning competitive steamship lines the right to operate them through the canal, and the fact that present abnormal rates for cargo space on the Atlantic which made it possible for the Pacific Mail to sell its ships at more than their real value, was, I understand, the true cause of their sale."

Secretary of Commerce Redfield, who had at hand data giving the history of the

Robert Dollar Company, wrote in regard to this matter to Secretary McAdoo, conclusively demonstrating the untenable nature of the claims that that company had been so loudly proclaiming. After taking up item by item the arguments presented by the Dollar Company, Mr. Redfield wound up his statement with the following incontestable assertion:

"It would appear to be possible that the company, after doing business for sixteen years without a dividend, found that existing conditions gave them an opportunity of selling out a portion of their property at a price which would return them the full valuation of that property upon the company's books plus at least a million dollars more, and that a very natural desire with such a record behind them to achieve this desirable result may in some measure at least have prompted the transaction. Certainly it is a singular thing that the company's stock, which on March 17 last, at the close of the best fiscal year the company had had for ten years, sold at 18, should on August 3, 1915, long months after the Seamen's law had been enacted, and after the company's negotiations for selling its vessels were well forward, have sold for 38. In other words, a company which by an adverse law is forced out of a valuable business finds that its stock is more than doubled as a result of that transaction."

And so the campaign of misrepresentation and perversion goes on. The interests evidently hope that by repeated reiteration of their misstatements they will somehow find a lodgment in the public mind, and thereby create the impression that will be a help to them in their scheme to secure the mutilation of the Seamen's Act.

But the organized labor movement and its friends do not intend to allow efforts to go unchallenged, which have as their purpose the nullification, amendment or suspension of this act, thereby sacrificing human interests and human safety to profits. They will exert every influence that they have to retain the protection offered to seamen as well as to the traveling public through the provisions of the Seamen's Act. It is significant that all of the opposition is directed against the provisions of the act that affect profits. No one dares even to have the appearance of attacking the big things in the law—the provisions that assure the seamen freedom, the right and the opportunity to protect themselves personally and their own interests. It is the big things in the law that will make possible and assure the return of Americans to the sea.

The conditions that prevailed for seamen before the enactment of the Seamen's law had driven from the seas free-born, independent men of ambition and ability, and yet there is nothing more essential for safety at sea, for the development of a body of seamen that is necessary for our national protection and conservation, than to have a sufficient number of trained, competent, able seamen—men who can cope with an emergency, who can act quickly and surely—men of personal resourcefulness. Initiative and ability are inseparable from conditions of freedom.

The importance of this matter Secretary McAdoo recognized and called attention to

(Continued on Page 10.)

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

### AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

### GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekcland Bldgs., 22 Canning Place, Liverpool.

### BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

### GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

### FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

### NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

### SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

### DENMARK.

Somandenes Forbund, Toldbodgade 15, København.

Sofyrbodernes Forbund, St. Annaplads 22, København.

Dansk So-Restauranters Forening, Nyhavn 17, København.

### HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

### ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

### AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

### SPAIN.

Sociedad Sindical de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

### URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

### ARGENTINA.

Federacion Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

### BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Fogueiros, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

### SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



## World's Workers.

Not less than 25,000 women are working on the railroads of France, according to the Railway Age Gazette.

The greatest strike the world ever knew was when the Israelites quit working for, and "spoiled," the Egyptians. It's a moot point if we would ever have had the Ten Commandments had not that strike taken place, says the Brisbane Worker. Christianity owes a lot to good old Moses, the Labor Agitator.

The Italian Printers' Union belongs to the few trade unions of the Apennine Peninsula which grant a special war bonus: 5 francs a week to the families of members, summoned to the colors, during the whole duration of the war; 2.50 francs a day to wounded and sick members; 25 francs a month to members invalidated through the war regardless of the length of time they have been members. Added to this is the relief granted by the State.

A conference of the representatives of all Danish trade unions which took place in Copenhagen the middle of September, discussed in camera the great movement expected the beginning of next year. Several hundred tariff agreements involving altogether 80,000 workers, will expire at that time. In a number of cases, notice of revocation has been given by both sides in regard to these tariffs. The conference also dealt with the high cost of living.

At the recent meeting of the Federated Clerks' Union of Australia, held at Adelaide, the following resolution was carried: "That, in consideration of the steady and consistent increase in the cost of living during the last 15 years, and the increases which have been given by the various Governments in the Commonwealth to all the temporary employees, other than clerks, in the public service, to meet this tendency, we consider the time is now opportune for an increase in the rates for temporary clerks from 10s. to 12s. 6d. per day, and the Federal Executive officers be instructed to deputize the Prime Minister and request that 12s. 6d. per day be paid in future."

The General Secretary of the Federated Seamen's Union of Australia (Mr. Arthur Cooper) has, under the instructions of the Executive Council of the Union, sent the following request for a conference to the Ship Owners' Association: "Strong representations have been made by the various branches of our Federation regarding their present remuneration, so much so that the executive officers felt it incumbent upon them to summon a meeting of the Executive Council. That body met in Sydney during the present week, and considered the matter in all its aspects, and came to the conclusion to ask your Association to grant an increase of £2 per month per member, also a revision of the overtime rates. We have every confidence in submitting these proposals for your approval, for, as you are aware, when our award was given in 1911 the cost of living was considerably less than at the present time. Provided you can see your way clear to grant this request, it is not our intention to disturb other portions of the award. As this matter is of vital importance, we respectfully request your early consideration and reply."

## SAN PEDRO, CAL.

C. B. CANNON

A. E. BLAIZE

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SAN PEDRO

### WISHING YOU A HAPPY AND PROSPEROUS NEW YEAR

Assuring you that it shall be my definite purpose and policy in the future as in the past twelve years established at Los Angeles "Waterfront," San Pedro, to merit your patronage by supplying you with the BEST there is in TAILORING LESS the FANCY Tailor's price.

Yours sincerely,

S. G. SWANSON

### San Pedro News Co.

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Francisco Papers on Sale. Agents  
Harbor Steam Laundry

### Mills, Elbert & Nash

SIXTH AND BEACON STREETS  
FIFTH AND BEACON STREETS

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### INFORMATION WANTED.

The members of the crew of the barkentine "Mary Winkelman" who made the voyage in her to Mollendo, Peru, and arrived at San Francisco on her return trip on April 5, 1914, are wanted by the Charles Nelson Co., at San Francisco, Cal.—6-24-14

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

Oscar Olsen, age 37, a native of Hallerna, near Gothenborg, Sweden, who was sailing on the Great Lakes about three years ago, is inquired for by John V. Olsen, Sun Company, Marcus Hook, Pa. 5-26-15

Adolph Godfred Eriksen, born in Moss, Norway, is inquired for by his brother, Herman Eriksen. Any one knowing his whereabouts please notify W. Nielsen, 206 Moravian St., Philadelphia, Pa. 5-26-15

### M. BROWN and SONS

have moved to

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Opposite Sailors' Union Hall  
SAN PEDRO, CAL.

### INFORMATION WANTED.

George Alexander Sharman, a native of Brooklyn, N. Y. About 28 years of age, height 5 feet 9 inches, supposed to have sailed on the Great Lakes in 1907, is inquired for by M. L. Kinvan, 1211 Mosher street, Baltimore, Md. 7-14-15

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

Vencelus Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolamo Durbich, Zurich, Switzerland. 7-28-15

Herman Sigfrid Persson, a native of Malmo, Sweden, supposed to be sailing on the Pacific Coast, who has not been heard of for two years, is inquired for by his brother, Gustav Persson. Address 13 Stenbarksgatan Malmo, Sweden. 7-28-15

Adolph Krakan, last heard of at Port Pirie, January, 1912, and again in March, 1913, from Warumbo, 118 miles from Adelaide, South Australia, is inquired for by his mother at Hamburg, Germany. 8-25-15

## San Pedro Letter List.

|                     |                     |
|---------------------|---------------------|
| Ahl, Einar The      | Lindberg, Ernst     |
| Andersson, Oskar    | Manso, Pete         |
| Aene, T.            | Monsen, C.          |
| Alexander, P.       | McGuire, W. T.      |
| Anderson, John      | Melson, Wm. E.      |
| Anderson, Martin    | Mennleke, Fritz     |
| -1894               | McGlashan, W. T.    |
| Blutcher, John      | Martinel, Walter    |
| Billington, Martin  | Mikalsen, Andreas   |
| Brady, J. F.        | Malm, Gustaf        |
| Bruslard, E.        | Mesak, E.           |
| Barrell, George     | Nelson, Chas. R.    |
| Berg, Charles       | Nelson, A. W.       |
| Berggren, Gus       | Nurml, Victor       |
| Bergh, Borge        | Niejahr, Oskar      |
| Brein, Hans         | Orwold, Jack        |
| Bergman, Leo        | Owen, Fred          |
| Benrowitz, Felix    | Pintz, Johan        |
| Carlson, Fred       | Persson, H. W.      |
| Carlson, Johan Al-  | Parsons, Herman     |
| got                 | Poppe, George       |
| Carera, Pete        | Peterson, Hans      |
| Cook, Harry         | -1064               |
| Danielson, John     | Peterson, N.        |
| Danielson, Dave     | Peterson, Otto      |
| Erickson, John      | Poscel, P.          |
| Erickson, Otto      | Parsons, Olaf       |
| Eklund, Sven        | Silvalia, J.        |
| Fisher, Wm.         | Schultz, Albert     |
| Junther, The        | Sjohom, Gustav      |
| Geller, Fred        | -1542               |
| Gallenberg, Martin  | Salvesen, Svedrup   |
| Gilholm, Albin      | Svensen, S. -1714   |
| Gronlund, O. -414   | Sanseter, Paul      |
| Hendrikson, Henry   | Soderlund, Anton    |
| Hansen, B.          | Schmidt, Lauritz P. |
| Heide, Tom          | Sevenson, Paul      |
| Heesche, Henry      | Tamisar, P.         |
| Haupt, Fritz        | Trovik, Harald      |
| Hansen, Charly      | Thorsen, Charles    |
| Hansen, Hilmar      | Uappa, Koste        |
| Hannus, Alex.       | Uhlig, Richard      |
| Johansen, Emil      | Warkkala, John      |
| Johnson, Gunnar E.  | Wirak, J.           |
| Jonson, Leonard     | West, J. W.         |
| Johansson, Victor   | Zayan, G.           |
| Johanson, Geo.      | Newspapers and      |
| Johnson, Edward A.  | Packages            |
| Kolodzie, George    | Ahl, Einar The      |
| Kaiser, Richard     | Anderson, David C.  |
| Lybeck, Thos.       | Bergh, Borge        |
| Lindeman, Gust      | Billington, Martin  |
| Lindroth, Gustaf    | Persson, H. W.      |
| Lundin, Chas. -1054 | Swanson, Hugo       |
| Lindberg, G. W.     | Schmidt, Lauritz P. |
| Lauritzen, Ole      | Larsen, James Chr.  |

## Honolulu, H. T.

|                     |                   |
|---------------------|-------------------|
| Anderson, John E.   | Nelsen, C. F.     |
| Burk, Harry -1284   | Petersen, Carl    |
| Crantly, C. W.      | Peters, Walter    |
| Eugenlo, John       | Reither, Fritz    |
| Ekelund, Rickhard   | Solberg, B. P.    |
| Iverson, Sigvald B. | Strand, Conrad    |
| Lengwenus, W. L.    | Thompson, Emil N. |
| Moller, F.          |                   |

### INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 108 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Any one knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St. 8-11-1915

Olai Ingebrigtsen (Brock), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia in the American bark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469-49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Steuart street, San Francisco, Cal. 8-4-15

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# Pacific Coast Marine.

The California Shipbuilding Company has filed articles of incorporation in the office of the Secretary of State at Sacramento for building battle-ships, cruisers, torpedoes and aero craft, submarines and all other vessels of war. This concern is a \$5,000,000 firm organized under the laws of Maine and the articles of incorporation were sent from Los Angeles.

That the steamers "George W. Fenwick" and "Edgar H. Vance," owned by the Hammond Lumber Company, would be chartered for service between this coast and the Orient was reported at Portland. It had been intended to keep both vessels in the coast lumber trade, but high prices being offered, the proposal is being considered by their owners.

The gasoline schooner "President," chartered by the Union Oil Company, capsized and sank in a heavy running sea on December 20, within 100 feet of the dock at Camano, Camano Island, one of the San Juan group, a few miles east of Everett. A. E. Garrett, of Seattle, a traveling salesman for the Union Oil Company, was drowned. The crew of four managed to reach shore.

Survey of the Coquille (Ore.) River bar and harbor with intent to determine cost of dredging operations there has been authorized by the United States Engineering Corps, and will be done during the next summer. The restoration of the north jetty at the mouth of the Coquille and its extension shoreward has been completed, and the rush of sand into the river stopped.

The barkentine "Planter," built for the Coast lumber trade, which sank in San Francisco Bay off Butchertown several years ago and was later brought to the surface when war troubles caused a shortage in marine craft, has been undergoing a refitting process and will be shortly ready for commission. According to her owners, hull repairs and new rigging will make the vessel one of the most seaworthy boats on the Coast.

E. L. Doheny, president of the Mexican Oil Company, has announced a plan for the formation of a \$100,000,000 transportation and petroleum company. The name of the new company will be the Pan-American Petroleum and Transport Company. Mr. Doheny is quoted as saying that the capital has been arranged for and that \$50,000,000 worth of convertible bonds are included in plans for the corporation.

Superintendent R. R. Pierson of the Alaska Steamship Company announced that the recently purchased steamers "Bennington" and "Burlington," which will be called the "Valdez" and "Juneau," and which are now at Hoboken, will depart January 15 for Philadelphia to load full cargoes of general merchandise for San Francisco and Seattle, leaving Philadelphia February 1. Masters and chief engineers are now at Hoboken.

The steamer "Mackinaw," owned by Flood Brothers, is loading ammunition and supplies at Seattle for the Russian army. The vessel is due to sail for Vladivostok the latter part of this week. Captain Thomas Peabody, formerly in the United States Army transport service, is to take command of the "Mackinaw." The vessel has recently undergone extensive repairs to her machinery. On her voyage from Australia to Seattle she broke down 500 miles off the Sound.

Shipping men of British Columbia have asked the Coast Guard Service and Merchants' Exchange of Seattle for plans and data of the coast guard life-saving tug "Snohomish," planning to have the Dominion Government construct such a steamer at a cost of \$190,000 to patrol the west coast of Vancouver Island—the graveyard of the Pacific, where the Chilean sailing vessel "Carelmann" was recently lost with nineteen lives—in conjunction with the United States vessel operating on the south entrance of the straits.

Captain August A. Lofstedt, who entered a plea of guilty to a charge of carelessness and negligence while in charge of the steamer "Santa Clara" November 2, when she was wrecked on the Coos Bay bar, has been deprived of his license by the U. S. Inspectors at Portland. It was charged that Captain Lofstedt took the "Santa Clara" to sea knowing that her steam steering gear was in bad order. When the steam gear gave way there was insufficient time to change the hand gear, and sixteen persons lost their lives. Lofstedt's license runs out in January, 1916. He may apply for a new ticket after that time, its issuance rests with the inspectors.

Preparations are being made to turn the three remaining steamers of the Pacific Mail Panama fleet, the "San Juan," "San Jose" and "Peru," into oil burners. The other vessels plying out of this port in the Panama fleet already burn oil, and with the installation of fluid fuel in the three named, coal will be eliminated. The "Peru" will probably be the first of the liners bought by the American International Company to be changed, as she has been lying in the stream for several months. In addition to being made into oil, the "Peru" will have many repairs and alterations before being placed in service again. When

she arrives here on her next trip from the Isthmus the "San Juan" may undergo the proposed alterations, and the "San Jose" will follow after the "San Juan" is in commission again.

A bill for two new cruising cutters, three harbor cutters and three light draft river cutters for the Coast Guard Service has been introduced in Congress by Representative W. C. Adamson, chairman of the House Committee on Interstate and Foreign Commerce. The bill presents the views of the Coast Guard officials. The two new cruising cutters asked for in the bill are designed for use on the Pacific Coast to replace the lost cutters "Perry" and "Tahoma," both sunk on Alaskan reefs. One of the harbor cutters is designed to replace the "Manhattan" in New York Harbor, a tugboat that is forty-two years old. The other is to replace the "Hartley" in San Francisco Harbor, a forty-year-old boat, which is in a worn-out condition. The light draft cutters are designed for use in saving life and property on inland waters. In ten years the construction or purchase of only eleven cutters has been authorized by Congress.

Houlder Bros. & Company, London, have decided to put on a line of steamers between this port and Australia and New Zealand. It is the intention to have monthly sailings from either terminus, and high-class, modern freighters only are to be used. Coming this way, the steamers will bring meat, wool, etc., returning with cargoes of the various Pacific Coast and California products, which are consumed in great quantities down in Australia. The vessels controlled by this company comprise the British Empire Steam Navigation Company, operating the "River" fleet of steamers, ten in all; the Empire Transport Company, operating the "Transport" fleet of nineteen steamers, and the Houlder Line, operating the "Grange" line of steamers, thirteen in all, including the big freighter "El Paraguayo," a twin-screw steamer of 8,508 tons gross. The firm of Macondray & Company will represent the line on this coast.

Important among recent steam sale and charter announcements are the sale of the Mexican steamer "General Y. Pesqueira" to the Rolph Navigation and Coal Company at private terms; the sale of the steamer "Carlos" to the Donovan Lumber Company; the steamer "Colon," laid on the berth for Kobe direct, by the Pacific Commercial Company; the purchase of the steamer "Manila" by the Pacific Engineering Company, and the charter of the steamer "Eurana," launched recently at the Union Iron Works, to take flour to France from Puget Sound at \$39.50 per ton for the Sperry Flour Company. Many of the charters for sailing vessels run late into next year and most are for lumber to Australia or South Africa. The highest charter paid during the week was 165 shillings to the "Golden State" for lumber from Columbia River to South Africa.

Work of the Coast and Geodetic Survey is seriously handicapped because the Government does not meet the inducements to seamen offered by the lumber, canning and fishing industries, according to a report of the Survey just made public. "It is difficult to get even moderately good crews when recruiting in the spring," the report says. "The industries take the pick of the seamen, while the Survey must take what is left. Such men are inefficient, and the work of the Survey is handicapped accordingly." Additional appropriations are asked to permit hiring better crews, as well as to provide new vessels, particularly for work on the Pacific Coast. An appropriation also is sought for maintenance of an international latitude observatory at Ukiah, Cal., and for a supply base at Dutch Harbor, Alaska. During the past year the Survey discovered and charted 3404 shoals, ledges and rocks.

A shipbuilding plant that will be capable of turning out steel as well as wooden vessels may be built at St. Helens, on the lower Columbia River soon after the first of the year. Officers of the St. Helens Shipbuilding Company have been asked to consider plans for enlargement of their plant that will enable them to lay down steel hulls with a maximum length of about 350 feet. The St. Helens Shipbuilding Company is controlled largely by Charles R. McCormick & Company, of San Francisco, which also operates the McCormick mill at St. Helens. It is understood that officers of the Willamette Iron & Steel Company are following the negotiations closely, with the knowledge that they will be in a position to supply the vessels constructed at the proposed plant with boilers and other machinery. The St. Helens plant is equipped to build wooden vessels only, but it is believed that the changes necessary to enable it to handle steel hulls can be made with comparatively small expenditure.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt)

## International Seamen's Union of America

Affiliated with  
AMERICAN FEDERATION OF LABOR  
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INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

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570 West Lake St., Chicago, Ill.  
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Hasting and Main, P. O. Box 1365, Tel. Seymour 3703.  
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ABERDEEN, Wash., P. O. Box 6.  
PORTLAND, Ore., 44 Union Ave., North.  
EUREKA, Cal., 227 First St., P. O. Box 64.  
SAN PEDRO, Cal., P. O. Box 67.  
HONOLULU, H. T., Cor. Queen and Nuuanu Sts.,  
P. O. Box 314.

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# Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBERG.....Editor  
I. M. HOLT.....Manager

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## NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, DECEMBER 29, 1915.

## "PREPAREDNESS."

These are the days of "Preparedness"! Every nation on earth is either preparing or talking about preparedness.

Preparing for what?

Why, you simpleton, for the day when the other fellow thinks the time is ripe and auspicious to start something.

Every nation is doing it. Doing what?

Why, starting something or taking things not securely lashed or "properly" protected.

Of course, we Americans are not in that class. Oh no! We did not take those troublesome islands in the Orient and in the West Indies. Those things were given to us. And we did not take that strip of land across the Isthmus of Panama. Of course not. Theodore the Terrible simply commandeered the land we needed. But, you will say, that is another story. So it is. Still we dread to think what might have happened if those Panamanians had resisted as was done by a little nation in Europe when her strong neighbor needed the roads to move an army against the enemy on the other side of her boundary lines.

But enough of this. Preparedness is surely a burning issue before the American people. Practically every current American periodical has made some contribution to that subject. The North American Review for December has a leading article on "Naval Preparedness" by Rear-Admiral Bradley A. Fiske. Naturally and logically, the Admiral is a staunch advocate of thorough Preparedness. In driving home his arguments the Admiral directs attention to the crushing defeat suffered by the mighty fleet of Russia at the hands of the Japanese in Tsushima Straits, and draws the following conclusion:

The battle emphasized, but did not prove, what had been proved a hundred times before: the paramount importance of preparedness; that when two forces fight, the actual battle merely secures the decision as to the relative values of two completed machines, and their degrees of preparedness for use.

Preparedness of material is not, of course, so important as preparedness of personnel, because if the personnel is prepared, they will inevitably

prepare the material. And the preparedness must pervade all grades; for while it is true that the preparedness of those in high command is more important than the preparedness of those in minor posts, yet there is no post so lowly that its good or its ill performance will not be a factor in the net result. An unskilful oiler may cause a hot bearing that will slow down a battleship and put out of order the column of a squadron; a signalman's mistake may throw a fleet into confusion.

None of these assertions are likely to be successfully disputed. Eminent naval authorities long ago contended that sea power is not necessarily a matter of ships of war only, even though at the moment they be adequately manned. No nation can afford to maintain in times of peace a trained naval force in the regular service sufficiently extensive for the requirements of a long, exhaustive war. Dependence must be on the merchant marine to recruit the broken complements, and in that stage where two warring nations must resort to such recruiting it may fare ill with the one which has placed cheapness above efficiency. And such was practically the position of our country when the La Follette Seamen's bill was enacted into law.

By encouraging the employment of cheap alien seamen, America has driven her own native merchant seamen into other occupations, and the American boy has ceased to take kindly to a life on the ocean wave. But cheapness was not always the prevailing national tendency with reference to the manning of our merchant marine.

This country at one time in its history entirely prohibited "the employment on board of any of the public or private vessels of the United States of any person or persons except citizens of the United States." Subsequently the percentage was lowered to two-thirds of the crew, and ultimately, by the Act of June 28, 1864, all requirements as to citizenship of the crew were repealed except the provision "that officers of the vessels of the United States shall be in all cases citizens of the United States."

Of course, the La Follette law does not provide for the employment of more citizens than are required by the Act of June 28, 1864, but the La Follette law does provide for the employment of efficient and competent men. And that is precisely the feature of the law to which the most strenuous objection is made by the coolie-labor patriots. Rear-Admiral Fiske in his article on Naval Preparedness does not once refer to that terrific struggle between cheapness and efficiency; not once does he allude to the fierce battle between commercial greed which insists upon the right to employ cheap Asiatics, and the nation's welfare which so urgently requires a substantial and well-trained body of loyal and resourceful American seamen.

The Admiral's failure to dwell upon that fundamental and vital issue—the duty of the nation to promote the welfare of her merchant seamen and thus develop, what is perhaps the most important asset of real naval preparedness, an ample reserve of seamen—leaves a sort of hollow ring in a treatise most excellent in all other respects. A discussion of naval preparedness which does not give serious attention to the personnel of the Navy's twin-brother, the merchant marine, is like a debate upon popular government without a single reference to the people.

The interests of labor and capital are one, declare some persons. But the very frequency and insistency with which the statement is made would seem to argue a doubt as to its correctness.

## UNION LABEL PROMOTION.

A unique plan for promoting the sale of union label goods has just been placed in practical operation in New York City. John A. Dyche, the former general secretary-treasurer of the International Ladies' Garment Workers' Union, has organized a mail-order concern known as the Standard Union Merchandise Association, Inc., which aims to sell union-made goods direct to purchasers throughout the country. In the development of the plan originated by Brother Dyche is a great opportunity for strengthening and broadening the union label propaganda. The underlying idea differs from many pretentious label boosting schemes in that no shares of stock are required to be bought in the undertaking: the plan is self-supporting, and proposes to be a money saver to the purchaser from the first order he places with it.

It is generally believed that the sale of union label goods has not been proportionate to the growth of the American Federation of Labor.

It is no wonder, therefore, that in spite of the systematic label agitation, of the strenuous and self-sacrificing efforts of the label bodies, of the constant appeals of the labor press, the purchasing power of organized labor, which amounts to hundreds of millions yearly, still remains disorganized and scattered, and is helping to build up the fortunes of many of the enemies of union labor.

Members of organized labor can assist in increasing the sale of union-made goods by writing for one of the catalogues issued free by the new concern. Address Standard Union Merchandise Association, 381 Fourth avenue, New York City.

## CONSCRIPTION NOT WANTED.

The three fraternal delegates from Great Britain and Canada in attendance at the recent American Federation of Labor convention were not at all backward when it came to expressing their views about the war.

Ernest Bevin of the British Dock Workers said:

You are the only great country that is out of the war. God grant that you will not come into it. Three times the population of New York has already been exterminated. The whole of Europe is not worth that sacrifice.

Charles G. Ammon of the London Postal Clerks' Association said:

There is no need for conscription. Our country has more men than it can equip. Conscription is wanted by those who would have the strangle-hold on labor after the war.

Fred Bancroft of Toronto spoke against conscription as follows:

The Canadian Trades and Labor Council has set its face absolutely against any conscription or compulsory service. And we are not by any means an element that can be neglected.

A few weeks ago the JOURNAL commented upon the enterprise of Genoa wharf or bay "pirates" who had quietly removed the bronze propeller from a British vessel at anchor in the Italian port. Now comes our San Francisco bay talent and purloins a heavy fog bell from the Southern Pacific slip in Oakland. Clearly, it is up to the Genoa pirates to look to their laurels. If this should develop into a friendly contest we should not be surprised to hear that the San Francisco pirates have gotten away with a steamer's smokestack and that their competitors in Genoa have taken the main mast, rigging and all.



## WHAT IS THE REASON?

The New York Nautical Gazette has a grievance against "the men in the shipping trade," meaning the men who have money invested in that business.

Says the Gazette:

Almost every week some individual or responsible organization produces a new remedy for our shipping ills. It is a good sign, for it shows that the people are now deeply interested in building up an American merchant marine to carry our field and factory products to foreign lands. They want to see the American flag placed securely on the high seas, and on this basis all views coincide. . . . But the men most interested, that is, the men in the shipping trade, are strangely silent amid all the chatter and resolutions. Individual shipping men are heard, but the trade as a whole is apparently making no effort to capitalize public interest. What is the reason? Has the shipping trade resigned itself to the belief that no good can come out of Congress?

May we suggest that the principal reason why ship-owners as a whole are "strangely silent" is because ship-owners "as a whole" are having an unprecedented era of prosperity! They are making money and are sinking it in sacks, barrels, safe deposits and other receptacles!

It is second nature for an old gentleman like "Captain" Dollar to talk and make himself heard. But, the shipping trade "as a whole" is perfectly delighted with the situation and it is painful to note that the editor of the Nautical Gazette is so deplorably out of touch with the freight market.

## A NERVY CRITIC.

Max S. Hayes is one of the self-styled radicals and progressives regularly in attendance at the annual conventions of the American Federation of Labor.

In the current issue of the American Socialist, Comrade Hayes (under his own signature) contributes the following enlightening gem:

In the republic of Uruguay, South America, according to a cablegram, the universal eight-hour day has been established by act of Parliament. If this brief dispatch turns out to be true, the workers of Uruguay will perhaps hardly know into what condition of "slavery" they have been plunged until they read the speeches of some estimable labor leaders of the United States, ditto the calamity howls of Brother Capitalists, who don't want the workers enslaved by a "brutal State."

The charming sarcasm of Comrade Hayes would be more to the point and of much greater force if it were not for the deplorable (?) fact that the esteemed Brother has regularly voted with the aforesaid "estimable labor leaders" to place the proposal for "eight hours by law" high and dry upon the shelf.

It surely requires some nerve to criticize others for upholding the very issue the critic has repeatedly endorsed and supported by his own vote. But whatever may be said about Max S. Hayes, no one can justly accuse him of lacking in real, unadulterated and unmitigated gall.

The employers' representatives on the Commission on Industrial Relations were not so bad after all. In the inner circles of standpatism they have doubtless already received a thorough roasting. They have made a report on industrial unrest, and not only admitted the existence of such a thing, but did not say that it was due to envy of the industrious and thrifty by lazy, incompetent spendthrifts, spurred on by professional agitators. Don't they see that if unrest is not due to such causes, that it must rest on some justifiable ground? From a plutocratic point of view, Messrs. Aishton, Weinstock and Ballard might as well have approved all of Frank P. Walsh's report.

## FRANCE SEARCHING OUR SHIPS.

The "Literary Digest" Reviews American Editors' Views Upon the Search of our Ships in Neutral Trade.

In its efforts to defend American rights on the high seas this Government is now involved in diplomatic disputes not only with Germany, Austria and England, but with France as well. When last week the French cruiser "Descartes" stopped three American ships, the "Coamo," "Carolina" and "San Juan," plying between New York and Porto Rico, and seized four Austrians and four Germans who were on board, our press unanimously denounced the act as an indefensible violation of international law, and our State Department promptly dispatched a protest to the French Government. While there seems to be a widespread editorial expectation that France will accept our view of this incident and accede to our demand that these eight prisoners be released, there is nevertheless much irritation over this new challenging of a point of international law which, as the Philadelphia Record remarks, "we had supposed was settled by the 'Trent' case"—that famous and almost parallel international incident of Civil-War days when an American cruiser stopped the British ship "Trent" and took from among her passengers the Confederate commissioners Mason and Slidell. This seizure, denounced in England as "wanton piracy," caused a furor which brought the two nations to the verge of war, but trouble was averted by President Lincoln's recognition of the justice of England's protest and by the release of the two prisoners. Although France was not involved in this affair of 1861, the Record recalls the fact that "she deemed it worth while to put on record her belief that the British claim was perfectly just." "Are England and France," asks this Philadelphia paper, "now prepared to say in so many words that they are going to do what they denied our right to do?"

We are also reminded that these seizures near Porto Rico make the second incident of the kind between this country and France during the present war. In November, 1914, the French cruiser "Condé" stopped the American steamer "Windber" about 250 miles south of Kingston, Jamaica, and seized her steward, August Piepenbrink, a German who had filed his declaration of intention to become an American citizen. Diplomatic protests from Washington brought about his release "out of courtesy to the United States," the French Government at the same time declining to concede the principle for which our State Department contended—namely, that "there is no justification in international law for the removal of an enemy subject from a neutral vessel on the high seas bound to a neutral port, even if he could properly be regarded as a military person."

"It is hard to see how the French Government can possibly justify the action of the cruiser 'Descartes,'" remarks the Indianapolis News, "for even if the specific acts complained of prove to have been within the law, the instructions under which the commander of the cruiser seems to have acted certainly are not." These instructions, according to an officer of the "Descartes," as quoted in an unofficial dispatch, were "to take all subjects of Germany and her allies from ships' crews, beginning December 8, and to take all such persons from among the passengers after December 18." To quote the News again:

"The subjects of Germany and her allies, as such, have a perfect right to travel on American ships. And American ships have a perfect right to carry them. Under the 'Trent' precedent even active civil agents of Germany would be safe from seizure on an American passenger-ship going about its ordinary business, and plying between neutral ports. There may be no grievance in this case, but the instructions under which the action was taken are, if correctly given, indefensible."

"The most extreme act which any of the Allied Governments has yet attempted against the United States," is the way the Buffalo Express characterizes these seizures; and it affirms its belief that "if the attitude of the United States toward various incidents of the war affecting it had not convinced all Europe that we could hardly be provoked by any affront, we probably should not have to consider such an incident as the action of the French cruiser 'Descartes.'" This is "going beyond all tolerable limits," exclaims the Express, which goes on to say:

"These steamers are American coastwise vessels, not ships that have been transferred to our flag since the war began. They are engaged in regular coastwise trade between two American ports and can have nothing to do with the war or with war-commerce. The French Government might as well land a force at a dock in New York to march up to Broadway and seize a German there as board these American ships on the high seas and remove men therefrom."

"There can be argument for the right to take Germans from neutral vessels touching at Allied ports, or even from vessels entering the North Sea, since that is a recognized war-zone. But some insanity must have taken possession

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## OFFICIAL.

## SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Dec. 27, 1915.  
Regular weekly meeting came to order at 7 p. m., O. B. Holmberg presiding. Secretary reported shipping slack. One hundred dollars was donated to the miners on strike at Clifton, Arizona. Voting for officers was proceeded with and concluded. A Quarterly Finance Committee was elected to examine the accounts of the Union for the past quarter.

JOHN H. TENNISON, Secretary pro tem.  
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., Dec. 20, 1915.  
No meeting. Shipping and prospects poor.  
REGINALD TOWNSEND, Agent.  
Room 11, De Cosmos Block, 1424 Government St.

Vancouver, B. C., Dec. 20, 1915.  
Shipping fair; prospects uncertain.  
W. S. BURNS, Agent.  
213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Dec. 20, 1915.  
No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.  
2218 North 30th St. Tel. Main 808.

Seattle Agency, Dec. 20, 1915.  
Shipping and prospects poor.  
P. B. GILL, Agent.  
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Dec. 20, 1915.  
Shipping dull; prospects uncertain.  
J. PEARSON, Agent.  
P. O. Box 6. Tel. Main 557.

Portland Agency, Dec. 20, 1915.  
Shipping dull; prospects poor.  
JACK ROSEN, Agent.  
44 Union Ave. North. Tel. East 4912.

Eureka Agency, Dec. 20, 1915.  
Shipping dull; prospects uncertain.  
OTTO DITTMAR, Agent.  
227 First St. P. O. Box 64. Tel. 159.

San Pedro Agency, Dec. 20, 1915.  
Shipping dull; prospects uncertain.  
HARRY OHLSEN, Agent.  
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Dec. 13, 1915.  
Shipping dull; prospects poor.  
JACK EDWARDSON, Agent.  
P. O. Box 314. Tel. 2526.

## MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Dec. 23, 1915.  
Regular meeting called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping dull. Balloted on officers for the ensuing term.

E. F. BURKE, Secretary pro tem.  
42 Market St. Phone Kearny 5955.

Seattle Agency, Dec. 16, 1915.  
Agent reported shipping slow. Balloted on officers for the ensuing term.

J. L. NORKGAUER, Agent.  
Grand Trunk Dock. P. O. Box 214. Phone Main 2233.

San Pedro, Cal., Dec. 15, 1915.  
No meeting; no quorum. Agent reported shipping quiet; prospects poor.

HARRY POTHOFF, Agent.  
P. O. Box 54.

## DIED.

C. I. Gregory, No. 384, a native of U. S., age 45, died at Seattle, Wash., Dec. 18, 1915.

Tapio Pukki, No. 650, a native of Finland, age 43, reported missing from steam-schooner "Yellowstone" off Duxbury Reef, Dec. 21, 1915.

Alfred Heinrich Nissen, No. 1179, a native of Germany, age 26, died at Sacramento, Cal., Dec. 26, 1915.

Wealth is the crystallization of labor, and the man who holds more of it than he could have honestly created by his own labor holds that which some other man has created and was wrongfully taken from him. In plainer language, most wealth is the withheld wages of the wage-earner.



### INSPIRING OTHERS.

The trade-union movement is not perfect, for it is a human institution, made up of men who are not perfect. It has failed to fully realize its ideals, and so has every other human effort. It makes mistakes, and will make them again, for the judgment of its members is not always faultless.

But the trade-union movement has accomplished more for the uplifting of the workers' standard of living, it has won greater victories in the struggle to secure those rights as men to which the workers are entitled, it has done more to give labor a voice in determining what the terms and conditions of labor shall be for the employed, than any other movement which exists to-day.

It has been the workers' greatest defense when the employer has been an oppressor, and has accomplished the most in inspiring the workers with zeal and courage to attack and overcome the oppressive conditions which have been placed upon labor by employers, the law and the courts.

It has been the greatest force, practically the only force, which has brought about the recognition and application of the principles of industrial democracy, the right of labor to have a voice in determining what shop government shall be, so that the rules and conditions established by industry, like those established by the nation, shall be made and applied with the consent of the governed.

That trade-unionism has not made still greater gains than it has, remarkable as its progress has been, is due to the number of workers still outside of its ranks, on whom antagonistic employers rely in their efforts to prevent its growth.

To organize the unorganized, to teach them to apply the principles of trade-unionism, to inspire them with confidence in the effectiveness of our movement, is a purpose in which we cannot afford to relax for a moment. Our progress depends largely upon the degree of organization which we are able to establish. There are other things required besides numbers, but members in large numbers we must have if we are to control sufficient strength to overcome the obstacles which hinder the establishment of a larger measure of industrial justice.

The non-union workman, this man whom we need in our ranks, is influenced in his opinion of the value of trade-unionism largely by what he sees trade-unionists doing, and by what they think of their organization.

No non-unionist is likely to think well of the union of his trade if he hears its members continually finding fault with it, expressing the opinion that it is not doing what it could or should for its membership, or that its officers are obstacles to its development.

If members in the presence of non-union men express the opinion that their organization is far from what it should be, and that its officers, local and national, are unfit for the position they hold, or if they are continually grumbling or fault-finding about something connected with their union, how can they expect that the non-unionist will want to become a member of their organization?

But unfortunately it is not the non-

unionist alone who is affected by the man who continually finds fault with his union, there are always a number of members who seldom attend meetings, but who drink in everything said about their union in the shop that is of an unfavorable character, and who, influenced by these criticisms, lose still more of their loyalty and confidence in the organization.

There is much to be proud of in the record of every trade-union. There are the men who made sacrifices years ago that it might exist as a protection to the trade; there are the victories won, the beneficial conditions it has established, the progress it has made, the sound and practical policies it has developed and adopted, the spirit of true brotherhood which it has taught and applied, the part it has taken in assisting other trade-unionists, and the factor it has been in securing legislation to protect the workers.

There is a wonderful story of trade-union accomplishment to tell to the non-unionist, and the indifferent member. If we hope to change the non-unionist into an active member of the union, if we are to awaken a pride in his organization in the mind of the indifferent member, we must talk over our progress and our victories with them, for we can never awaken confidence and respect for our union in the minds of others by fault finding.—*International Molders' Journal*.

### LIFE IN A SUBMARINE.

The modern submarine has been rightly termed a "matchbox full of machinery." Its interior is a mass of delicate mechanism, and five men can easily operate every movement of a submarine merely by turning handwheels or pulling switches and levers. When on the surface the craft travels like a motor boat. It is driven by petrol engines which answer two purposes. They either operate the propellers in the rear of the submarine when it is awash or they can be connected to a dynamo which generates electricity for the storage battery. The latter is the heart of the under-water vessel when it is beneath the waves. The electric battery drives the propellers and does all necessary work after the submarine has left the surface.

A submarine is operated by emptying two large tanks, which causes the vessel to weigh about 20 per cent. less than an equal volume of water. The boat may be made to float high or low by adjusting the amount of water in the tanks. This is known as "trimming." Unless the submarine is properly "trimmed" it is likely to turn turtle when traveling at full speed.

There are two periscopes or observation tubes on a submarine, one for the helmsman looking straight ahead, and one for the commander, giving a view all round, with binocular enlargement when desired.

The crew in a submerged submarine watch every movement of their craft by means of dials, and they carry out all operations by means of levers or switches. The angle of diving or rising is automatically controlled by horizontal and vertical rudders. A so-called crusher gauge prevents the vessel from diving to a depth where it would be smashed like an egg-shell by the pressure of water above. A "depth" gauge shows the distance of the submarine from the surface, another gauge

indicates the vessel's speed, a third registers the amount of electricity stored, whilst a fourth dial shows the reserve of compressed air for breathing.

Five men working in unison can operate a submerged submarine. The first man stands at a handwheel, which controls the horizontal or diving rudder. His eyes are fixed on a gauge which shows the degree of submersion and an instrument which tells him if the vessel is keeping on an even keel.

A second man operates the vertical helm from the conning tower, steering by compass. The third man has charge of the electric motors in the stern of the boat, and a fourth stands by the central handwheel at the torpedo breeches in the bow of the vessel.

The fifth man is the commander in the conning tower, who delivers all the orders to his men by means of speaking tubes.

Torpedoes are fired from a tube by means of a hand-wheel. When this is spun rapidly round air pressures are set to work which send the deadly missile flying out of the tube at a mile-a-minute rate.

Although space is limited, life in a submarine is not so unpleasant as many people imagine. Under water the craft speeds quietly and smoothly, with no vibration. The hum of the motors and the sharp words of command from the speaking tubes are the only sounds which break the silence which reigns. The crew sleep in hammocks slung under the deck, and the commander has a collapsible berth. Cooking is carried out by means of electric stoves, and all garbage is shot from the vessel through pneumatic outlets.—*American Marine Engineer*.

### IRON-ORE NEAR NOME.

Considerable local interest has been shown in deposits of iron ore in an area that centers about 25 miles northwest of Nome, Alaska. Last year Henry M. Fakin, of the United States Geological Survey, made a hasty examination of some of the more important properties of this locality and his report has just been made public by the Survey in Bulletin 622-I.

Five groups of claims are held in the iron-bearing district, but little development work had been done on them at the time of the examination, so that it is not possible to estimate the quantity of ore available.

Those who are interested in the iron ores have proposed the construction of a railroad from the vicinity of the properties to the coast along the Sinuk River valley. The route is apparently practicable and would give a down grade all the way to the coast, a distance of about 14 miles.

Hence it has happened that the development of steam navigation, of railroads and telegraphs, of mechanical and chemical science, and the growth of the population, while enormously increasing productive power and the amount of material products—that is, of real wealth—at least ten times faster than the growth of the population has given that enormous increase almost wholly to one class, comprising the landlords and capitalists, leaving the actual producers of it—the industrial workers and inventors—little, if any better off than before.—Prof. Alfred Russell Wallace



## NO SLUMS AMONG THE INCAS.

Few Americans realize how far the history of the South American countries extends back into antiquity. While Rome flourished there is reason to believe that the Incas, that race whose relics indicate a high state of culture, enjoyed nearly all the fruits of an advanced civilization.

For instance, among the Incas of Peru, prosecutors who failed to bring the guilty to justice were themselves liable to the same penalty.

Judges were required to decide every suit within five days after it was brought, and there were no appeals. But official visitors were continually investigating the work of the judges. Every judge had to make a monthly report showing what he had done.

Every native, at marriage, which was compulsory, was allotted the use of a tract of land, with seeds and tools, sufficient for the support of himself and wife. To this an addition was made when each child came.

Lands of the aged, the sick, the widow, the orphan and the soldier on duty were tilled by neighbors as a common obligation.

All wool-bearing animals were owned by the state and the wool went into public warehouses, whence it was dealt out to each family in quantities sufficient for its wants and woven into clothing by the women. Only the decrepit and sick were excused from work.

Some natives were detailed to work in the mines; others to be artisans. Twenty thousand men worked for fifty years quarrying, carrying and fitting into place, without mortar, the stones that were used to make the palace and forts of the capital city.

Records were kept of every birth and death; once a year a census of population was taken, and at longer intervals an inventory of the natural resources of the nation.

When engaged in public work, each native was supported out of the public wealth. He did his turn and was replaced, leaving him then free to do his own work at home. Men were specially fitted to their tasks and care was taken to safeguard their health.

By means of great stone warehouses in all parts of the land, reserves of food and supplies were kept for use in a time of scarcity.

"When a man was reduced by poverty or misfortune (it could hardly be by fault) the arm of the law," says Prescott, the historian of Peru, "stretched out to minister relief; not the stinted relief of private charity, nor that which is doled out, drop by drop, as it were, from the frozen reservoirs of 'the parish,' but in generous measure, bringing no humiliation to the object of it, and placing him on a level with the rest of his countrymen."

"No man could be rich; no man could be poor; but all might enjoy, and did enjoy, a competence."

Even in war, the civilization of the Incas was of a high order. "The soldier was forbidden to commit any trespass on the property of the inhabitants whose territory lay in the line of march. Any

violation of this order was punished with death."

Long before postmen had been known in Europe the Incas, along their splendid roads, built small houses at short intervals. In each house dwelt an athletic man, trained in running. Messages and sometimes small parcels of dainty fruits or oysters were hurried by these relay carriers, at full speed. There is a record of one 1200-mile "express" run having been performed in twenty days.

## SWEDEN'S COURAGEOUS STAND.

Sweden has the proper spunk and spirit in curbing England of her insolent interference with the mails between two neutral countries. England has been calmly taking from various steamers sacks of parcel post mail bound from the United States to Sweden and holding them for examination at Kirkwall.

Peaceful protests have done no good in stopping this high-handed seizure and search of the mails between two countries not at war with each other, and therefore entitled to the exchange of parcel post packages without any interference.

Sweden does not intend to be trodden upon, even by England. Finding talk useless, she has adopted as a cure the very evil of which she complains.

The mails between Russia and England pass through Sweden, so the northern country has calmly ordered the detention of all English-Russian parcel post mail within her borders. Which order means the complete suspension of parcel post service between the two countries.

England has been informed her parcel post mails in Sweden will be held up until she gives heed to the protest against the seizure of American-Swedish mails. And with English merchants clamoring against the British Government over their inability to get merchandise to and from Russia, the stubborn-headed authorities soon should see the light of reason.

If the action of Sweden alone is not sufficient, the United States might add her share by stopping parcel-post service to England, for the cause is as much ours as it is that of Sweden.

"An eye for an eye" soon should teach England that her plea of "urgent necessity" does not justify or even excuse her interference with the mails of two neutral countries that have some sovereign rights, regardless of any British rules or reasons.—Sacramento Bee.

The new Chilean port of San Antonio is situated 43 miles south of Valparaiso, and when the port works under construction are completed it will prove a help to Valparaiso, though on account of the limited amount of cargo which can be handled it will be many years before it can compete with the latter port. San Antonio will provide an outlet for the rich agricultural products of the Central Valley and, being only 70 miles by rail from Santiago—that is, 47 miles nearer than Valparaiso—will prove of great advantage especially in regard to heavy cargo, as the difference in the maximum gradient of the lines is 1.3 per cent. in favor of the railway from San Antonio. This difference should materially affect the freights. The imports of San Antonio will consist principally of coal, iron and steel, cement, etc.

## NOTICE TO SEAMEN.

## IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,  
V. A. OLANDER, Secretary.

## LAKE DISTRICT, I. S. U. of A.

## HEADQUARTERS:

LAKE SEAMEN'S UNION,  
570 West Lake Street, Chicago, Ill.

## BRANCHES AND AGENCIES:

BUFFALO, N. Y. .... 55 Main Street  
Telephone Seneca 936 R.  
CLEVELAND, O. .... 1401 W. Ninth Street  
Telephone Bell Main 1842.  
MILWAUKEE, WIS. .... 133 Clinton Street  
Telephone South 240.  
ASHTABULA, O. .... 21 High Street  
Telephone 552.  
NORTH TONAWANDA, N. Y. .... 152 Main Street  
Telephone Bell 2762.  
DETROIT, MICH. .... 15 Twelfth Street  
Telephone 3724.  
SUPERIOR, WIS. .... 1721 N. Third Street  
Telephone, New, Broad 385.  
BAY CITY, MICH. .... 108 Fifth Avenue  
OGDENSBURG, N. Y. .... 70 Isabella Street  
CONNEAUT, O. .... 922 Day Street  
SOUTH CHICAGO, ILL. .... 9142 Mackinaw Avenue  
FORT HURON, MICH. .... 517 Water Street  
ERIE, PA. .... 107 E. Third Street

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## HEADQUARTERS:

71 Main Street, Buffalo, N. Y.  
Telephone Seneca 48.

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MILWAUKEE, WIS. .... 151 Reed Street  
DETROIT, MICH. .... 27 Jefferson Ave., East  
SUPERIOR, WIS. .... 1814 Fourth Street  
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## UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

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Green Bay, Mich. .... Saginaw, Mich.  
Houghton, Mich. .... Sandusky, O.  
Ludington, Mich. .... Sault Ste. Marie, Mich.  
Manistee, Mich. .... Sheboygan, Wis.  
Erie, Pa. .... Superior, Wis.  
Menominee, Mich. .... Toledo, O.



## WEEKLY NEWS LETTER.

(Continued from Page 3.)

in his Indianapolis address. We quote the following significant paragraph:

"As a part of our naval program of preparedness we should provide every element of a well-equipped, highly efficient, and perfectly balanced naval fleet and organization. The ships, both of the fighting line and of the auxiliary line, should be the best that American skill and science can produce, and the men who are to fight on the battleships and operate the auxiliaries must be trained American seamen, imbued with our national spirit and knowing no allegiance except to the United States. So vital is this that, whereas a few years ago we permitted foreigners to enlist in our navy, the law now compels the enlistment of American citizens only."

Events of the recent past have so clearly demonstrated that a policy that holds cheap the human being and the creative ability of the individual is a policy hostile to the welfare and the continued development of the nation. True principles of statesmanship are interested first of all in the people. The welfare of the people ought to be the paramount purpose of all governmental action. The Seamen's Act was framed for the purpose of promoting the welfare of seamen—for developing a body of American sailors that would render valuable service to the nation in a time of need as well as in a nation's commerce. These purposes are clearly expressed in the provisions of the act—perversion or incorrect interpretation will not be permitted to defeat the will of our nation expressed through our representatives.

When so much of the time and attention of the people of the country are occupied with declarations for "preparedness," the fundamental fact, higher, broader preparedness, the protection of the life, the health of our people, and in this instance that important group of our people, the seamen, must never be left out of sight. The Seamen's law with all of its protective and beneficent features must remain the law of our country, the antagonism of a "Dollar" or dollars by any other name to the contrary notwithstanding.—American Federationist.

**The Crime of Cheapness.**

Low wages are in conflict with principles of industrial statesmanship. Statesmanship has concern for future growth and opportunity—it distinguishes between the ephemeral and the permanent, and takes into account relative values. Some industrial practices may be cheap from the standpoint of immediate money costs, but extravagant from the standpoint of long-time costs and from the costs calculated in human producing ability and national virility.

There has been no force that has so insistently demanded and sought to establish ideals of industrial statesmanship as the trade-union movement—and economic statesmanship is the foundation for all national well-being and progress.

Repeatedly, trade-unionists have called attention to conditions that constitute a national menace. For many years the Central Federated Union of Greater New York and vicinity has urged upon the City Council that cheap labor does not necessarily or usually mean low cost of production. The Central Federated Union has urged as of vital concern the conservation of human life and the employment of efficient workmen and em-

ployes competent to perform their work in the best way. Their frequent warnings have been recently justified with most appalling force.

Without warning, several blocks of Broadway, underneath which the excavations in the new subway were in progress, caved in. The subway was being constructed in accord with ideals of "economy." The men who were doing the excavation, the "muckers" as they are called, were digging and delving in the mud for \$1.50 per day. Another "economy" device was the absence of an engineer to oversee the work of construction. When the danger was imminent, there was no one who knew and no one who could give warning. Whatever was the cause of the cave-in, the total absence of precaution against such a disaster or to insure the safe construction of the work upon which the safety of the lives of so many passengers will depend, was in harmony with the policy of cheap labor. But cheap labor is in accord with false notions of cost. It is that ideal of cheapness that has no regard for permanence, for conserving productive power and for estimating properly the value of the creative genius that directs and controls the muscles and the motions of men.

It was a significant coincidence that at the time of the "accident" the interests hostile to the welfare of the workers who constitute the great majority of the nation, were seeking to have declared unconstitutional a law intended to raise the standards of workmanship and manhood of those employed upon the public works of New York.

The labor movement has steadfastly insisted that that which is of transcendent importance to any nation is the protection and the development of its people.

A nation will stand or fall as the citizenship develops or deteriorates.

The material things of civilization are intended for the service of human beings.

All power and policies of protection ought to be in accord with the ideals which protect the human at any sacrifice.

To employ cheap labor for municipal construction at the rate of \$1.50 per day is too high a cost to be tolerated by any community. That saving of public moneys means an expenditure of unpaid human productive power. It means under-nourishment, poor clothing, poor homes, lack of the things that are essential for best social intercourse, not only for the individuals employed, but of all those dependent upon them. It means destruction and thwarting of human power that might develop into valuable useful citizens. It is a brutal waste of human life in the effort to save a few dollars.

It is high time that our municipalities, our States and our National Government should set all employers of human labor an example of proper policies of conservation and a real understanding of what constitutes low cost of production.

We can no longer tolerate cheap standards, cheap wages, "cheap workers," unless we create a cheap people—a cheap nation. If we want things that are of value—of service—we must pay what they are worth.—American Federationist.

**Capital for Farmers Urged.**

In a letter to the joint Congressional Committee on Rural Credits, ex-United States Senator Marion Butler of North Carolina urged a financial system for farmers, who are declared to be "outlaws" according to the national banking law,

which prohibits national banks from accepting land as a security for loans. Reference is made to the increasing trend from country to the cities, which calls for something more definite, he says, than "pallatives to check this ominous evil."

Referring to our commercial banking system, ex-Senator Butler writes:

"Our national banking law has expressly prohibited national banks from lending money on land; thus, the farmers' security, which is the best in the world, has been outlawed. The six months' land loan provision of the federal reserve act does not afford any essential relief. Thus it is evident that the farmer has so far been ignored and left to shift by himself, with none of the benefits of organized society, but that he has also been discriminated against and made an outsider in our financial system; indeed, he has been penalized, apparently, for being a wealth producer, and this neglect and discrimination is driving him from the soil."

**Mothers' Pensions Pay.**

"The public should demand that the practice of separating a mother from her children on account of poverty be stopped in every State," said President Bowman of the Kansas State Conference of Charities and Corrections.

"It costs \$4.50 a week per child for schooling, care and maintenance at a State home. The public has to pay this bill—and later bills that might not accrue if the child has a mother's training. But even putting it on the money actually spent, why not do the humane thing and pay this money over to the poor mother who otherwise is competent to rear her child?"

President Bowman pointed out that a child reared in a State home gets what he termed the "institution" viewpoint. He gets the community idea, but from the wrong angle. The institution child is used to be waited on and provided for. When he does leave the institution he is lost, as a rule, and waits only a chance to be sent back, or to some other place where it will not take any initiative or independent thinking or working on his part to get his daily bread.

**WORKMEN'S MUNICIPAL HOUSES.**

Oporto, the progressive metropolis of northern Portugal, with 200,000 inhabitants, has begun the construction of 80 houses for poor workmen and their families, which will be rented for \$2.50 a month. The buildings will be located in two districts on the Aventino and Prelada hills and will be along modern sanitary lines. Thirty-two of the houses will occupy the Aventino grounds of 4474 square yards and will be divided into eight groups of four houses each. Each house will have its separate entrance and will consist of two sleeping rooms, sitting room, kitchen, and toilet. The private garden will have an area of 20 square yards. The cost of a house is estimated at \$400, while the land is valued at 50 cents a square yard. Forty-eight houses will be erected on the Prelada grounds, the construction and arrangement being the same as those of the Aventino. The municipality expects to have the work completed by the end of 1916.

Demand the union label upon all purchases!



REAL "AMERICANIZATION."

Frank P. Walsh, Chairman of the Committee on Industrial Relations, sent the following letter to each member of the executive committee of the National Americanization Committee, recently organized in New York at the home of Mrs. Vincent Astor. Mr. Walsh is in Washington to attend the first formal meeting of the committee.

Those to whom letters were sent are Frank Trumbull, chairman of the executive committee, who is also chairman of the Board of Directors of the Chesapeake and Ohio Railway; Mrs. Vincent Astor, Mrs. Cornelius Vanderbilt, Percy R. Pyne, II; Felix M. Warburg, William Fellowes Morgan, and Miss Frances A. Kellor, of New York; Mrs. Edward T. Stotesbury, of Philadelphia; William Sproule, of San Francisco, president of the Southern Pacific Railroad Company, and Peter Roberts, secretary of the International Committee of the Y. M. C. A. The letter follows:

Dear Sir:

As an agency for the advancement of the interests of wage-earners, the Committee on Industrial Relations has noted with interest the activities of the National Americanization Committee, and on behalf of the Committee I desire to express its satisfaction that through your organization attention is being directed to the needs of newly-arrived immigrants.

Many large industries on which the economic life of our country is based are now manned almost entirely by immigrant workmen, and to a large extent the record of industrial injustice and of exploitation of the workers is the record of industrial exploitation of the immigrants.

This Committee springs from organized labor and bases its existence on the labor movement. It is pledged to aid in the task of democratizing industry by carrying American standards as to the relation of free men one to another into the work shop, the railroads, the construction camp, the store, and the mine. Your organization can co-operate in this endeavor, and indeed must do so if you are to succeed in that Americanization which the name of your society demands.

Therefore, on behalf of this Committee I wish to call your attention to the course which must undoubtedly be considered the first step needful in the accomplishment of your purposes. This is to use every agency of publicity and persuasion at your command in a campaign, first to impress upon newly-arrived immigrants the advantages of at once joining existing labor unions, or, where unions do not exist, of forming unions of their own and affiliating with the national organizations; and, second, to help to remove existing obstacles to organization in our great basic industries and all others, by insisting upon the maintenance of free speech, free press and the right of assembly, and by using your great influence in every way to encourage the unionization of the immigrant workers.

I need not point out to you the great value of the labor union as an Americanizing influence. Leading economists and sociologists have done that so often that the success of the unions as agencies of Americanization is an accepted fact. No other agency can compare with them in instilling into immigrants the spirit of America and developing in them the capacity for self-government.

The superior value of the American trade union as an Americanizing agency is eloquently stated in testimony given before the United States Commission on Industrial Relations by Francis S. Peabody of Chicago, an operator in the bituminous coal fields of the Middle West who operates on a very large scale. Note the following excerpt from his testimony:

"They (the miners) are no longer beasts, as many of those miners were, but they are becoming intelligent, argumentative, distinct human beings.

"Q. Has not that been brought about largely through the increased leisure that affords them opportunity for cultivating their minds?

"A. I think that is very largely so.

"Q. The development of their work in the unions?

"A. Yes. These debating societies, and the unions are debating societies.

"Q. I judge from what you said about the improvement of the miners, do you ascribe any of that to the existence of the organization and the existence of the agreement that the organization has brought about? Have their moral standards improved, and their living standards improved?

"A. I think it has had a great deal to do with the improvement, their officers, and talks and teachings of their officers, the fact that they were getting better wages, everything has added to that. I have been in unorganized, non-union

villages where the standard seems to be lower than the same class of men that I find in our own districts, union districts."

It will be of interest and gratification to you to know that Mr. Peabody is here testifying to the magnificent work done by the United Mine Workers of America, long under the leadership of Mr. John Mitchell, one of your board of directors.

Nor is it necessary to point out the un-American and dangerous subserviency, amounting to serfdom, that exists in immigrant industrial populations employed by the great corporations that deny their employees the right to organize. As an Americanization Committee you will, of course, agree that no amount of welfare work, by which favors are handed down from above, can remove the menace to American institutions that lies in industrial populations that are economically subservient and that must depend for their well-being upon the generous exercise of arbitrary power by a superior class.

I have noted that your Committee has not hesitated to encourage the work of educating immigrants as carried on in Detroit through the instrumentality of the employers, and that you are giving wide distribution to literature setting forth the Detroit plan, under which large employers have in some cases threatened their men with discharge for failure to attend night schools, thus using the control of the opportunity to work to control the movements of their employees after they leave the shop. Without here commenting upon this appalling evidence of the extent to which arbitrary power lies with the employer, in utter contravention of American principles, I wish to cite your use of this agency for reaching the immigrant merely to point out that it establishes a precedent for the use by you of that other far more valuable agency, the American labor union.

No other American institution so embodies the soul of America, the spirit of democracy. By a ringing endorsement of the labor union as the best Americanizing agency available, your Committee can mitigate the unfortunate impression that has been created by your use of and tacit acquiescence in the Detroit plan, a plan based on an industrial regime that is obnoxious to free Americans.

I accordingly request on behalf of this Committee, that at your next meeting, which I learn from the press is to be held in connection with a dinner at the home of Mrs. Edward T. Stotesbury in Philadelphia early in January, your Board of Directors adopt resolutions providing for the inclusion in all literature and posters published by you of a strong appeal to the immigrant to join or form labor unions, and that you pledge yourselves to aid in removing obstacles to such organization and to encourage and foster it by every means at your disposal.

This Committee will appreciate an acknowledgment of the receipt of this communication and an assurance that the matter will be brought to the attention of your Board of Directors at its next meeting.

Yours respectfully,

(Signed) FRANK P. WALSH,  
Chairman.

FRANCE SEARCHING OUR SHIPS.

(Continued from Page 7.)

of the French Government if it has directed a naval officer to come to this side of the Atlantic and remove Germans from American coastwise ships."

"And at the very moment that France offers us this affront," continues the Buffalo paper, "Germany adds to our difficulties by refusing to recognize as American ships that have been transferred to the American flag since the war began." That, we read, "is the unmistakable meaning of the decision of the German prize-court confiscating the 'Pass of Balmaha,'" a ship which had changed from British to American registry and which was seized with a cargo of cotton for Russia early in the war "at a time when Great Britain was freely allowing the shipment of American cotton to Germany." If the United States accepts Germany's view in this matter, argues the Express, "all its efforts in behalf of such ships as the 'Hocking' and the 'Genesee,' seized by the British, and, in fact, about all of its other efforts in behalf of trade with Germany, must go by the board." Thus "on neither side has there been the slightest regard for neutral rights," remarks the New Orleans Times-Picayune, which calls upon the United States as "the mightiest of the neutrals" to "put a veto, once for all, on the pernicious doctrine that in international matters the end justifies the means."

Some person can't help opposing trade unionism for much the same reason that some persons can't help jumping from a great height. Lightheadedness does it.

For fair products of all kinds consult the JOURNAL's ad columns.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

International Seamen's Union of America

(Continued from Page 5.)

MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.

PORTLAND, Ore., 242 Flander St.

SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

Branches:

SEATTLE, Wash., Room No. 203, Grand Trunk Dock. P. O. Box 214.

PORTLAND, Ore., 89 Second St. N.

SAN PEDRO, Cal., P. O. Box 54.

ALASKA FISHERMEN'S UNION.

Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia  
29 ERSKINE STREET, SYDNEY, N. S. W.



## Labor News.

At a meeting of managers of practically every co-operative store in southern Illinois an association was formed to combine their buying power that better prices may be secured as well as exchange views on co-operation.

That the strike-breaking activities of these so-called detective agencies have reached a point where they are a menace to the industrial peace of the nation is apparent to everybody. The "agent provocateur" of the worst days of terrorism in Russia and the treachery and cruelty of his methods differ in few respects from those of the spies, informers and gunmen in the employ of strike-breaking organizations.

Organization work in preparation for a general strike of at least 80,000 shirt-waist girls in New York, Philadelphia, Boston and Newark is being carried on by Ladies' Waist and Dressmakers' Union, Local 25. The strike will probably be called in the middle of January. The shirt-waist makers declare that they are losing out under the provisions of the protocol which is now forcing a truce between them and the employers. A new wage scale will be presented.

The Navy Department employs more artisans and skilled mechanics than any other executive department of the Government. The labor employed in the industrial shops of our naval stations is in general of high grade, since all classes of war vessels contain an installation of machinery that is of the most approved design and manufacture. As this installation must always be kept in the highest state of efficiency, the navy yard force of mechanics will undoubtedly compare favorably in skill and intelligence with the complement of any efficient industrial establishment. Substantially every privilege, emolument or right obtained by the National Federation of Labor for the workmen of this country has been primarily secured in great part through our navy yards and arsenals. Our ex-Secretaries of the Navy have, therefore, either directly or indirectly, been most important and far-reaching factors in influencing the trend of the relations now existing between capital and labor.—Rear-Admiral Edwards, in the Engineering Magazine.

A place for a representative of labor on all legislative, executive and ministerial bodies, to include Federal, State and municipal governments, was the demand made upon President Wilson recently by the American Federation of Labor, through Samuel Gompers, its president. Frank Morrison, secretary of the American Federation of Labor, and Andrew Furuseth accompanied Gompers on his visit to the President. The conversation lasted about fifteen minutes, during which time Gompers made it clear that fuller recognition of the rights of labor was expected by his organization. Mr. Wilson, while non-committal, promised to consider the matter seriously. Samuel Gompers afterward stated that representation on any commission which Congress may authorize for the investigation of the railway situation in the United States is especially desired. Mr. Gompers told President Wilson that organized labor was ready to give its support to the defense of the nation and should be allowed a voice in making preparations.

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Best Line of Men's Suits  
Overcoats, Raincoats, Shoes, Hats  
and Men's Furnishings

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103-107 First Avenue South  
Near Yesler Way SEATTLE

## Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Anderson, J. -330 Kopper, J.  
Anderson, Bayvold Larson, John  
Andersen, Walter Larson, Chas.  
Andresen, Jorgen Livingstone, E. J.  
Alonso, T. Lleson, Wm.  
Abrahamsen, Halp- Leonard, John  
tan Lindeman, C. H. O.  
Berk, Johanius McIntyre, James  
Bucknam, J. W. Mikkelsen, K. -1620  
Barrell, Geo. Mjones, John  
Blomberg, G. Martensen, Ingoald  
Bohm, Franz Mathisen, Sigurd  
Camozl, M. Moore, C. R.  
Chamberlain Mikkelsen, A. W.  
Connouton, T. H. Madden, B.  
Dyrnes, L. E. McLeod, N.  
Daly, John Nielson, Ed.  
Dougherty, I. I. Nelson, Henry  
Ellason, J. C. Nelson, Steve  
Evertsen, Olaf Nelson, N.  
Baton, I. N. Nurminen, J. E.  
Engstrom, Ch. Olsen, Harald  
Erikson, C. Olsen, Herman  
Farridane, P. Olson, J. E.  
Fox, John Olson, Albert  
Gardlin, C. Olson, Henrik  
Gilbert, A. J. Olsen, E. -2376  
Graae, P. C. Orzerhowky, Leo  
Greiphan, P. Paludan, Chas.  
Gjelseth, I. Peterson, Chr.  
Gundersen, Peter Peterson, J. P. -920  
Gustafson, Jh. K. Peterson, C. A.  
Gustafson, Karl Paulson, C.  
Haas, W. Petterson, Harry  
Hansen, Alex M. Rasmussen, Arthur  
Hansen, Olaf Schwarren, W.  
Hansen, E. -1437 Seggola, E.  
Hill, C. Silbert, Henry  
Henriksen, Harry Sorensen, Maurets  
Herman, Axel Sorensen, G. T.  
Halmberg, Karl Svendsen, J. -1331  
Hernes, L. Stalsvik, J.  
Hagger, F. W. Schwelstous, W.  
Johnson, Jacob Simmlinghlm, G.  
Johnson, P. M. Salvoen, Salve  
Jacobsen, Oscar Strandevus, Jack  
Jorgensen, Fred Trichert, Karl  
Kainling, Jacob Thies, Hans  
Karell, J. Thune, H.  
Kraeger, C. Vennerssen, Leonard  
Karlsen, Ingoald Veckenstedt, Wm.  
Knudsen, Andreas Williams, T. C.  
Wetland, John

## Tacoma Letter List.

Cords, W. A. Olsen, Martin E.  
Evertsen, Olof Paterson, John  
Farrell, William Person, Fritz Leo-  
Haugan, Arthur nard  
Johannsen, Christian Schmidt, Louis  
Linea, W. Thomas, Paul  
Line, Victor Ullman, Emil  
Murphy, Danial

## SEATTLE, WASH.

Pho...c Main 1202

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Instructor in New York Nautical College.

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Clothing, Shoes, Hats and  
Gents' Furnishing Goods

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Squire-Latimer Block, Seattle, Wash.

## INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuanu" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden. 5-13-14

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

## DIVIDEND NOTICES ASSOCIATED SAVINGS BANKS OF SAN FRANCISCO.

THE GERMAN SAVINGS AND LOAN SOCIETY (The German Bank), 526 California St. Mission Branch, corner Mission and 21st Sts. Richmond District Branch, corner Clement St. and 7th Ave. Haight Street Branch, corner Haight and Belvedere Sts.—For the half year ending December 31, 1915, a dividend has been declared at the rate of four (4) per cent. per annum on all deposits, payable on and after Monday, January 3, 1916. Dividends not called for are added to the deposit account and earn dividends from January 1, 1916.

GEORGE TOURNY, Manager.

HUMBOLDT SAVINGS BANK, 783 Market St., near Fourth.—For the half year ending December 31, 1915, a dividend has been declared at the rate of four (4) per cent. per annum on all savings deposits, payable on and after Monday, January 3, 1916. Dividends not called for are added to and bear the same rate of interest as the principal from January 1, 1916.

H. C. KLEVESAH, Cashier.

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The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

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A SQUARE MEAL

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A. R. ABRAHAMSEN, Prop.

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CLOTHING — SHOES — HATS  
SAILORS' SINGLETS

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ED. SWANSON, Prop.

## Eureka, Cal., Letter List

Contreras, Julio Kustel, Victor J.  
Kyrkslatt, Lars Kinowsky, A.  
Lawrence, Harry Ingebretsen, Alf.  
Melander, G. L.

## INFORMATION WANTED.

P. J. Timeny, a native of England, is inquired for by his sister. Anyone knowing his whereabouts please notify Miss H. J. Timeny, 56 Rutland Gardens, Hove, Sussex, England. 11-17-15

Karl Johan Arvid Gardell, a native of Wisby, Sweden, age about 60, who has not been heard from by his relatives, is inquired for by his son and brother. Anyone knowing the whereabouts of the above named will please communicate with Chris Gardell, 116 Drumm street, San Francisco, Cal. 12-15-15

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15



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CONFECTIONERY, FRUIT AND  
SOFT DRINKSCorner Front and Burnside,  
Portland, Ore.

## Portland, Or., Letter List.

Anderson, John Martin, J. C.  
Anderson, John E. Moen, T.  
Benson, S. Miller, E.  
Bartells, Otto Munchmeier, H.  
Bernahrdsen, Chas. Morgan, Tim  
Bugge, Mr. Muller, P.  
Carly, Carl Metts, John  
Dybdal, Olaf Moller, L. D.  
Decas, O. McConnell, David S.  
Dolany, Willie Meckermann, Ernst  
Erickson, Eric Nilsson, Axel -1176  
Engen, Paul Nielsen, M. P.  
Elisen, Sam Ohlsson, J. W.  
Edstrom, John Osterberg, Henry  
Ekberg, Hugo Ogilvie, Wm. A.  
Farrel, W. Pohland, M.  
Fernandez, Frank Palm, P. A.  
Gundersen, Fredrik Perkins, Paul  
Hecker, Wm. Peterson, M.  
Halbeck, J. O. Roos, Oscar  
Henriks, Waldemar Rabel, John  
Ingelbrigsten, O. Reskran, George  
Johansen, E. D. Storvick, Ingvald  
Jorgensen, Robert Slocum, Ernest  
Johnsen, A. Shalles, K. G.  
Jensen, Christ Schmelder, Fritz  
Jensen, Wm. Swanson, Emil  
Johnson, Nils Soderlund, Uno  
Jonsson, Karl Sorensen, Jorgen  
Koster, Eric Shea, Oscar  
Kosel, Harry Schacht, H.  
Karlsen, Arnt Schultz, John N.  
King, J. L. Selin, Joe  
Kelly, Patric Salmelin, H.  
Kjer, Magnus Saarinen, W.  
Knudsen, Richard E. Tuhkanen, J. J.  
Larsen, L. K. Urso, Geozzep  
Livingston, E. J. Vege, Wm.  
Larsson, Ragnar Vinx, H.  
Larsen, H. Welt, M. P.  
Leonhard, George Windblad, M.  
Letchford, A. Wheatcroft, L. E.  
Lindblad, Konrad White, Harry  
Lindberg, A. C. Westengren, C. W.  
Lindholm, John Zickerman, Hugo  
Loescher, Joseph Zunk, Bruno  
Miller, Winford

## Aberdeen, Wash., Letter List.

Albers, Geo. L. Paul, George  
Anderson, Anton Peters, Walter  
Andersen, -1118 Pearson, J.  
Arntzen, W., reg. Peters, Walter  
Andersen, Andrew Paaso, Andrew  
Bunte, Paul Pettersen, Karl  
Burmester, T. Petersen, J.  
Bjorklund, G. Peterson, Nels  
Davls, Frank Risenius, Sven  
Elsing, Ben Rundblad, Oscar  
Eriksson, -333 Schmidt, Heinrich  
Evensen, Krist Simensen, Isak  
Gronos, Oswald Scheftner, Bernhard  
Gueno, Plerre Thorn, A. L. -70  
Holmroos, W. Toves, H. C.  
Hansen, Ove Max Thorne, John  
Hylander, Gustaf Thompson, S. K.  
Kallas, August Uddy, Harold  
Karlsen, Victor Wehrman, John  
Ludtke, Emil Walder, Olsen N.  
Machado, Henry Packages.  
Magnusson, Walde- Glazer, Y.  
mar Gorgensen, Olaf  
Munsen, Fred Hansen, John  
Nilsen, -1054 MacGulre, O. F.  
Nilsen, Harry Stanners, W. S.  
Nordgren, Chas.

Named shoes are frequently made in  
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## DO NOT BUY ANY SHOE

no matter what its name, unless it bears  
a plain and readable impression of this  
UNION STAMP.All shoes without the UNION STAMP  
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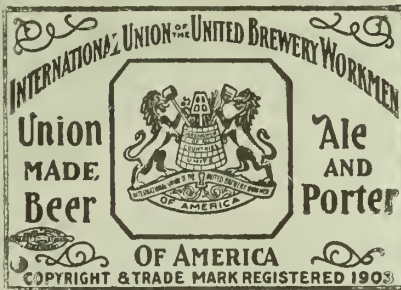
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Chas. L. Baine, Sec.-Treas.

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IN CHOOSING WHAT YOU  
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Deals exclusively in Union-Made  
CIGARS, TOBACCO, ETC.Call at his old Red Stand on  
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Next door to Waterman & Katz

## INFORMATION WANTED.

Ingvald Andreas Hansen, alias  
Andrew Hansen, a native of Nor-  
way, age about 36; tall, dark; last  
heard of July, 1905. His address  
then was, Andrew Hansen, Karluk,  
Kodiak Island, Alaska. He is in-  
quired for by his mother. Anyone  
knowing his whereabouts please  
notify Staff Captain Robert Smith,  
district officer, native work, Alaska,  
Box 925, Wrangell. 4-3-15

Wilhelm Ekelund, a native of  
Sweden, is inquired for by his  
brother, Axel Ekelund, New Harbor  
Hotel, Drumm street, San Francisco,  
Cal. Anyone knowing his where-  
abouts please notify the above ad-  
dress. 3-10-15

## ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL

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UNION MADE CLOTHING, HATS,  
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49-59 CLAY STREET

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SAN FRANCISCO

Apply to I. N. HYLEN, 49 Clay St

## INFORMATION WANTED.

Iwar Westerberg, age about 50,  
sailing second mate on some steam  
schooner on the Pacific Coast, is in-  
quired for by Gus Englund. Any in-  
formation regarding the above named  
will be gladly received at 214 Jack-  
son street, San Francisco, Cal.

1-27-15

Theodore Krakan, last heard of in  
September 1911, at New Orleans, La.,  
is inquired for by his mother. Any  
one knowing his whereabouts please  
notify Mrs. Ad. Krakan, Langenvehm  
38 I, Hamburg 22, Germany.—8-25-15.

## Home News.

The police census of New York  
City on December 2 shows a popu-  
lation of 5,253,885.

Theodore Roosevelt forbade the  
use of his name on the Nebraska  
Republican primary ballot.

The boom town of Hopewell, Vir-  
ginia, where is situated one of the  
large plants of the Du Pont Com-  
pany, was almost completely des-  
troyed by fire. The powder plant  
was saved, but 10,000 persons were  
rendered homeless.

Secretary of the Navy Daniels in  
his report to Congress recommended  
the building of more ships than pro-  
posed by the General Navy Board.  
His recommendation would cost in  
five years \$502,482,214. The Navy  
budget for the year is \$217,652,174,  
about \$85,000,000 of which is for  
ships already undergoing construction.

W. L. Mackenzie King, right  
bower for John D. Rockefeller, Jr.,  
is a candidate for the house of com-  
mons in an Ontario district, but  
his political colleagues do not con-  
sider that his work with the Rock-  
efeller interests is a vote getter, so  
they have declared that the ex-min-  
ister of labor for Canada give up  
Rockefeller or Sir Wilfred Laurier,  
the party leader.

Elizabeth Gurley Flynn was ac-  
quitted on November 30 at Paterson,  
N. J., of the charge of inciting to  
violence. Mrs. Flynn had been ar-  
rested by Chief of Police Bimson,  
on refusing to obey an arbitrary or-  
der to leave town. She had in-  
sisted on her right to speak, and  
was met by the reply, "You may  
have the right to speak, but we  
have the power to prevent you."  
The jury was composed of Hudson  
county citizens, objection having  
been raised against selections from  
Passaic county, in which Paterson  
is located, on account of prejudice  
against the defendant. Mrs. Flynn  
announced her intention to speak in  
Paterson again.

Permission to increase passenger  
rates has been granted Western rail-  
roads by the Interstate Commerce  
Commission. Commissioner Hall was  
the only dissenting member. The  
grant allows an interstate rate of 2.4  
cents a mile in Illinois, Wisconsin,  
Michigan, Minnesota, Iowa, Nebras-  
ka, Missouri north of the Missouri  
River and Kansas north of the main  
line of the Union Pacific. In Mis-  
souri and Kansas, south of the Mis-  
souri River and the Union Pacific,  
the rate may be 2.6 cents a mile.  
The intrastate rates of 2 cents a mile  
are not affected by the decision.  
The decision is expected to increase  
the revenue of the carriers more  
than \$10,000,000 a year.

Attorney-General Gregory in his  
report to Congress asked that the  
neutrality laws be amended so as to  
make it criminal to place explosives  
on vessels sailing from American  
ports, or to escape from an interned  
warship of a belligerent nation. He  
further asked that authority be given  
to seize arms and ammunition about  
to be exported in violation of an  
embargo proclamation. He asked  
additional legislation to prevent rail-  
roads from transporting articles man-  
ufactured by itself or controlled by  
its stockholders. He urged authority  
for establishment of plants for man-  
ufacture of various Government sup-  
plies at the Federal prisons at Leav-  
enworth and Atlanta, and recom-  
mended that the convicts be paid  
wages for their work out of their  
earnings.

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If you want to know more  
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It tells how young men have  
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HAIGHT STREET BRANCH, S. W. Corner Haight and Belvedere streets.

JUNE 30, 1915:

Assets .....\$60,321,343.04  
Deposits .....57,362,899.35  
Capital actually paid up in cash .....1,000,000.00  
Reserve & Contingent Funds 1,958,443.69  
Employees' Pension Fund.... 199,164.12  
Number of Depositors..... 66,965

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250 Large Sunny Rooms Furnished Up-to-date. With all Latest Conveniences and Elevator Service. Rates: 25, 30 and 50 cts per Day. \$1.25 per Week and Up.  
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Union Label Paper and Envelopes

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Stand and Baggage Room at  
206 EAST ST., San Francisco  
Phone Douglas 5348

Kearny 3863

## JENSEN & NELSEN

Gent's Furnishing Goods  
Cigars and Tobacco  
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UNION MADE

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133 FIRST STREET, S. F.  
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# Capt. Chas. J. Swanson

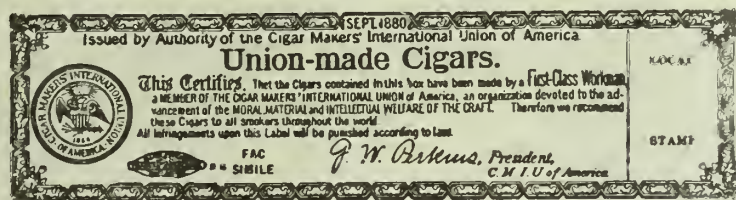
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DOUGLAS SHOES  
UNIFORMS

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"THE STAR" PRESS

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1122-1124 MISSION ST.  
SAN FRANCISCO

### ALASKA FISHERMEN.

Blom, J. Petterson, Carl  
Ekeland, Will Hj. Thorsen, Ole  
Hakansson, Ingvar Thorstensen, H.

### INFORMATION WANTED.

John Edstrom, alias Brynjulf Edstrom, born in Norway in 1879, was last heard from at Mobile, Ala., where his address was Norwegian Chapell, is inquired for. Anyone knowing his whereabouts please notify his mother. Address, 22 Pilestradet, Kristiania, Norway.—12-22-15

Hans Nilson, a native of Tonsberg, Norway, was last heard from at Mobile, Ala., is inquired for by his mother. Anyone knowing his whereabouts kindly notify Louis Donald, Norwegian Vice Consul, 77 St. Francis St., Mobile, Ala. 12-22-15

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

Knut Jensen, No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Tangemunde, A/Elbe Ostenerweg, No. 7, Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis. 4-14-15

## FRENCH AMERICAN BANK OF SAVINGS

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Resources ..\$7,700,000

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## J. MILLER

124 EAST STREET Garfield 690

### Union Store

HATS, CAPS,  
FURNISHING GOODS,  
ETC.

### INFORMATION WANTED.

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

Chas. Maywell, a sailor, last heard of in New York City in 1892, is enquired for by his son; anyone knowing his whereabouts please notify William J. Maywell, 426 West 59th street, New York City, N. Y. 12-23-14

Samuel Dickson, a seaman, age about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

## News from Abroad.

President Yuan Shi-Kai has formally accepted the Chinese crown tendered him by the Council of State. No date has been set for the coronation, but it is assumed that it will not take place till after January 1. The Japanese press denounces Yuan's acceptance of the throne. Chinese in America are highly indignant, and have taken steps to start another revolution.

Lieutenant Henri Koch, one of the officers of the interned German auxiliary cruiser "Prinz Eitel Friedrich," who violated his parole and left Norfolk, Va., in the middle of October, has been taken from a Danish steamship in the North Sea by the British naval authorities. Lieutenant Koch, who was working as a seaman, joined the steamship at Baltimore, asserting he was Dutch.

In the Balkans the Teutonic arms have continued to clear Serbia of all organized opposition. Part of the Serbian army is in Montenegro, where the Austrians continue to crowd them back with the Montenegrins. Another section is in Albania, and a third has been pushed back with the Allies into Greece. Both the French and British forces have been compelled to retreat before overwhelming numbers to their base at Saloniki, where it is supposed the guns of the fleet will protect them.

According to the Swedish press, the Swedish merchant fleet has been considerably reduced in tonnage, since the outbreak of the war. Recently published official statistics show that between 30 and 40 vessels have been sold abroad, and this, together with the large number of vessels which have been lost or sunk, has caused a total reduction of about 26,000 tons for the first six months of the year. In spite of this, the sale of Swedish vessels to other countries continues, and has even increased since the statistics were published.

An order was made at London to the effect that eleven of the documents recently seized in the police raid upon the offices occupied by the representatives of the Independent Labor Party, should be destroyed after a period of a week. The case has been heard in camera, and in pronouncing his decision Sir John Knill remarked that in order to be fair to the owners of the various pamphlets he had felt it his duty to read through the whole of the pamphlets, not merely the parts marked by the prosecution, and a period of seven days was allowed in which to make an appeal if desired.

A discussion has arisen in the Scandinavian press as to the advisability of awarding the Nobel peace prize this year. As will be remembered, this prize was not awarded last year owing to the war. In a recent leading article on the subject the Stockholm Tidning declared itself strongly in favor of awarding the prize. The paper is of opinion that a postponement would necessarily be for an indefinite period, as no one, it pointed out, can tell how long the present feelings of enmity between the belligerent nations will continue after the declaration of peace. On the other hand, to award the peace prize this year, might, it maintains, serve as a useful reminder of peaceful culture and human solidarity.



### With the Wits.

Misunderstanding.—"Reggie would tango perfectly but for two things."

"Yes? What are they?"

"His feet."—St. Patrick's Monthly Calendar.

Unanswerable.—Hortense—I can only be a sister to you, Alphonse.

Alphonse—Then give me back my presents.

Hortense—Why, Alphonse! Who ever heard of a sister doing such a foolish thing as that?—Judge.

Too Easy.—"What did you say your business was?"

"I am a critic."

"You criticize people?"

"You might say so, yes."

"And do you mean to tell me you get paid for that?"—Louisville Courier-Journal.

Explicit.—"Are you of the opinion, James," asked a slim-looking man of his companion, "that Dr. Smith's medicine does any good?"

"Not unless you follow the directions."

"What are the directions?"

"Keep the bottle tightly corked."—Tit-Bits.

Spoilsport.—"Young man," said the magistrate severely, "the assault you have committed on your poor wife was most brutal. Do you know of any reason why I should not send you to prison?"

"If you do, your Honor," replied the prisoner at the bar, hopefully, "it will break up our honeymoon."—Philadelphia Ledger.

Not to be Fooled.—"Tell me now, Jamie, what was the most wonderful thing you saw when at sea?"

"I think the strangest thing I saw was the flying-fish."

"Noo, laddie, dinna mak' a fule o' yer mither. Wha ever heard o' a fish fleein'?"

"Another strange thing I saw when crossing the Red Sea. We dropped anchor, and when we raised it again there was one of the wheels of Pharaoh's chariot entangled on it"

"Ay, laddie, I'll believe that. We've Scripture for that."—Tit-Bits.

### An Invitation

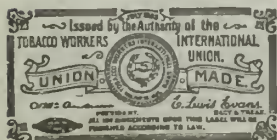
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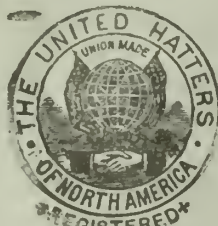


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the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

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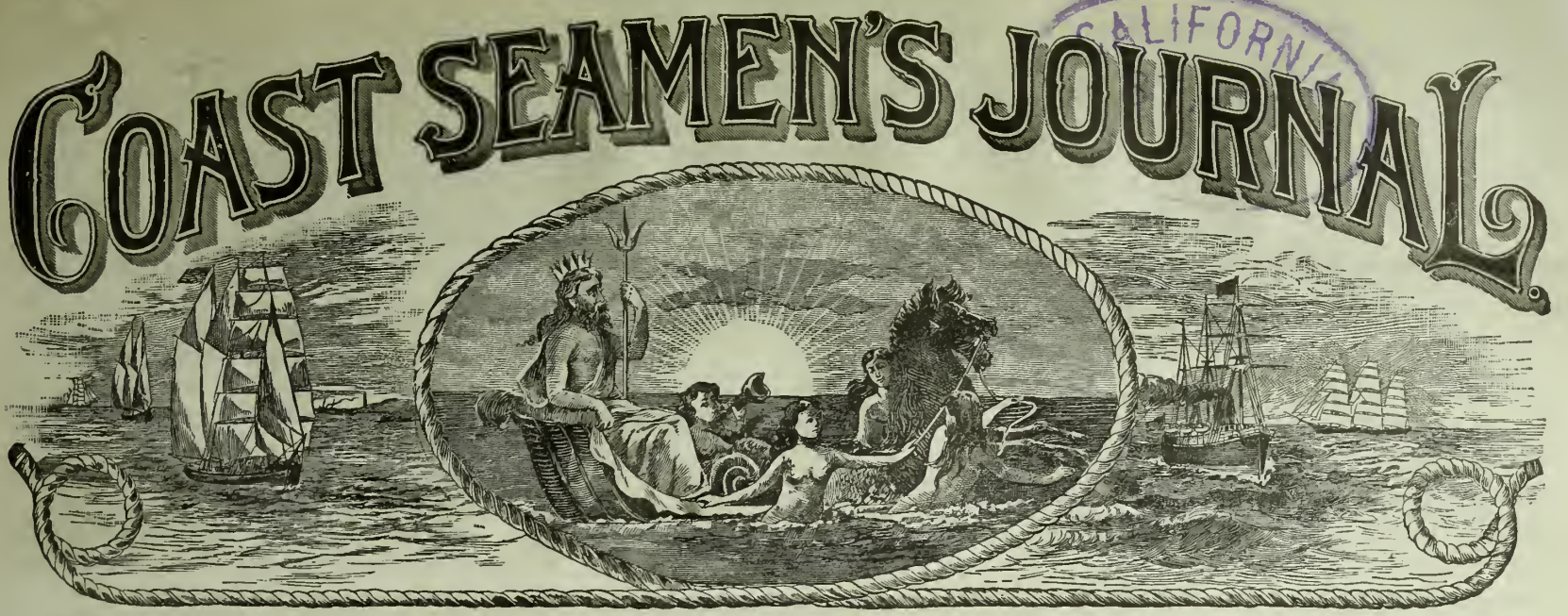
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A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXIX, No. 17.

SAN FRANCISCO, WEDNESDAY, JANUARY 5, 1916.

Whole No. 2363.

## EXPLOITERS BOOST "PREPAREDNESS."

### Huge Army and Navy Wanted to Uphold Dollar Supremacy.

Hope and confidence have replaced discouragement among those in Washington who are trying to keep faith with the ideals of freedom and democracy.

A few weeks ago it seemed that nothing could stop the Rockefeller-Vanderlip-Morgan program for a huge army and navy as the Government's contribution to the Wall Street campaign of economic world conquest and exploitation.

To-day, according to the news service of the Committee on Industrial Relations, that program is temporarily on the rocks. It was put there by a little group of Congressmen who knew the heart of the people, who felt it beating warm and true, and who could not be herded or frightened no matter who else might be.

#### "Reasonable Preparedness."

It took courage at first. For the people did not know. They have been nervous in the midst of the war talk. They wanted "reasonable preparedness." What that was no one knew. And the Congressmen who thought they knew had to act on faith when they began throwing monkey wrenches into the machinery.

To-day they stand vindicated by a nation-wide response. But the response must be louder and more insistent. It must be organized and clamorous and imperative. The danger is not yet past. The fight is only beginning.

These are the men who deserve well of every lover of freedom and democracy:

Edward Keating of Colorado, who is insisting that any increase in armaments be paid for by the rich, through income and inheritance taxes.

Clyde Tavenner of Illinois, who has exposed the armor plate trust and demands that we take the profit out of the killing of men.

Warren Worth Bailey of Pennsylvania, who lifts his voice at every opportunity against the program that he knows will mean death to democracy and freedom.

There are many more. But these have been most active. The people are awaking. Never was there greater need.

Here is the truth about preparedness in three quotations which tell the whole story. The man or woman who does not see the cat after reading them carefully never could see it.

The first is from the official announcement by the National City (Rockefeller) Bank, of the formation of the fifty-million-dollar American International Corporation:

#### That "Rapid" Accumulation.

"The experience of the year has constantly borne in upon those engaged in this work the importance of having the United States take a larger part than heretofore in the industrial development of other countries where capital is needed. Wealth is accumulating so rapidly that a portion of it can be spared for investment abroad. The experience which our people have had in large scale production, and in extensive construction work, has especially fitted us to carry on development work in other countries.

"To deal with this situation adequately, very large means are required. No single corporation in its own strength, or combination of banking houses, out of their own resources, can furnish the capital required. It can only be found by

arousing the interest and securing the cooperation of the entire country. It is necessary to make it a national undertaking, and appeal to the confidence, enterprise and patriotism of the American people. In order to do this, there must be a competent and responsible organization to act as an agency of the investing public in dealing with these foreign opportunities. With this view and purpose, Mr. F. A. Vanderlip, president of this bank, has obtained the cooperation of a group of leading banking houses, some of them with extensive foreign connections, and of a large number of important industrial and mercantile interests engaged in foreign commercial activities, in the organization of a corporation called 'The American International Corporation,' with a charter from the State of New York and a capital of \$50,000,000. The charter is broad enough to authorize the corporation to carry on any kind of business. It can own or operate, or buy or sell, shipping, railroads, street car lines, lighting and water plants, docks, warehouses, mines, factories and mercantile establishments. Mr. R. P. Tinsley, for many years treasurer of the Standard Oil Company of New York, and intimately connected with its foreign trade, will resign from that position to accept the position of secretary and treasurer of this corporation."

The second is from the same bank's December letter, which is mailed to thousands of investors and employers throughout the country:

#### They Do Want Cheap Labor.

"Generally throughout the industries in which male labor is required the limit of capacity with the present labor supply has been about reached. This is a fact for the consideration of people who have been favoring drastic changes in our immigration laws. We may plan for the expansion of our industries and their entrance into foreign markets, but the plans cannot be carried out without the immigrant. The common labor supply comes from no other source."

Insert "cheap" for "common" and the bank's meaning becomes clear. Cheap labor at home is the foundation on which the new world empire must rest.

The third is from a paper read by Rear Admiral French C. Chadwick, U. S. N., before the Clarke University conference on the war, at Worcester, Mass., on December 17. Remember that it is a Rear Admiral, not a labor agitator or a visionary who is speaking:

"Imperialism has had its worst and most injurious development in recent years, its essence being land grabbing and the establishing of spheres of influence. Navies and armies are insurance for capital owned abroad by the leisure class of a nation. It is for them that empires and spheres of influence exist. The great war now raging is a culmination of efforts to maintain and extend these spheres. The time has come to call a halt."

And the day Rear Admiral Chadwick was laying his finger on the sore, the president of the Steel Trust and the other dreamers of world conquest, based on exploitation at home, were giving a dinner in New York to Theodore Roosevelt, foremost champion of preparedness.

Is not the whole sordid scheme plain?

Economic exploitation and industrial tyranny

at home, the wage-earner and the farmer stripped naked, the wealth they produce swept into vast accumulations in the hands of a few.

Plunder and exploitation abroad, involving "spheres of influence" which in turn involve international enmity.

And to protect the exploiter from the wrath of his victims, lest they revolt at home or war on him abroad, a huge army and navy, resting on the overburdened backs of the poor and poisoning those springs of democracy that shall not already have ceased to flow.

The Rockefellers and Morgans and all their kind say to the farmer and wage-earner:

#### The Plea for the Dollar.

"Stand with us on this high hill and we will show you the glories of American supremacy. It is ours for the taking. We have only to reach out for it. We have gone as far as we can at home. The wealth you have produced is safe in our hands. We have more than we can use. There is nothing further to do with it at home. Our tenant farmers and our home builders cannot pay the rates of interest we ask. We cannot pay higher wages without seriously disturbing the scheme of things. Nor can we lower rents and take the privilege out of land; for that would hurt the widow and orphan. So we shall spend this wealth to build ships, to bribe governments in remote corners of the earth, to obtain control of natural resources in neglected countries and develop them with cheap labor. The American dollar will become the standard all over the world. American supremacy! How proudly you will throw out your chest and boast that you are an American!"

"But we need your help. You must be patriotic and sacrifice. World supremacy means a big army and navy, and to pay for them the Government must lay taxes on your necessities. It would not do to tax wealth. That would discourage enterprise. But your enterprise cannot be discouraged.

"Of course, your sons must fill the armies. You must send them to the recruiting camps to be taught to follow without thought or question the man we will put in command.

"While the Government is building battleships and equipping armies, it will not have much left to lend the farmers or to help the workers. That, too, must be expected and endured.

#### Low Wages Essential to Plan.

"In another way we shall need your help. You must be reasonable and work for low wages or we cannot compete in the markets of the world. Low labor costs are absolutely essential. Fix your eyes on the vision of world supremacy. Turn a deaf ear to the union organizers. They are unpatriotic and selfish agitators, too mean to see the vision of world supremacy as you and I see it.

"And some day we may ask even more of you. The supreme test of your patriotism will come. Foreign nations are greedy and selfish. They will not admit that America is destined to control the earth through its economic mastery. We must establish spheres of influence abroad, and we shall incur the jealousy and ill will of other nations. And some day we shall call on



you to join the colors and give your life for your country.

"Think what this will mean to us! America will become the proudest and richest of nations. The time will come when an American will be the equal of any British lord or French banker when they meet in the hotel or on the terraces of the Riviera. He can walk proudly, knowing that this nation is powerful and respected, that not a hair of his head can be harmed or a dollar of his investment lost without a protest from his Government, backed by 14-inch guns.

"In the meantime, we shall provide schools for you where you can learn to work faster and harder, and we shall try to provide you with enough food to keep you healthy and strong. That may be difficult at times. We must have a labor market in which there is always a surplus, and some of you will always be out of work even when America has become supreme. But we shall contribute generously to the Associated Charities and they will help you. And at night when you sit around the stove in your bunk house or in your city tenement, or in your old age when you sit with your friends in the poor house, you will read in the evening papers the trade figures which show that America is supreme and your breast will swell with the thought that you have helped bring this about."

#### AN ANCIENT SEA.

Many million years ago, long before the birth of the Rocky Mountains, a large inland sea spread over the western and central parts of North America. In geologic language the invasion of this sea occurred in Mississippian time—a period just preceding the one in which the bituminous and anthracite coal beds that extend over portions of central and eastern North America were formed. This sea covered much of the present site of the Rocky Mountain area, the central plains, and at times a part of the Great Plains in the United States. At different times it opened into the Arctic Ocean on the north, the Pacific on the south, and probably the Gulf of Mexico on the southeast.

This incursion of salt water was not the first or the last to invade the American continent. At each incursion muddy, sandy, or limy deposits mixed with sea shells and other animal remains were laid down along the beach and upon the sea floor. Strange as it may seem, most of these rocks formed ages ago now stand above sea level and constitute plains, plateaus, and even mountains.

Animal life was very abundant in this Mississippian sea. Nearly if not all the classes of animals now living were present. Sharks and fishes, though different in appearance from the present forms, sported along the shore or swam the deep. Sea lilies or crinoids, animals built on the same general plan as the starfish but having a calcareous cup with an attached stem, decorated the sea floor. Sea shells belonging to the same class as the oysters and snails were there. The lamp shells, or more technically speaking the brachiopods, resembling butterflies, mingled with a corkscrew-like sea net. Other forms, minute and large, figured in this life and have been wonderfully well preserved to the present time. Finally this sea bottom began to rise, and at length it emerged; the waters withdrew to the deep basins, and land life was substituted for marine.

Bulletin 595, written by G. H. Girty and just published by the United States Geological Survey, describes the fossil shells of animals living at one time in this ancient sea in the vicinity of Batesville, Ark. The rocks—known as the Boone chert—formerly had been placed with the Boone limestone, but the author in this report has separated the two and classified the Boone chert as a distinct formation. Contact with contiguous formations, correlations with

non-adjacent chert beds, lithology, and faunal character are considered in the discussion. Several new species are described. The bulletin is a technical description and is of interest to those investigating the paleontology of the Paleozoic rocks and the geology of the Mississippi Valley. Anyone desiring a copy of this report may obtain it free upon application to the Director of the United States Geological Survey, Washington, D. C.

#### CHAMELEON WARSHIPS.

"Our invisible Navy" is not the phrase of sardonic humor that it may seem to our more enthusiastic proponents of preparedness. At least, in the case of the experiments that are being carried on at Newport, R. I., at present, there is little sarcasm in the appellation and much good sense, for the aim of these experiments, we are told, is to arrive at a disguise for our warships which will borrow its basic idea from the chameleon and other of Nature's artists at protective coloration. Persons who have been watching the results have become convinced that the destroyer fleet lately the subject of the ship-painter's efforts has become practically invisible at sea, not only to the naked eye, but to strong binoculars as well. "Battleship gray" has had its day. It was better than the glaring ultraprominent white that once made our Navy the marksman's favorite target, but it was far from the last word in invisibility, for it has recently been proved that:

A solid color of any kind can be distinguished at sea, whereas a mottled surface, like the surrounding water itself, breaking up into lights and shades, will make almost any bulk invisible at a distance proportionate to size. Abbott H. Thayer, an Englishman, who studied the colorations of wild animals, and particularly water-fowl, noting at what distance their color enabled them to become invisible to the naked eye and under glass, and who is said to have taught Theodore Roosevelt much that he knows on the subject of invisible animals, is largely responsible for the Navy's taking up the problem. Mr. Thayer conducted a series of experiments in the Navy Department a year ago and demonstrated that under certain conditions the model of a torpedo-boat painted by him could not be seen, while a similar vessel painted battle-gray was plainly visible.

At Newport the destroyers have been painted in numerous ways to test their visibility. Some of them have been painted like checker-boards, in alternate squares of black and white, but the most elusive combination discovered to date consists of horizontal, irregular, serpentine lines of black paint along the sides of the destroyers with a background of battle-gray. The serpentine curves correspond substantially to the waves of the sea, and the mixed colors conform in part to the mottled surface of the water. The funnels, on the other hand, are painted in irregular spirals, and it is said the destroyers painted in this way are more nearly invisible close at hand than at a greater distance.

As soon as the problem is solved to the satisfaction of the naval authorities a scheme for painting the battleships will be

worked out for use in time of war. It is already reported in this country that the British Navy has ships painted in all sorts of colors on patrol duty in and around the North Sea and that the plan has worked with great success. Mr. Thayer evolved a plan of covering up funnels and fighting-tops with a series of planes intended to reflect the color of the sky, but the plan has not been found entirely practicable for the reason that the roll of the ship destroyed the reflection intended and at times made the vessels even more prominent to the eye than before, and also because the winds frequently made their use impossible altogether.

Another experiment being conducted by the Navy is one intended to make periscopes invisible. While they are practically so now, the wake they leave behind them can always be detected because it runs in a straight line of foam. Nevertheless, any progress toward invisibility is regarded as of consequence, and it is probable that in the near future plans will be devised for preventing the periscope itself from being seen.

#### THE FIRST THING NEEDFUL.

Says the Chicago Tribune in its issue of November 21, in speaking of preparedness:

"If Americans are ready to die for the country they must first find America well worth dying for. No state which permits the slums, and condones vast inequalities of fortune, can hope rationally for a devoted and virile patriotism. Preparedness to meet aggression . . . does not mean more ships and more guns. It means fundamentally a domestic strength and prosperity, which are possible only when justice and enlightenment rule the relations of all citizens."

It is clear that the Tribune must see what Henry George pointed out in 1891 in his "Protection or Free Trade," when discussing the preparedness agitation of that time. Mr. George said:

"The dangers to the Republic come not from without but from within. What menaces her safety is no armada launched from European shores, but the gathering cloud of tramps in her own highways. That Krupp is casting monstrous cannons, and that in Cherbourg and Woolwich projectiles of unheard of destructiveness are being stored, need not alarm her, but there is black omen in the fact that Pennsylvania miners are working for 65 cents a day. No triumphant invader can tread our soil till the blight of 'great estates' has brought 'failure of the crop of men'; if there be danger that our cities blaze, it is from torches lit in faction fight, not from foreign shells. Against such dangers forts will not guard us, ironclads protect us, or standing armies prove of any avail."

But Henry George saw further than the Tribune. He not only saw that the greatest danger to the country lay in the blight that would bring "failure of the crop of men," but saw also that removal of that blight would mean removal of the economic cause of war.

Economic justice, not armies and navies, is the first thing that must be provided to make the country safe. And that once provided, armies and navies may not be needed.



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## "Put the Unemployed on Public Land."

In his annual report, Secretary of Labor Wilson says that public employment service of a national character must go beyond merely hunting "manless jobs" for "jobless men." He declares that this latter policy will not affect the causes of involuntary unemployment, which will express themselves "to the great prejudice of the wage workers of the United States and consequently to the harm of all industrial interests."

To remedy this evil, the ex-Secretary-Treasurer of the United Mine Workers of America presents a constructive plan, the legislation for which need not be either voluminous or revolutionary, and that "nothing more is required than a judicious utilization of Government lands."

The trade unionist develops his plan as follows:

"Title to some of the old public domain still remains in the Government. By a recent decision of the Supreme Court, Congress is soon to have the power, and to be under an obligation, to treat with land-grant railroads regarding the terms on which large areas of that domain heretofore granted away may be restored. There are extensive areas of privately owned but unused farming land in most or all of the States which might be acquired by the general Government for promoting labor opportunities as advantageously as other areas have been acquired or retained by it for the creation of public parks. If Congress were to adopt, with reference to these lands, a policy of utilizing them for promoting opportunities for employment, the benefits of the labor-distribution work of this department, and of States and municipal public employment offices throughout the United States, would be vastly augmented.

"For such a policy the homestead laws seem to afford a legislative basis and their history to furnish valuable suggestions.

"One necessary condition is that the general Government shall retain title to the public lands it already holds. Another condition is that from time to time it shall reacquire title to such lands formerly owned by it but now privately owned, as are held out of use and may be acquired. Still another condition is that the Government from time to time shall acquire title to such privately owned lands in different States as may be usefully devoted to the purpose of opening opportunities for employment."

With the above as the basis for his theory, Secretary Wilson provides methods by which inflation of land values may be prevented. He then suggests that the Departments of the Interior, of Agriculture and of Labor unify their efforts to "make efficient farmers of inexperienced but otherwise competent workers seeking that vocation."

"Pursuant to such unification," he continues, "Congress might provide a 'rotary fund' for lending purposes; that is, a fund to be used over and over again for those purposes, and to be maintained by repayments of loans. Out of this fund Congress could authorize the departments named above to make loans, through the Department of Labor, to settlers placed by this department upon lands set aside for that purpose in accordance with the authorized plan for thus

augmenting labor opportunities. Those loans could be safeguarded, without commercial collateral, by resting them upon the best possible basis of industrial credit—ability, opportunity and character—and by establishing in connection with them a system of community credits adapted to the circumstances.

"It is a reasonable prediction that such a policy would develop in country and city an economically independent and socially progressive population. The results would be analogous in our time to those of the homestead laws at an earlier period."

## Immigration Figures.

During last October 31,215 immigrants came to this country, according to a report issued by the Federal Department of Labor. Of this number, Greece led with 2,481, followed by Italy, with 1,990; Ireland, 1,838; England, 1,597, and Portugal, 1,050. There were 731 Japanese and 326 Chinese admitted.

The laborers totaled 4,564; servants, 3,174; farm laborers, 1,772. Of the skilled trades, clerks and accountants led with 781; carpenters and joiners, 294; miners, 265; tailors, 199; cigarmakers, 184.

The industrial States received the largest proportion of these arrivals. New York leads with 4,973; Pennsylvania, 1,923, and Illinois, 906. Few immigrants were ticketed to southern or western agricultural States. North Carolina received 1; Wyoming, 2; South Dakota and Alabama, 5 each; South Carolina, 6; Kansas, 8; Georgia, 10, and Mississippi, Kentucky and Arkansas, none.

## Labor Is Not a Commodity.

Members of the Ohio Manufacturers' Association, in convention in Columbus, were given a jolt by Arthur J. Eddy, of Chicago, who discussed the labor features of the Clayton Anti-Trust law.

"Don't confound labor with so many pounds of sugar or so many tons of sand or steel," said the speaker. "Labor is not a commodity. It's a human proposition, and the sooner you gentlemen recognize that fact the better it will be for you."

It might be stated that the Chicago man is not a trade-unionist, even though he expresses the views so long insisted by organized labor.

Mr. Eddy is a lawyer.

The manufacturers endorsed the Workmen's Compensation law and protested against the removal of members of the State Industrial Commission for mere partisan reasons. This position is identical with that of organized labor.

## Compensation Law Valid.

Writing in the Bulletin, issued monthly by the New York State Industrial Commission, F. Spencer Baldwin, manager of the State Compensation Fund, says "the trend of judicial opinion throughout the country has been favorable to the constitutionality of workmen's compensation acts, and to the broadest and most liberal construction of their provisions."

He says the decision of the New York Court of Appeals in the Ives case, which invalidated the first Workmen's Compensation Act of 1910, is the only court decision on

(Continued on Page 10.)

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

## AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

## GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London. E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers. 4 Spekland Bldgs., 22 Canning Place, Liverpool.

## BELGIUM.

Internationale Zcemansvereeniging, St. Pietersvliet 2.

## GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

## FRANCE.

Federation National des Syndicats des Inscriptions Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

## NORWAY.

Norsk Matros-og Fyrboder-Union, Skippergaten 4, Kristiania.

## SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

## DENMARK.

Somandenens Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

## HOLLAND.

Algemeene Nederlandsche Zcemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zcemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

## ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

## AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

## SPAIN.

Sociedad Sindicate de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

## URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

## ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

## BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

## SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



## World's Workers.

In 1914 there were 89,369 employees on the various State-owned railways in the Australian Commonwealth, being an increase of 48,348, or over 100 per cent. in the decade.

The electrical engineers of New South Wales and Victoria have now federated as the Electrical Association of Australia. Kindred institutions in other States of the Commonwealth have also been invited to federate, and it is anticipated that before long this Association will include all the electrical engineers residing and practising in the Commonwealth.

President Parsons of the Melbourne, Victoria, Motor and Cycle Trades' Union, which includes grinders and metal polishers, is protesting at the inaction of the wages board that sets wages in this industry. The unionist declares that the board has been sitting for two years, but has not yet made an award. As it is illegal to strike, the union has called a meeting to discuss the question.

The second annual congress of the National Union of Railwaymen was held lately at the Mechanics Hall at Nottingham, England, 60 delegates attending from various branches throughout the country. In his presidential address A. Bellamy said that organization of industry, so far as the railway service was concerned, was rapidly becoming an accomplished fact. To-day their membership was practically 302,000.

When the members of the Small Arms Factory Employees' Association recently advocated the introduction of the third shift at the factory, the Australian Minister for Defense said that he was favorable to the proposal, and he promised to refer it to the acting manager. That officer now has reported that the proposal is impracticable, and that the increased confusion of three shifts would reduce production.

The Canadian Northern Railroad, like the Toronto Hydro-Electric Commission, has refused to accept an award of a board appointed under the Dominion Industrial Disputes Act, which is intended to stop strikes and lockouts in public utilities. Brotherhood engineers and firemen asked for the appointment of a board to adjust working conditions. The award did not fulfil the demands of these workers, but they accepted it. The company has rejected the decision and now the two brotherhoods are arranging for a strike vote.

The victimization of a mate caused a strike at the North Sydney Gas Works recently. After a day's suspension of labor the merits of the case were submitted to the Under Secretary for Labor, whose verdict was as follows: "I decide without the slightest hesitation at all that the company's position in the matter is entirely vindicated by the fact that Hush was not immediately suspended by the foreman, Guy, when he refused (as Guy supposed) to do work which became necessary in a grave emergency for the purpose of preserving the company's property. I also think Guy was completely and entirely at fault in not explaining to work other than the work he had contracted to do during that shift, that the work had become necessary by reason of an occurrence of grave emergency. My decision is that the punishment imposed upon Hush was unjust."

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### INFORMATION WANTED.

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

Oscar Olsen, age 37, a native of Hallarna, near Gothenborg, Sweden, who was sailing on the Great Lakes about three years ago, is inquired for by John V. Olsen, Sun Company, Marcus Hook, Pa. 5-26-15

Adolph Godfred Eriksen, born in Moss, Norway, is inquired for by his brother, Herman Eriksen. Any one knowing his whereabouts please notify W. Nielsen, 206 Moravian St., Philadelphia, Pa. 5-26-15

### M. BROWN and SONS

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Opposite Sailors' Union Hall

SAN PEDRO, CAL.

### INFORMATION WANTED.

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

Vencelus Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolamo Durbich, Zurich, Switzerland. 7-28-15

Herman Sigfrid Persson, a native of Malmo, Sweden, supposed to be sailing on the Pacific Coast, who has not been heard of for two years, is inquired for by his brother, Gustav Persson. Address 13 Stenbarksgatan Malmo, Sweden. 7-28-15

Adolph Krakan, last heard of at Port Pirie, January, 1912, and again in March, 1913, from Warumbo, 118 miles from Adelaide, South Australia, is inquired for by his mother at Hamburg, Germany. 8-25-15

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## San Pedro Letter List.

|                     |                     |
|---------------------|---------------------|
| Ahl, Einar The      | Lindberg, Ernst     |
| Andersson, Oskar    | Manson, Pete        |
| Aene, T.            | Monsen, C.          |
| Alexander, P.       | McGuire, W. T.      |
| Anderson, John      | Melson, Wm. E.      |
| Anderson, Martin    | Mennicke, Fritz     |
| -1894               | McGlashan, W. T.    |
| Blutcher, John      | Martinel, Walter    |
| Billington, Martin  | Mikalsen, Andreas   |
| Brady, J. F.        | Malm, Gustaf        |
| Brusard, E.         | Mesak, E.           |
| Barrell, George     | Nelson, Chas. R.    |
| Berg, Charles       | Nelson, A. W.       |
| Bergren, Gus        | Nurmi, Victor       |
| Bergh, Borge        | Niejahr, Oskar      |
| Brein, Hans         | Orwold, Jack        |
| Bergman, Leo        | Owen, Fred          |
| Benrowitz, Felix    | Pintz, Johan        |
| Carlson, Fred       | Persson, H. W.      |
| Carlson, Johan Al-  | Parsons, Herman     |
| got                 | Poppe, George       |
| Carera, Pete        | Peterson, Hans      |
| Cook, Harry         | -1064               |
| Danielson, John     | Peterson, N.        |
| Danielson, Dave     | Peterson, Otto      |
| Erickson, John      | Poscet, P.          |
| Erickson, Otto      | Parsons, Olaf       |
| Eklund, Sven        | Silvalia, J.        |
| Elsher, Wm.         | Schultz, Albert     |
| Gunther, The        | Sjohom, Gustav      |
| Geller, Fred        | -1542               |
| Gallenberg, Martin  | Salvesen, Svedrup   |
| Gillholm, Albin     | Svendsen, S. -1714  |
| Gronlund, O. -414   | Sanseter, Paul      |
| Hendrikson, Henry   | Soderlund, Anton    |
| Hansen, B.          | Schmidt, Lauritz P. |
| Hede, Tom           | Sevenson, Paul      |
| Heesche, Henry      | Tamisar, P.         |
| Haupt, Fritz        | Trovik, Harald      |
| Hansen, Charly      | Thorsen, Charles    |
| Hansen, Hilmar      | Uappa, Koste        |
| Hannus, Alex.       | Uhlig, Richard      |
| Johansen, Emil      | Warkkala, John      |
| Johnson, Gunnar E.  | Wirak, J.           |
| Jonson, Leonard     | West, J. W.         |
| Johansson, Victor   | Zayan, G.           |
| Johanson, Geo.      | Newspapers and      |
| Johnson, Edvard A.  | Packages            |
| Kolodzie, George    | Ahl, Einar The      |
| Kaiser, Richard     | Anderson, David C.  |
| Lybeck, Thos.       | Bergh, Borge        |
| Lindeman, Gust      | Billington, Martin  |
| Lindroth, Gustaf    | Persson, H. W.      |
| Lundin, Chas. -1054 | Swanson, Hugo       |
| Lindberg, G. W.     | Schmidt, Lauritz P. |
| Lauritzen, Ole      | Larsen, James Chr.  |

## Honolulu, H. T.

|                      |                   |
|----------------------|-------------------|
| Anderson, John E.    | Nelsen, C. F.     |
| Burk, Harry -1284    | Petersen, Carl    |
| Crantly, C. W.       | Peters, Walter    |
| Eugenlo, John        | Reither, Fritz    |
| Ekelund, Rickhard    | Solberg, B. P.    |
| Ivertsen, Sigvald B. | Strand, Conrad    |
| Lengwenus, W. L.     | Thompson, Emil N. |
| Moller, F.           |                   |

### INFORMATION WANTED.

Daniel William Thorin is inquired for by his mother. Anyone knowing his whereabouts please notify Fru Thorin, Hegagata 7, Gothenborg, Sweden. 9-23-14

Frederick Wood, a seaman, sailing on the Pacific Coast, is inquired for by his sister, Miss Lucy Wood, 108 Broughan street, Darlinghurst, Sydney, N. S. W., Australia. He is described to be tall, with dark curly hair and carries a scar on the nose. Anyone knowing his whereabouts kindly notify the office of Chief of Police, San Francisco, Cal.—6-24-14

Waldemar Stintman, alias Broth, a native of Russia, age 21, supposed to be sailing on the Pacific Coast. Anyone knowing his whereabouts please notify his brother, John Stintman, address Sailors' Union of the Pacific, San Francisco.

Anyone knowing the whereabouts of Magnus Magnussen, a native of Soderhamn, Sweden, should at once communicate with F. A. Smith, Box 770, Aberdeen, Wash. 9-23-14

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Any one knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St. 8-11-1915

Olai Ingebrigtsen (Brock), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American bark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469—49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Steuart street, San Francisco, Cal. 8-4-15



## Pacific Coast Marine.

Johnson Bros. & Blanchard, Seattle, have been awarded a contract to build a 150-foot wooden steamer, twin-screw gas engine, to carry thirty-five passengers and 700 tons of freight, to be named the "Kuskokwim River," for the Westward Navigation Company.

Making the fastest trip recorded last year between San Francisco and Adelaide, Captain Sorenson brought the schooner "Snow & Burgess" into the Australian port in sixty-five days. The vessel arrived at Adelaide on December 23 with a full general cargo and lumber from California.

The contract for the interior repairs to the Alaska Steamship Company's "Mariposa," whose hull is now being repaired by the Seattle Construction and Drydock Company, has been let to Yarrows, of Esquimalt, for \$70,000. The hull work will be completed about January 1, when the "Mariposa" will proceed to Esquimalt for the interior work.

The dredge "Northbank," in tow of the tug "Wallula," from Astoria for Neah Bay, went ashore in the night of Dec. 27, six miles south of Grays Harbor, and it is reported will be a total loss. The two men on board were taken off by the life-saving crew of Westport, in a breeches buoy. The "Northbank" was owned by the Spokane, Portland and Seattle Railroad Company, and valued at \$65,000.

The Canadian Government has decided to give every possible encouragement to the building of ships to accommodate the British Columbia lumber trade. The Dominion Government is to authorize the issue of bonds to provide for building thirty four-masted ships to be turned over to the lumber manufacturers of British Columbia, who will pay for the ships as the bonds fall due. Enough bonds have been subscribed for to make it possible to lay the keels of six of the new ships in the spring.

Captain Charles Jackson, master of the bark "R. P. Rithet" of the Matson fleet, died at sea November 28, while the vessel was en route to San Francisco from Mahukona. Acute stomach trouble was the cause of death and he was buried at sea the following day, Mate James Page bringing the "Rithet" into port. For many years Captain Jackson was master of the "S. G. Wilder" for Williams, Dimond & Company and later for Welsh & Company of Honolulu. He has been in the Matson service for the past six years as commander of the "Rithet."

Struck by a sudden heavy gale while discharging nitrate at Port Allen, Hawaii, the Chilean bark "Ivanhoe" was blown ashore and is reported a total loss, according to cable advices received by the marine department of the San Francisco Chamber of Commerce. The vessel came from Antofagasta and her cargo was half discharged when the gale blew her ashore. The vessel was to go to Puget Sound after discharging her cargo in Hawaii, and was under charter to load lumber for Australia at 90 shillings for Comyn, Mackall & Co. of this city.

The jurisdiction of John K. Bulger, U. S. Supervising Inspector, with headquarters in this city, will be cut in two, in an amendment to be recommended to the present steamship inspection bill before Congress. It is proposed that an additional supervising inspector be located at Seattle, to have jurisdiction over Seattle, Portland and Juneau, Alaska. The action is a part of changes in steamship regulation to be recommended as the result of the "Eastland" disaster at Chicago. Another proposal will provide that the supervising inspector of a district must approve in writing any increase in the passenger or freight capacity of a vessel and also provide for an appeal from rulings of the board of local inspectors.

The schooner "Sausalito," purchased recently by Thomas Crowley of San Francisco, was driven ashore at Waddah Island, near Neah Bay, in the night of Dec. 27 and is believed to be a total loss. The crew was taken off safely by the life savers of Neah Bay and the coast guard "Snohomish" went to assist the vessel, but could do nothing. The "Sausalito" sailed from San Francisco December 10th for Portland, but was driven by heavy winds past the Columbia River and made Neah Bay December 22d. She was to load in the north for the West Coast of Mexico. She was a three-masted schooner of 367 gross tons and was built in San Francisco in 1903.

After many vicissitudes, the schooner "J. M. Weatherwax" is soon to leave Honolulu on her delayed trip to Australia, but, instead of going out for Sydney under charter to Niel Nielsen, trade commissioner for New South Wales, the vessel will go out as owned by the Government of that commonwealth. Captain R. H. Purdy is to take command of the craft. The "Weatherwax" sailed from Vancouver June 1st with lumber for Australia, and put into Honolulu June 23d in distress. Starting again August 14th, the vessel put back October 5th and has lain in Honolulu harbor since. Nielsen went to Honolulu when the skipper and crew libeled the vessel for their wages and bought the craft.

That the United States Immigration Service at

San Francisco is a sort of an outcast in the Federal family, is the observation of those who have followed closely the developments in the investigation at Angel Island, brought about by the reported escape of contraband Chinese from liners from the Orient, and the finding of eighty-six Chinese stowaways aboard the steamer "Mongolia." There is known to be an open conflict between customs and immigration inspectors and guards, said to have been engendered by attempts upon the part of the immigration branch to shift responsibility upon the customs inspectors and watchmen at the docks and aboard the ships. It is said that repeated efforts by the heads of both Federal departments to heal the breach and bring about an entire unity of purpose have failed.

Secretary Daniels and Assistant Secretary Roosevelt conferred with Representative Curry over a plan to have the Government build a causeway between Vallejo and Mare Island Navy Yard. A causeway, as planned, would cost about \$500,000, but it would soon save its cost because the Government could run railway cars loaded with material and supplies for the navy from Vallejo over the causeway into the Mare Island shops, whereas now all such material has to be transported by boat and has to be handled twice to get it into the yard. A drawbridge would cut the causeway for the convenience of navigation. As the Navy Department is planning many improvements and additions at Mare Island, principally because the superdreadnaught No. 44 is to be built at the yard, it is probable that Secretary Daniels will include the causeway in the improvements.

With the sale, announced during the week, of the new "Annette Rolph," the second of the freighters built or under construction at the Union Iron Works for Mayor Rolph, has gone to new owners. The purchaser of the second vessel, which is to be delivered in May, is Theodore B. Wilcox, president of the Portland Flouring Mill Company. Terms of the sale were private, but the sister ship of the one sold yesterday brought something like \$750,000 when sold, renamed the "Pacific" and placed under a foreign flag. The third steamer which Mayor Rolph recently contracted for with the Union Iron Works will be of 10,000 tons, slightly larger than the two steamers which he has sold. Delivery on this vessel will be made next December. On account of the demand for cargo steamers at the present time, a demand which will likely be insistent for many months, it may be that Mayor Rolph will sell this latest of his steamers before she leaves the ways.

Marin County, Cal., is in the fight for the proposed "second Annapolis," should it come to the Pacific Coast. Local civic bodies, acting on information furnished by Congressman Kent, are at work on a proposition to buy and donate to the Government 500 acres of land at McNear's Point. This site, they argue, is the best available one on San Francisco Bay. Congressman Kent received a telegram from Secretary Daniels of the Navy Department informing him that Captain Andrews of the Yerba Buena training school had been delegated by the Navy Department to look over the various sites about San Francisco Bay. County Surveyor George L. Richardson and a corps of photographers are already busy making surveys, photographs, soundings, etc., of the Marin County site to be forwarded to Washington.

With mileage behind her equal to twice around the world, and with three years' seafaring since she left Southampton for the South seas, the power schooner "Mana" arrived at San Francisco during the week bearing as cargo many crates and boxes containing skulls and other gruesome remains of former residents of Easter Island, in the South Pacific. The yacht is owned by R. S. Routledge of London, who has been collecting anthropological specimens for the British Museum. At Easter Island Routledge established headquarters, and for nearly two years dug among the ruins of the little dot on the Pacific. He unearthed specimens of prehistoric peoples and has them all cased and labeled for shipment to Great Britain. During the time the party stayed on the island, Captain Gillam took the "Mana" on four round trips to Taleahuano, Chile, for supplies, the distance of the trip being 2,000 miles each way. Several months ago the little craft, which cruised extensively in the South seas, started with her owner for Honolulu and stayed there for several weeks. She came in here from Hawaii, making the run under sail in twenty-seven days, and experiencing only light winds the entire distance. Under power the schooner will make six knots, but the engine was not used until she came into San Francisco Bay.

G. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Adv't.)

## International Seamen's Union of America

Affiliated with  
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INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary,  
570 West Lake St., Chicago, Ill.

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New York Branch, 400 West St. Telephone 5151  
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NORFOLK, Va., 41 Loyalls Lane.  
NEW ORLEANS, La., 206 Julia St.  
MOBILE, Ala., 104 S. Commerce St.

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CLEVELAND, O., 1401 W. 9th St.  
MILWAUKEE, Wis., 133 Clinton St.  
N. TONAWANDA, N. Y., 152 Main St.  
CONNEAUT HARBOR, O., 992 Day St.  
ERIE, Pa., 107 E. Third St.  
DETROIT, Mich., 15 Twelfth St.  
SUPERIOR, Wis., 1721 N. Third St.  
BAY CITY, Mich., 108 Fifth Ave.  
OGDENSBURG, N. Y., 70 Isabella St.  
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.  
PORT HURON, Mich., 517 Water St.

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DETROIT, Mich., 27 Jefferson Ave.  
MILWAUKEE, Wis., 151 Reed St.  
SUPERIOR, Wis., 1814 Fourth St.  
OGDENSBURG, N. Y., 70 Isabella St.  
BAY CITY, Mich., 108 Fifth Ave.

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Milwaukee, Wis. Superior, Wis.  
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Hasting and Main, P. O. Box 1365, Tel. Seymour 8703.  
TACOMA, Wash., 2218 North 30th St.  
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.  
ABERDEEN, Wash., P. O. Box 6.  
PORTLAND, Ore., 44 Union Ave., North.  
EUREKA, Cal., 227 First St., P. O. Box 64.  
SAN PEDRO, Cal., P. O. Box 67.  
HONOLULU, H. I., Cor. Queen and Nuuanu Sts.,  
P. O. Box 314.

(Continued on Page 11.)



# Coast Seamen's Journal

PUBLISHED WEEKLY AT SAN FRANCISCO

BY THE

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I. M. HOLT.....Manager

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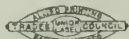
To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter.

Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

## NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, JANUARY 5, 1916.

## CERTIFIED CHINAMEN.

During the past week 26 Chinamen, being employed in the deck department of the American steamship "China," applied at the San Francisco office of the U. S. Steamboat Inspection Service for Able Seaman's Certificates. Nine of the applicants were rejected for physical disabilities, but the remaining 17 having sworn to the required three years of service on deck at sea, were supplied with the certificates.

In the opinion of competent observers every one of the "certified" Chinese should have been rejected by the local inspectors. Not one of them seemed to be able to understand or answer the simplest question pertaining to the ordinary duties of an able seaman. All of them had evidently been properly coached; yet when the inspector asked about the successive steps to be taken in launching a lifeboat they answered with a bland stare until a proper reply was suggested or actually made by one of their mentors, and then the sons of China would nod their assent or grumble a "yes, yes."

It is to be regretted that the hostile spirit of Mr. Uhler, the Steamboat Inspection Service's chief, has struck such a sympathetic chord in his bureau at San Francisco. But it remains to be seen whether or not Mr. Uhler's personal wishes and desires can totally change the will of Congress as expressed in the La Follette Seamen's law.

At the time of going to press it is too early to arrive at conclusions upon the subject matter under discussion. Suffice to say, that proper steps have been taken to apply the language test to the certified Chinamen and to the Orientals employed in other departments of the steamship "China." And when that little event has passed into history there will most likely be urgent need for further comment in these columns.

In the meantime, one can imagine the mingled feeling of astonishment and disgust which our dear old friend Schwerin

must have experienced upon the receipt of the news herein related. Mr. Schwerin's company went out of business (so we have been told ten thousand times) because under the terms of the Seamen's law he would not be able to continue employing his yellow pets. And now his former Oriental employes are being duly certified to as "able" seamen!

Really, there is a tinge of rollicking humor in the whole farcical procedure!

## ABOUT PROHIBITION.

Elsewhere in this issue, under the caption "The 'Dry' Wave," appears some interesting comment upon the situation in Oregon and Washington.

In California the prohibition movement is by no means checked although the last popular vote upon that subject showed a majority of 169,245 votes against the prohibitionists. From present indications it has become reasonably certain that the voters of California will again be required to pass upon the question of Prohibition at the Presidential election in November. During the past few weeks more than 30,000 signatures attached to Initiative petitions for prohibition have been filed with the Secretary of State in Sacramento.

That the struggle between the wets and dries will be well contested goes without saying. Both sides are well organized and ready for the war of words and the battle of ballots.

Just why the prohibition movement should find such fertile soil in America is rather difficult to understand. No one, except those personally interested, objects to strict regulation of the so-called saloon business. But a great many Americans, including some who have never tasted liquor, take most strenuous exception to an officious tyranny—by whatever name—that would meddle with matters of dress and diet concerning which each normally constituted individual has his own preference. The foregoing assertion is made, of course, with the proviso that the individual's personal habits do not constitute a nuisance to his neighbor or to the community.

The principle of prohibition is the complete negation of personal liberty and the exact antithesis of natural right. For these reasons the JOURNAL is opposed to prohibition as a public policy. There is no objection to the teaching or the practicing of total abstinence by the individual. But the official enforcement of "goodness" via drastic prohibition laws does not leave much room for toleration or liberty.

Is not the preaching and the practice of moderation in all things the real remedy for the evils of which the prohibitionists so strenuously complain?

The New York Nautical Gazette attempts to make a point in favor of England's unjustifiable interference with neutral trade, as follows:

If England has been high-handed in her blockade methods, at least her warships have not destroyed neutral tonnage. The same cannot be said of Germany, whose Government demands the "freedom of the seas."

The logic of our contemporary is as deep as the blue sea. Why should England sink neutral tonnage as long as she can with impunity appropriate both ship and cargo for her own use?

Demand the union label upon all purchases!

## SHIP-SUBSIDIES.

It is to be hoped that the "Scientific American's" knowledge of general science is not as woefully limited as its understanding of matters relating to the American merchant marine.

The "Scientific American" favors ship-subsidies because of "the higher cost of operation under which American shipping labors." It is because of this difficulty, says our contemporary, "that only very few shipowners have availed themselves of the Act of Aug. 18, 1914," which legislation permits the transfer of foreign-built vessels to American foreign-going registry. Just how and why the transfer brought with it a higher cost of operation is not explained, but is evidently taken for granted in order to present a feasible argument for ship-subsidies.

As a matter of fact, more than 170 foreign-built vessels of over 550,000 gross tons have been admitted to American registry under the Act of Aug. 18, 1914. And this transferring only ceased when the other maritime nations became alarmed at the loss of their respective merchant ships, and adopted laws or rules absolutely forbidding the sale or transfer of ships to any other nation.

As a further matter of fact, there was practically no increase in the cost of operation of these transferred vessels. The law was especially drafted to enable those ships to retain their alien masters, officers and crews, and needless to state, most of them have taken every advantage of this special favor.

The "Scientific American's" argument for ship-subsidies is sadly lacking in the first fundamental. It has absolutely no facts for its base!

The leading opponents of the La Follette Seamen's Act seldom miss an opportunity to attack and misrepresent that legislation. Never, however, have they shown sufficient courage or confidence in themselves to meet the proponents of that legislation in open public debate. At the recent public mass meeting in San Francisco, called especially for the purpose of enabling both sides to have their say, not one of the cheap labor crowd dared to show his face. At the annual meeting of the American Association for Labor Legislation, held at Washington, D. C., during the past week, there was a formal discussion of the new Seamen's law. And again no opponent of the legislation could be found to take the platform in fair and square debate. Among those who spoke in favor of the law were Henry W. Farnum, professor of political economy at Yale; Secretary Wilson of the Department of Labor, and Andrew Furuseth.

One of the "Empress" liners returned to Vancouver during the week after a prolonged absence. She is manned almost exclusively by Chinese.—Vancouver, B. C., Report.

Canadian seamen who have enlisted to save the British Empire will find little comfort or inspiration in the peculiar brand of patriotism which gives preference to cheap alien labor first, last and all the time.

Frequently the wisdom of any proposed step may be judged as an inverse ratio to the amount of condemnation it receives. In this as in all other matters we consider the source.



## CAPTAIN DOLLAR'S OBSESSION.

Convince a man against his will and he is of the same opinion still.

On the very day when our good old friend "Captain" Dollar was delivering his usual stereotyped calamity speech before the Oakland (Cal.) Rotary Club and predicting that "unless something is done" the U. S. merchant marine will soon disappear entirely, there was made public at Washington, D. C., an official and authoritative Government report containing facts with a marked tendency to knock all of the old gentleman's argument into a cocked hat.

At any rate, the records show that American shipyards have under construction at the present time more vessels than ever before were building in the United States, to add to an American merchant marine whose gross tonnage already is the largest in the country's history.

Ninety-eight merchant vessels are being built or are under contract. These, with many small vessels being constructed, have a total tonnage of 761,511.

The total tonnage of ships under the American flag, numbering 26,888 on December 1, was 8,444,258, a net gain of more than 50,000 tons since July 1. There was a net gain of 187 ships, despite 272 vessels lost, abandoned and sold to aliens. Twenty-three came under the American flag from foreign registry and 436 were completed in shipyards. Altogether 171 foreign vessels have taken American registry under the Act of August 14, 1914.

Many big vessels are being built. Thirteen mentioned in the Government report are of more than 10,000 tons. Twenty are of tonnage between 7000 and 10,000, and thirty-six are of from 5000 to 7000 tons. Eleven vessels are colliers, forty-seven oil vessels, thirty-four general freight vessels, and six passenger and freight vessels.

But it is all of no avail. "Captain" Dollar still insists that our merchant marine is being driven off the seven seas! Was there ever a more unreasonable and stubborn old gentleman than our own Captain Dollar?

## TREND OF THE TIMES.

It is announced from Washington that the State Department is trying to induce the Rockefeller Foundation to undertake immediate relief work among the typhus sufferers in Mexico City, where there are reported to be 20,000 victims.—News Item.

In England (the kingdom), the Government is issuing frequent appeals to the workers.

In America (the republic), the Government appeals to the owner of hoarded wealth to relieve the suffering people of an adjoining country.

Years ago a distinguished statesman said:

The freest government can not long endure when the tendency of the law is to create a rapid accumulation of property in the hands of a few, and to render the masses poor and dependent.

Was Daniel Webster a prophet?

The number of Able Seaman's Certificates issued at Honolulu, H. T., to and including Dec. 15, was 311. The total number of applicants was 344; of these 32 failed to pass the doctor, and one (a 12-months' service man) was unable to pass the examination in seamanship.

The success of any civilization is to be measured by the comfort of its workers, not by the affluence of its drones.

## "SACREDNESS OF CONTRACT."

Editor COAST SEAMEN'S JOURNAL:

In a recent issue of your JOURNAL appeared an article by Wm T. Bonsor, the evident purpose of which was to expose the character of the Japanese and maintain a sentiment antagonistic to them by showing how they run away from unprofitable jobs. The violation of contracts is generally held to be most reprehensible; something every right-minded person always sets his face against with righteous steadfastness. I wish to call your attention to the fact that the doctrine of the sacredness of contracts is nothing but a method of holding the workers still, during the skinning process.

Within the capitalist class, bankruptcy laws mitigate the effect of the contract theory, setting bounds beyond which the party on the winning side of a contract may not go. The loser is freed from his obligations and permitted to start anew. No such deliverance awaits labor; that which the wage worker sells he can only deliver from day to day, and if changed conditions or the wiles of crafty employers put him or his Union into the role of loser, no bankruptcy court recognizes his predicament. He must continue to deliver his labor "as it is nominated in the bond" though the heavens fall.

You, of course, are familiar with the efforts that have been made to do away with the Union agreements to work till a certain time for a certain wage, thus securing the management against strikes in more than one trade at a time, and you know the woeful effect on Labor. You also know that earnest worthy exponents of Labor have asserted that Labor must break such agreements when they mean the starvation of wives and children who must live on the wages thus kept down.

Unquestionably, the "sacredness" of such contracts as are made under present conditions is one of Labor's great grievances.

This untenable doctrine injures more than the wage workers. Its damage is national in its scope. Under the protection of the constitutional guaranty of the obligation of contracts, every robbery of the public that was ever bribed or lobbied through Congress or other legislative body has found adequate shelter. It does not matter how flagrant the steal, how criminal the manipulators, how venal the purchasing of votes. Let the faith of the people (?) be pledged by legislative enactment, and the robbers are secure in their loot, and the people must stand the consequences.

A late occurrence in Richmond furnishes an illustration. The City Council had accepted a proposition from a real estate man involving the placing of the new City Hall in a location not desired by the majority of the people. Yet it was strongly urged that the faith of the city was pledged irrevocably by the action of the Council, and it was only by vigorous effort that the people were enabled to express themselves on the subject—and then they reversed the action of their "servants" by a large majority.

In view of these things is it not evident that the superior claims of human welfare over the so-called "sacredness" of contract must be recognized? Note that it is not a contract made between equals. One party can act at once or wait a year with indifference; the other must act at once or starve, with wife and children. Always it is Ownership invoking the sacredness of contract—

(Continued on Page 10.)

## OFFICIAL.

## SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Jan. 3, 1916.  
Regular weekly meeting came to order at 7 p. m., Chas. M. Albrecht presiding. Secretary reported shipping dull. Quarterly Finance Committee reported having examined the accounts of the Union for the fourth quarter and found same correct.

JOHN H. TENNISON, Secretary pro tem.  
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., Dec. 27, 1915.  
No meeting. Shipping and prospects poor.  
REGINALD TOWNSEND, Agent.  
Room 11, De Cosmos Block, 1424 Government St.

Vancouver, B. C., Dec. 27, 1915.  
Shipping fair; prospects uncertain.  
W. S. BURNS, Agent.  
213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Dec. 27, 1915.  
No meeting; no quorum. Shipping dull; prospects uncertain.  
H. L. PETTERSON, Agent.  
2218 North 30th St. Tel. Main 808.

Seattle Agency, Dec. 27, 1915.  
Shipping and prospects poor.  
P. B. GILL, Agent.  
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Dec. 27, 1915.  
Shipping dull; prospects uncertain.  
J. PEARSON, Agent.  
P. O. Box 6. Tel. Main 557.

Portland Agency, Dec. 27, 1915.  
Shipping dull; prospects poor.  
JACK ROSEN, Agent.  
44 Union Ave. North. Tel. East 4912.

Eureka Agency, Dec. 27, 1915.  
Shipping dull; prospects uncertain.  
OTTO DITTMAR, Agent.  
227 First St. P. O. Box 64. Tel. 159.

San Pedro Agency, Dec. 27, 1915.  
Shipping dull; prospects uncertain.  
HARRY OHLSEN, Agent.  
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Dec. 20, 1915.  
Shipping dull; prospects uncertain.  
JACK EDWARDSON, Agent.  
P. O. Box 314. Tel. 2526.

## MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Dec. 30, 1915.  
Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping medium. A Quarterly Finance Committee was elected to examine the finances of the Union for the past quarter.  
EUGENE STEIDLE, Secretary.  
42 Market St. Phone Kearny 5955.

Seattle Agency, Dec. 23, 1915.  
Shipping slow. Balloted on officers for the ensuing term.  
LEONARD NORKGAUER, Agent.  
Grand Trunk Dock, Room 203. Phone Main 2233. P. O. Box 214.

San Pedro Agency, Dec. 22, 1915.  
No meeting. Shipping improving little; plenty of members ashore.  
HARRY POTHOFF, Agent.  
P. O. Box 54.

## DIED.

Johan Olaf Anderson, No. 1452, a native of Norway, age 39, died on board the steamer "Santa Maria" at sea, Dec. 31, 1915.

The Bureau of Lands is undertaking a special campaign to stimulate homesteading in the Philippine public domain. Public land inspectors have been increased by 14 men to reach a greater number of prospective homesteaders with information and to make the inspections promptly. According to the Bureau of Lands there are 26,694,500 hectares (1 hectare 2.47 acres) of public lands subject to homestead, whereas only 3423 hectares have been entered during the 10 years that the homestead law has been in force in the islands.



### THE BEST DEFENSE.

In his message to Congress, President Wilson says that the strength of the Nation does not come "from armaments and mere safeguards of written law." It comes, he says:

"From her people, their energy, their success in their undertakings, their free opportunity to use the natural resources of our great home land."

That is good as far as it goes. It follows that the first step necessary to assume national safety is not to provide armaments. These will not furnish such strength as comes from "free opportunity to use the natural resources." Why not provide such opportunity first?

Natural resources of the United States are at present largely held by monopolists who will neither use them themselves, nor let others do so. The result is that the great mass of the American people are living in poverty. They are not economically free. A job is considered a boon to be thankful for, instead of a natural right to be had as a matter of course. That state of affairs is the greatest national danger. Before getting excited over the state of the Army and Navy, it would be better to remedy our bad economic conditions. The way to do that is to force land monopolists to let go of our natural resources. The easiest way to get that result is the way suggested by Henry George—exempt industry from taxation and raise all public revenue by taxation of land values alone.

If we did that we would not only establish economic freedom, but would make the country secure from invasions. Had any of the European belligerent nations the foresight to have adopted the Single Tax, Europe would be at peace to-day. Why? Because the Single Tax country would offer to workers of all nations, as well as to its own, such opportunities as could not be had elsewhere. These outside workers would easily see that they could better afford to rebel against their own government than to engage in an attack on the country that offered them economic freedom. The ruler who would try to incite a war against such a nation would soon realize his mistake, even though the Single Tax country had neither army nor navy.

If we should be wise enough to be the first nation to adopt the Single Tax, we will thereby become the first to render ourselves immune against foreign war, as well as against such domestic war as only recently was raging in Colorado.

### HOW CONTRADICTORY.

In its financial letter, of date December 15, Wells Fargo Nevada National Bank soberly asserts: "The ship-building companies on the (Pacific) coast are working up to capacity, the largest company, it is said, having orders equal to \$14,000,000 in excess of last year. It is understood that these facilities are fully engaged for a year or more ahead."

It is difficult to reconcile this plain unemphasized statement of fact with the interpretation imposed by the plutocratic section of the press on the effect of the new Seamen's law. We are told that unless Congress gave promise of amending that statute in strict accordance with the desires of ship-owners not another vessel would be built in American yards. And here come the heedless ship-building companies of this coast, forgetting that they are oppressed, downtrodden insti-

tutions, with declaration that their facilities are fully engaged for a year or more ahead.

With yowls of grief and shrieks of subsidized lamentation, some of the newspapers that are seeking to compel the repeal of the Seamen's Act declared that the Pacific Mail Steamship Company had sold all its ships because it was unable to operate in Pacific waters under the new statute. Now comes the American International Corporation and purchases seven of the ships owned by the Pacific Mail and announces its purpose to build others, all with the intention of operating between Pacific Coast ports and South America and Asia. Wherefore the San Francisco Star pertinently asks: "But how can 'American ships' do business in the South American trade under the Seamen's law? If that law drove the Pacific Mail ships and the "Minnesota" and that one Dollar ship out from the protective folds of the American flag, what chance is there that the ships of the American International Corporation can run under the devouring and destroying Seamen's law?"

Our San Francisco contemporary asks these questions in a cheerful spirit of persiflage. Despite the journalistic confidence game capitalistic newspapers sought to practice on their constituencies, people generally at last thoroughly understand that the Seamen's law had nothing whatever to do with the sale of the Pacific Mail Steamship Company's boats.—Los Angeles Express.

The negotiations looking to the settlement of the claims held against the White Star Line as the result of the sinking of the "Titanic" have almost reached a successful conclusion. The line is ready to disburse \$664,000 among the claimants. A formal agreement has been drafted and it only awaits execution, according to C. C. Burlingham of counsel for the line. The claims filed in the Federal courts for injury, loss of life and property amounted to about \$18,000,000. The owners, however, sought to limit their liability under the U. S. statute to the value of the wreckage recovered plus her freight and passenger moneys. This in the case of the "Titanic" amounted to approximately \$97,772, which with interest from the date of the accident would amount to \$119,000. The attorneys for the claimants contended that the Oceanic Steam Navigation Company (White Star Line) was not entitled to a limitation because the ship had been sunk as the result of the carelessness of her officers and crew. The hearings were finished last summer, but Judge Mayer has not as yet rendered his decision.

Coke and coal of all kinds, not including coal allowed by the customs authorities to be shipped as bunker coal, are now under embargo from the U. K., except when shipped to British possessions and protectorates. Copper wire, insulated electric light wires and cables, and power cables are under similar embargo, the last three being new items. Chronometers and nautical instruments of all kinds, compasses for ships and parts thereof (including fittings such as binnacles), animal hair of all kinds, and tops, noils, and yarns of animal hair, formerly prohibited to European countries except the allied countries, Spain, and Portugal, are now prohibited to all foreign destinations other than British possessions.

Demand the union label upon all purchases!

### THE TRUTH LEAKS OUT.

Complete and convincing demonstration of the falsity of the Pacific Mail Steamship Company's contention that it was crowded from the Pacific by the Seamen's act comes from the purchase of that shipping concern's steamers by the American International Corporation.

That powerful organization will operate the vessels of the Pacific Mail under the American flag, which the latter company said could not be done.

And furthermore, the W. R. Grace Company, an American shipping concern, part of the big corporation, intended to buy and operate the Pacific Mail boats itself under the American flag had not the new corporation been formed.

So the declaration that the Seamen's act meant chasing the American flag from the Pacific Ocean was mere tommy-rot.

Not only one, but several corporations were eager and anxious to purchase the Pacific Mail vessels to operate them under American registry.

The sole reason the Pacific Mail Company sold its boats was the provision of the Panama Canal act preventing any railroad-owned company from operating vessels through the Panama Canal.

And a controlling interest of the Pacific Mail stock was owned by the Southern Pacific Company.—Sacramento Bee.

### ARE WE RULED BY THE DEAD?

The people of Rhode Island and of Massachusetts, being citizens of the same country, and enjoying the same free and enlightened institutions, might be supposed to have the same rights and privileges. But they have not. In Rhode Island people may walk along the shore between private land and the sea, in Massachusetts they cannot. Why? Is it because the people of Massachusetts have agreed to forego that right? Or have the people of Rhode Island fought and bled that they might number this among their blessings? No, it is because the charter of Charles II to Rhode Island gave the right of access to the shores, and the rights of the public to walk on them; while the charter of James I did not give that right to the people of Massachusetts. Neither of these kings ever saw New England, and both of them have been a long time dead. Yet the people of free America are still observing the rules laid down by two kings who died in England nearly three hundred years ago. Have Americans really a sense of humor?—The Public.

There are now eight whaling companies in Japan with a total fleet of 31 vessels, of which 20 belong to the Toyo Hogoi Kaisha (the Oriental Whaling Co.). Off Kishu whales have become scarce, and the center of whaling operations has recently shifted northward from the waters about Kinkazan. As a matter of fact, the Oriental Whaling Co. has obtained a license for the establishment of fishing stations on Horomushiro, the northern extremity of the Kuriles, and in Taka Bay, Saghalien. Successful operations have thus become conditional upon distant expeditions, which require a large capital, and it is now reported that the eight whaling companies are considering amalgamation as a means to greater efficiency.



## WAR'S GREATEST DANGER.

"Land Values," that splendid monthly published in London by the United Committee for the Taxation of Land Values, calls attention to political conditions in England that show that the worst evil of war is not the killing and maiming of men at the front, but the strangling of liberty at home. It was recognized before the breaking out of hostilities that British privilege had been pushed to its last defense; and there was every reason to believe that had the war not occurred even that defense would have been destroyed. But no sooner had the directing thought of the country been turned to the prosecution of the war than the beneficiaries of privilege began an insidious campaign to recover their lost position. The press and politicians who are devoted to the service of privileged interests are taking advantage of every opportunity to throw the burdens of war upon the producing classes. Under the guise of an investigation into the state of British trade, the Tariff Commission makes a specious plea for a protective tariff that will raise five hundred million dollars a year. And in order to make its specious reasoning the more acceptable, the act is urged as a blow against Germany. This reactionary campaign includes a proposition to apply the income tax to working men, and to increase all the taxes upon industry, which means the shifting of the burden entirely upon the producing classes.

But, as "Land Values" points out, absurd and unjust as such proposals are, they can be effectively met only by opponents well grounded in the true principles of taxation. The price of land is advancing even in the face of war, and the civil population are feeling the pinch of higher rents. In an appeal to the government by "Land Values" to stand by its pledges to tax land values, which placed the present government in power, the example of the British colonies is cited. Ontario has levied a war tax of one mill on the dollar on all assessable land within the province. Farmers' conventions in Manitoba, Alberta and Saskatchewan unanimously adopted resolutions recommending the taxation of land values. The dominant part of the Transvaal provincial council stands for the taxation of land values. The Labor party in South Australia has won its election on the same issue. The federal land values tax of Australia has been increased to produce five million dollars more. The real struggle of Englishmen for liberty is not in the trenches in Belgium and northern France against the Germans, but at home against the reviving privileged interests.—The Public.

"The present position which we, the educated and well-to-do classes, occupy, is that of the Old Man of the Sea riding on the poor man's back; only, unlike the Old Man of the Sea, we are very sorry for the poor man, very sorry; and we will do almost anything for the poor man's relief. We will not only supply him with food sufficient to keep him on his legs, but we will teach and instruct him and point out to him the beauties of the landscape; we will discourse sweet music to him and give him abundance of good advice. Yes, we will do almost anything for the poor man, anything but get off his back."—Leo Tolstoy.

## RULINGS ON SEAMEN'S ACT.

The following rulings have been made public by the U. S. Steamboat Inspection-Service:

## Physical Re-Examination.

In the case where an applicant for certificate of service as able seaman applies for physical re-examination after having been found physically incompetent by the examining surgeon, the Bureau ruled that, in every case of physical re-examination, Form 983, record of physical examination of an applicant for rating as able seaman, should be used by local inspectors and by the examining surgeon in making his report of the re-examination.

## Raise of Grade on Certificate.

The Bureau ruled that in the case of raise of grade of certificate of service of able seaman from one for "Great Lakes and on the smaller lakes, bays, and sounds" to one for "the high seas and any inland waters," the former should not be raised by indorsement, but that if a certificate of service to able seamen for "the high seas and any inland waters" is issued in lieu of a certificate as able seaman on the "Great Lakes and on the smaller lakes, bays, and sounds," the former certificate issued should be taken up and a new certificate issued for "the high seas and any inland waters," provided that applicant furnishes on Form 980, application for certificate of service as able seaman, a satisfactory record of the three years' service required, or otherwise qualifies for the higher class of certificate.

The record of certificate of service issued for the high seas and any inland waters will be reported on card Form 981, record of certificate of service issued to able seaman, on which will also be stated the serial number of certificate taken up. The fire number for the new certificate will be the same as that of the certificate taken up, if both certificates are issued by the same board.

## Examination of Lifeboat Men.

The following Bureau circular letter, dated November 29, 1915, addressed to local and assistant inspectors of hulls, Steamboat-Inspection Service, designated to examine life-boat men is published for the information of other officers designated to examine life-boat men:

"You are hereby directed that, when an applicant for certificate of efficiency as life-boat man is referred to you by an officer of the Coast Guard or other service for examination by reason of applicant not speaking the English language, you will examine the applicant without regard to the language that he speaks, provided that if you do not understand the language of applicant the examination will be conducted by means of an interpreter approved by you and at applicant's expense, if any.

"If applicant passes the examination, you will issue to him a certificate of efficiency to life-boat man unrestricted so far as language is concerned."

## "Sailors and Seamen."

Referring to the use of the words "sailors" and "seamen" in Seamen's act, the Bureau ruled that the terms are synonymous and apply alike to sailors, seamen, and deck hands, and not to any other members of the crew.

## Firemen.

With reference to Seamen's act and query whether firemen shall be shipped to work alternately on deck and in engine-room, the Bureau referred to the words "or vice versa," which clearly mean that firemen shall not be shipped to work alternately on deck and in the engine-room.

With reference to the fourth paragraph of section 2 of the act the Bureau ruled that the requirement refers to "seamen" and "sailors," which is in contradistinction to firemen, oilers, and water tenders, and the nine-hour day rule applies to seamen or sailors only, and not to firemen.

## Life Rafts.

With reference to the requirement in the Seamen's act that one-half the number of rafts carried shall have a capacity of exceeding 15 persons, the Bureau ruled that for the odd number of rafts carried, up to and including 7 rafts, one-half of the number should be considered as the smaller division of two parts; that is to say, one-half of 3 should be 1; one-half of 5 should be 2; and one-half of 7 should be 3. Coming to 9 rafts, one-half of 9 should be considered as 5, and with this and thereafter the larger of the two divisions should be required, as, for instance, one-half of 13 rafts should be considered as 7 rafts, etc.

Millionaires and multimillionaires are the result of the exploitation of labor and the natural resources of the earth. With the coming of the millionaire, the tramp was introduced to society.—Trinidad Free Press.

Somehow, the man who is out of a job and hungry feels no thrills of patriotism.

## NOTICE TO SEAMEN.

## IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,  
V. A. OLANDER, Secretary.

## LAKE DISTRICT, I. S. U. of A.

## HEADQUARTERS:

LAKE SEAMEN'S UNION,  
570 West Lake Street, Chicago, Ill.

## BRANCHES AND AGENCIES:

BUFFALO, N. Y. ....55 Main Street  
Telephone Seneca 936 R.  
CLEVELAND, O. ....1401 W. Ninth Street  
Telephone Bell Main 1842.  
MILWAUKEE, WIS. ....133 Clinton Street  
Telephone South 240.  
ASHTABULA, O. ....21 High Street  
Telephone 552.  
NORTH TONAWANDA, N. Y. ....152 Main Street  
Telephone Bell 2762.  
DETROIT, MICH. ....15 Twelfth Street  
Telephone 3724.  
SUPERIOR, WIS. ....1721 N. Third Street  
Telephone, New, Broad 385.  
BAY CITY, MICH. ....108 Fifth Avenue  
OGDENSBURG, N. Y. ....70 Isabella Street  
CONNEAUT, O. ....922 Day Street  
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PORT HURON, MICH. ....517 Water Street  
ERIE, PA. ....107 E. Third Street

## MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

## HEADQUARTERS:

71 Main Street, Buffalo, N. Y.  
Telephone Seneca 48.

## BRANCHES:

CLEVELAND, O. ....1185 W. Eleventh Street  
CHICAGO, ILL. ....445 LaSalle Avenue  
MILWAUKEE, WIS. ....151 Reed Street  
DETROIT, MICH. ....27 Jefferson Ave., East  
SUPERIOR, WIS. ....1814 Fourth Street  
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BAY CITY, MICH. ....108 Fifth Avenue

## MARINE COOKS AND STEWARDS' UNION.

## HEADQUARTERS:

406 N. Clark St., Chicago, Ill.  
Telephone Main 365.

## BRANCHES:

Buffalo, N. Y. ....Toledo, O.  
Cleveland, O. ....North Tonawanda, N. Y.  
Milwaukee, Wis. ....Superior, Wis.  
Ashtabula, O. ....Erie, Pa.

## UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

## MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

## RELIEF STATIONS:

Ashland, Wis. ....Ogdensburg, N. Y.  
Ashtabula Harbor, O. ....Oswego, N. Y.  
Buffalo, N. Y. ....Port Huron, Mich.  
Duluth, Minn. ....Manitowoc, Wis.  
Escanaba, Mich. ....Marquette, Mich.  
Grand Haven, Mich. ....Milwaukee, Wis.  
Green Bay, Mich. ....Saginaw, Mich.  
Houghton, Mich. ....Sandusky, O.  
Ludington, Mich. ....Sault Ste. Marie, Mich.  
Manistee, Mich. ....Shelbygan, Wis.  
Erie, Pa. ....Superior, Wis.  
Menominee, Mich. ....Toledo, O.



## WEEKLY NEWS LETTER.

(Continued from Page 3.)

record adverse to the legality of workmen's compensation legislation. "This decision was so strong in the minds of employers," writes Mr. Baldwin, "that it was not difficult for insurance brokers to frighten them successfully by the bugaboo of unconstitutionality."

Since then the Court of Appeals has handed down contrary opinions. In the case of *Marie Jensen versus the Southern Pacific Railway Company*, this court states:

"This subject should be viewed in the light of modern conditions, not those under which the common law doctrines were developed. With the change in industrial conditions, an opinion has gradually developed which almost universally favors a more just and economical system of providing compensation for accidental injuries to employes as a substitute for wasteful and protracted damage suits, usually unjust in their results either to the employer or the employe, and sometimes to both. Surely it is competent for the State, in the promotion of the general welfare, to require both the employer and the employe to yield something toward the establishment of a principle. The principle and plan of compensation is for their mutual protection and advantage."

**Labor Forward Movement Is Practical.**

Trade unionists should at all times encourage labor forward movements, declared the last A. F. of L. convention, on recommendation of the Executive Council.

These activities develop enthusiasm in the workers' cause, they unfold great opportunities for aggressive action, they equip men to defend the philosophy of trade unionism, they solidify the ranks of those who toil, and they invariably result in an increased trade union membership.

"The labor forward movement has become an established agency in the extension of the trade union movement, and has grown increasingly in favor," says the Executive Council, in its annual report.

"Perhaps one of the most valuable characteristics of many of these movements is that the plans for carrying out activities begun by labor forward movements have become a permanent part of the work. This indicates the realization of the fact that some outlet must be provided for the enthusiasm and spirit aroused by the labor forward movement. This special kind of work affords an opportunity for activity on the part of all members of the labor movement. Since it has the effect of developing the ability and the desire for work on the part of individual members, it adds permanent strength and aggressiveness to the organizations.

"The educational value cannot be overlooked in estimating the labor forward movement.

"As the members of the labor movement become speakers and orators for labor, they, also, become defenders of the cause of trade unionism, and they feel a more intimate concern for the success of the cause. The success equips them for larger and wider activities and greater usefulness in carrying on the work of the movement.

"Labor forward movements generate an enthusiasm and open up greater opportunities for future work. The nature of this kind of a campaign makes for closer association between members of the same and different trades and industries and

hence develops the feeling of fraternity and federation.

"We feel that the labor forward movements of the country are the means for renewing devotion to the cause of labor, which is the cause of humanity, and for arousing enthusiasm and creating new ideals for our age-long struggle for liberty and better life.

"In conducting these campaigns it is well to have in mind that anything which is vitally and intimately associated with the lives of the people must touch emotions very closely.

"The labor movement can not afford to abandon sentiment and idealism. One of the most common and primitive means for the expression of sentiment is through music. It is regrettable that there are so few labor songs now in common use. However, if each organization throughout the country will do something to supply this deficiency, out of the whole effort there no doubt will come shortly a collection of labor songs and labor music that will be of assistance in developing and directing the sentiment of our movement.

"While the effort of the trade union movement to secure better wages, shorter hours, and better conditions is the basis of this activity, yet it reaches its highest effectiveness when associated with that which is capable of stirring the very depths of human nature. Our labor movement must not be too busy to take time for sentiment with special labor forward campaigns, but in connection with the regular meetings of all organizations there should be at least a little time devoted to the idealism that gives the labor movement purpose and direction."

**THE "DRY" WAVE.**

Oregon and Washington have passed into the "dry" column with the coming-in of the New Year. But the drouth is of a modified type. By calling upon a designated official in each county and signing certain commitments, victims of thirst will be allowed to "bring in" limited quantities both spirituous and malt. The fore-handed and the fore-thoughtful are accredited with having "looked ahead." And we may easily believe that domestic stocks have been liberally laid in. It remains to be seen if those incurably athirst will respect the law to the extent of arranging with the authorities for the narrow allowance provided for by the new laws. We suspect that there will be violations of the rule more—or less—effectively disguised and that ultimately offenders will be jacked up. Then what will follow? Will juries drawn from a more or less sympathetic commonality convict or will they regard derelictions with a benignant leniency? We suspect that when the test comes there will be practically no convictions. But time only will tell the story. Meanwhile it is to be noted with approval that social clubs and other organized groups are duly disposed to respect the law, leaving it to time and circumstance to demonstrate both its merits and its effectiveness.

Unfortunately for the cause of prohibition, the impending try-out of the restrictive rule comes at a time of general depression in the States of Oregon and Washington. The timber interest—and with the rise or fall of the timber market

the fortunes of Oregon or Washington go up or down—is at a low ebb, due to conditions both domestic and foreign. Then the larger cities of both States, under the impetus of a long period of flush times, were over-built. Prohibition will vacate many buildings and salesrooms and so contribute a new element to the embarrassment of fixed property. The "traffic" will see to it that at least its full share in the prevailing hard-times stress shall be duly accredited to the prohibition account. Unless there shall soon come a definite enhancement of the common prosperity, there must develop a widespread theory that prohibition and hard times go together. Thus it will be seen that the experiment of prohibition comes at a time when the cards, so to speak, appear to be stacked against it. Already there may be discovered the premonitory rumblings of a movement to so modify the new laws as to exempt orderly liquor stores—as distinct from low saloons—from their severer provisions. Expert judges of local sentiment believe that the final outcome of the movement will be elimination, not of the liquor traffic in what may be called its legitimate phases, but of its grosser forms, leaving ultimate restriction only upon the low saloon whose socially-demoralizing influence is now universally acknowledged.—*The Argonaut.*

**"SACREDNESS OF CONTRACT."**

(Continued from Page 7.)

for its own interest at the expense of the workers. In such circumstances it is as puerile to talk of the sacredness of contract, as when a promise is made at pistol's point.

In the case cited by Mr. Bonsor it was a banker that was complaining, for his fellow property owners. Taking advantage of imported labor, these men had forced down wages in the fruit growing industry till even the foreigners could not maintain their low living conditions. Do not consumers pay enough for fruit? Who gets the money? Who is it that so manipulated the finances of the fruit business at Auburn that even the Japanese workers refused the low pay? Is it not obvious that Labor instead of joining in the capitalist hue and cry of "Stop the Japanese thief," should get wise to the situation and show at least as determined resistance to those who live on his work, ride on his back, and take, if allowed, his last dollar? It matters little whether Labor has the right to strike or the right to vote even, if it continues to take without question the ideals and practices advised by the men it works for.

Yours truly,

O. J. GIBBONS.

Richmond, Cal., December 31, 1915.

According to figures given by Sir Owen Philipps, the well-known ship-owner, at a company meeting in London, last week, of the 5,459,296 tons of which the German merchant marine consisted at the beginning of the war, 230,000 tons have been captured by the British navy and 38,000 tons by other Allies, while 117,000 tons have been sunk and 397,000 interned in ports of the British Empire. The remainder, except for a few ships at large in the Baltic, are interned in German and neutral harbors.

For fair products of all kinds consult the JOURNAL's ad columns.



## WHY RUSSIA IS AT WAR.

It was well for the dynasty of His Imperial Majesty, Nicholas II, Czar and Autocrat of All the Russians, Lord of Finland, etc., etc., that war broke out.

It is no secret that the huge strikes, industrial disruptions, and political disturbances that were taking place on an exceptional scale in Russia boded no good for the dynasty. In fact, they were the incipient beginnings of a rebellion containing every prospective element of success.

Russia, at one end of Europe, was preparing to achieve what Portugal had lately and easily accomplished at the other end.

Nicholas and Manuel, brothers in exile, would then have been able to soothe and solace each other arm-in-arm in the safe sanctuary of England.

That is what the distinguished German general who is now a prisoner of war in Russia meant when he said to a representative of the "Bourse Gazette" in Petrograd, in discussing some of the calculations upon which German diplomacy and militarism based their hopes of victory over Russia:

"We knew that on the very eve of the declaration of war your rebelling workmen were building barricades in all the great manufacturing centers, and that on the very day of President Poincaré's visit to Petrograd they stopped the tramways in the streets there."

And then he added significantly: "We had other more important information also, yet suddenly this great popular upheaval, which promised to be such as the world had never yet seen, has disappeared."

What did the "important information" Berlin possessed signify? A widespread and determined rebellion against the Czar and his bureaucratic coterie of Grand Dukes. A ripe hour for Germany to strike.

For the Czar it was a choice of war with Germany or a rebellious civil war. He chose the course which best served the interests of the Romanoff dynasty.

Not so much the rights of Servia as the salvation of the dynasty by distracting the people caused the Czar to play for war. And so, for a while longer, the family of the Romanoffs is safe.—Brisbane, Queensland, "Worker."

## NORWAY.

"Norway is one of the oldest kingdoms in Europe, with a history as a sovereign state extending over more than a thousand years," writes Prof. Fridtjof Nansen in his little book, "Norway and the Union with Sweden."

"To compare it with the examples nearest at hand, it may be mentioned that Norway became a united kingdom at the end of the ninth century (A. D. 872) . . . At the time that King Harold Fairhair overcame the last of the lesser kings and founded the kingdom of Norway by the sea-fight of Håfrsfjord, Alfred the Great had been king of England for only one year. Of the states at present constituting Europe only the kingdom of Denmark, the kingdom of England, and a kingdom of France, or of the Franks, together with a Russian principality, are to be recognized as existent at that time. At that far-off date Norway manifested a power that is indeed remarkable.

"The Norwegians played a prominent

part in the founding of new states during the Viking period. They founded colonies on Iceland and Greenland and on the Scottish Islands, which were part of the kingdom of Norway; they settled on the Isle of Man, founded a kingdom in Dublin, and took part in the raid that seized Normandy. They played a part also in France's history, and, indirectly, they also supplied fruitful inspiration to British culture. The Norsemen of that day were also the first real ocean travelers in history; heedless of navigating along the coasts as was until then customary, they fearlessly set their course across the Atlantic, and during these voyages Leiv Eriksson discovered and landed upon the American continent (A. D. 1000)—probably upon Nova Scotia—which he called Vinland (Vineland). A Norwegian colony was established there for a time, but owing to the incompleteness of the historical record, it is impossible to say for how long the connection was maintained.

"The Norwegian stock was at an early date spread abroad in this way, among many small kingdoms outside its own territory. And the reason for it is no doubt partly to be found in the fact that the remarkable natural features of Norway's strongly indented coast, had caused its population to develop into the foremost maritime nation of that day; contributory influences were the strong spirit of independence and the love for adventurous exploits in the people itself. A steady stream of travelers—Vikings, warriors, and merchants—the Norsemen brought contributions home towards a comparatively new and characteristic culture, which belonged to the whole of Norse people, but whose most admirable flowering in the literature of the middle ages was connected with the Norwegian colony, Iceland."

## STATISTICS ABOUT YOURSELF.

If you are of average weight, height, and appetite and live to be seventy-five, you will have eaten 54 tons of solid food and fifty-three tons of liquid. That is about 1300 times your own weight.

If you were to stack the bread you will have consumed in this number of years the pile would equal a fair-sized building. The amount of butter you will have used on this bread would come to a ton and a quarter. If you are a lover of bacon and were to stretch that which you have eaten out in single slices four miles would be the length. Five tons of fish and 12,000 eggs would stand to your credit, while the normal cheese eater would have consumed 400 pounds.

The vegetables you would have eaten would fill a train three miles long. You will have consumed some 10,000 pounds of sugar and 1500 pounds of salt. If you are a smoker you will have used about half a ton of tobacco in pipes and will have smoked 1,000,000 cigarettes.

Labor unorganized is powerless and becomes an easy prey of the unscrupulous employer; labor unorganized means chaos in the industries, with cut-throat competition rampant everywhere and prices demoralized; labor unorganized means a lower standard of civilization, and a helpless and hopeless mass of workers near to the line of pauperism.

## Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

## International Seamen's Union of America

(Continued from Page 5.)

### MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

#### Headquarters:

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#### Branches:

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SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

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#### Branches:

SEATTLE, Wash., Room No. 203, Grand Trunk Dock. P. O. Box 214.

PORTLAND, Ore., 89 Second St. N.

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### ALASKA FISHERMEN'S UNION.

#### Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

#### Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

## The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.



## Labor News.

Boston stenographers have issued a call to form an Office Workers' Union. Girls in offices do not come under the State 54-hour law and many of them are receiving less than \$6 a week.

Low wages was the reason for a strike of 400 employees of the Seattle Construction and Drydock Company. One-half of these workers are boiler-makers and shipbuilders. The strikers demand higher rates and pay for overtime.

President Golden, of the United Textile Workers of America, reports that during the months of October and November 3,793 workers have joined this organization, which is conducting an effective campaign in the Southern States.

After a seven weeks' strike machinists employed by the American Car and Foundry Company at Detroit have won their demand for higher rates. Former wages averaged about 37½ cents an hour. The new minimum is 45 cents, and in some cases is 55 cents.

The Chicago garment workers' strike came practically to an end on December 15. The employers announced that beginning January 1, a 48-hour week would be established in place of the present 52- and 54-hour week. The plan of splitting up work to give every one a chance will be abandoned. The union will not be recognized. Both sides claim the result as a victory.

A matter worth pondering upon is the fact that it has been estimated that more than \$1,000,000 was spent in connection with the proposed constitution which the voters of the State of New York summarily rejected at the polls last month. The greater part of this sum went to pay the expenses of the basic lawmakers, but we don't find the New York newspapers growing frantic over such a fruitless expenditure of money. And yet, how they barked when the Industrial Commission spent only \$500,000 to investigate industrial unrest.

The California Industrial Accident Commission has issued the recently compiled general safety orders in pamphlet form. These orders become effective on January 1. Carrying out the provisions of the Compensation Act, which empowers the Commission to make safety orders, hearings were held in San Francisco and Los Angeles, at which committees representing both employees and employers were present. The present safety orders are the result of these hearings. Suggestions for safety committees in various industries are also included in the pamphlet.

The Chamber of Commerce of the United States is preparing for increased immigration after the European war. This organization is too astute to say immigration will be large, but it is sending circulars to railroads asking for their co-operation in the proper distribution of the incoming population. The immigration committee of the chamber, of which Frank Trumbull is chairman, has charge of this work. Mr. Trumbull is an officer of the Chesapeake & Ohio Railway and is also a leading member of the National Americanization Committee, a New York organization that was recently called upon by Frank P. Walsh to declare for trade unionism if it really believed the immigrant should be Americanized.

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## Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Anderson, J. -330 Kopper, J.  
Anderson, Bayvold Larson, John  
Andersen, Walter Larson, Chas.  
Andresen, Jorgen Livingstone, E. J.  
Alonzo, T. Llesen, Wm.  
Abrahamson, Halp- Leonard, John  
tan Lindeman, C. H. O.  
Berg, Johamus McIntyre, James  
Bucknam, J. W. Mikkelsen, K. -1620  
Barrell, Geo. Mjones, John  
Blomberg, G. Martensen, Ingoald  
Bohm, Franz Mathisen, Sigurd  
Carnozl, M. Moore, C. R.  
Chamberlain Mikkelsen, A. W.  
Connouton, T. H. Madden, B.  
Dynes, L. E. McLeod, N.  
Daly, John Nielson, Ed.  
Dougherty, I. I. Nielson, Henry  
Eliason, J. C. Nielson, Steve  
Evertsen, Olaf Nielson, N.  
Eaton, I. N. Nurminen, J. E.  
Engstrom, Ch. Olsen, Harald  
Erikson, C. Olsen, Herman  
Farridane, P. Olson, J. E.  
Fox, John Olson, Albert  
Gardlin, C. Olson, Henrik  
Gilbert, A. J. Olson, E. -2376  
Graae, P. C. Orzerhowky, Leo  
Grelphan, P. Paludan, Chas.  
Gjelseth, I. Peterson, Chr.  
Gundersen, Peter Peterson, J. P. -920  
Gustafson, Jh. K. Peterson, C. A.  
Gustafson, Karl Paulson, C.  
Haas, W. Petterson, Harry  
Hansen, Alex M. Rasmussen, Arthur  
Hansen, Olaf Schwarrien, W.  
Hansen, E. -1437 Seggola, E.  
Hill, C. Silbert, Henry  
Henriksen, Harry Sorensen, Maurets  
Herman, Axel Sorensen, G. T.  
Halmberg, Karl Svendsen, J. -1231  
Hernes, L. Stalsvik, J.  
Hagzer, F. W. Schweistons, W.  
Johnson, Jacob Simminghjm, G.  
Johnson, P. M. Salvesson, Salve  
Jacobsen, Oscar Strandevus, Jack  
Jorgensen, Fred Trichert, Karl  
Kallning, Jacob Thles, Hans  
Karell, J. Thune, H.  
Kraeger, C. Vennersen, Leonard  
Karlson, Ingoald Veckenstedt, Wm.  
Knudsen, Andreas Williams, T. C.  
Wetland, John

## Tacoma Letter List.

Cords, W. A. Olsen, Martin E.  
Evertsen, Olof Paterson, John  
Farrell, William Person, Fritz Leo-  
Haugan, Arthur nard  
Johannsen, Christian Schmidt, Louis  
Linea, W. Thomas, Paul  
Line, Wictor Ullman, Emil  
Murphy, Danial

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## INFORMATION WANTED.

Carl Kristianson, who shipped on the bark "Nuant" in September, 1912, from Honolulu to San Pedro, was on the bark "Allen" and schooner "Repeat" previously. Anybody knowing his whereabouts please notify his mother, Mrs. Anna Kristianson, Majornas, Route 6, M. 27, Lilla B. Nystrama St., Gothenborg, Sweden. 5-13-14

Frank Melson, who went as fireman on the S. S. "Maye" from Philadelphia to New Orleans, in May, 1913, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. G. W. Paruin, 4309 Westminster avenue, W. Philadelphia, Pa.

## DIVIDEND NOTICES ASSOCIATED SAVINGS BANKS OF SAN FRANCISCO.

THE GERMAN SAVINGS AND LOAN SOCIETY (The German Bank), 526 California St. Mission Branch, corner Mission and 21st Sts. Richmond District Branch, corner Clement St. and 7th Ave. Haight Street Branch, corner Haight and Belvedere Sts.—For the half year ending December 31, 1915, a dividend has been declared at the rate of four (4) per cent. per annum on all deposits, payable on and after Monday, January 3, 1916. Dividends not called for are added to and bear the same rate of interest as the principal from January 1, 1916.

GEORGE TOURNY, Manager.

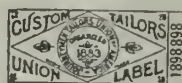
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H. C. KLEVESAHN, Cashier.

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## Eureka, Cal., Letter List

Contreras, Julio Kustel, Victor J.  
Kyrklatt, Lars Kinowsky, A.  
Lawrence, Harry Ingebrethsen, Alf.  
Melandar, G. L.

## INFORMATION WANTED.

P. J. Timeny, a native of England, is inquired for by his sister. Anyone knowing his whereabouts please notify Miss H. J. Timeny, 56 Rutland Gardens, Hove, Sussex, England. 11-17-15

Karl Johan Arvid Gardell, a native of Wisby, Sweden, age about 60, who has not been heard from by his relatives, is inquired for by his son and brother. Anyone knowing the whereabouts of the above named will please communicate with Chris Gardell, 116 Drumm street, San Francisco, Cal. 12-15-15

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15



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## Portland, Or., Letter List.

|                     |                     |
|---------------------|---------------------|
| Anderson, John      | Martin, J. C.       |
| Anderson, John E.   | Moen, T.            |
| Benson, S.          | Miller, E.          |
| Bartells, Otto      | Munchmeier, H.      |
| Bernahrdsen, Chas.  | Morgan, Tim         |
| Bugge, Mr.          | Muller, P.          |
| Carty, Carl         | Metts, John         |
| Dybdal, Olaf        | Moller, L. D.       |
| Decas, O.           | McConnell, David S. |
| Dolany, Willie      | Meckemann, Ernst    |
| Erickson, Eric      | Nilsson, Axel -1176 |
| Engen, Paul         | Nielsen, M. P.      |
| Ellisen, Sam        | Ohlsson, J. W.      |
| Edstrom, John       | Osterberg, Henry    |
| Ekberg, Hugo        | Ogilvie, Wm. A.     |
| Farrel, W.          | Polland, M.         |
| Fernandez, Frank    | Palm, P. A.         |
| Gundersen, Fredrik  | Perkins, Paul       |
| Hecker, Wm.         | Peterson, M.        |
| Halbeck, J. O.      | Roos, Oscar         |
| Henriks, Waldemar   | Rabel, John         |
| Ingelbrigsten, O.   | Reskran, George     |
| Johnson, E. D.      | Storvick, Ingvald   |
| Jorgensen, Robert   | Slocum, Ernest      |
| Johnsen, A.         | Shallies, K. G.     |
| Jensen, Christ      | Schneider, Fritz    |
| Jensen, Wm.         | Swanson, Emil       |
| Johnson, Nils       | Soderlund, Uno      |
| Jonsson, Karl       | Sorensen, Jorgen    |
| Koster, Eric        | Shea, Oscar         |
| Kosel, Harry        | Schacht, H.         |
| Karlson, Arnt       | Schultz, John N.    |
| King, J. L.         | Selin, Joe          |
| Kelly, Patric       | Salmelin, H.        |
| Kjer, Magnus        | Saarienen, W.       |
| Knudsen, Richard E. | Tuhkanen, J. J.     |
| Larsen, L. K.       | Urso, Geozzep       |
| Livingston, E. J.   | Vege, Wm.           |
| Larsson, Ragnar     | Vinx, H.            |
| Larsen, H.          | Welt, M. P.         |
| Leonhard, George    | Windblad, M.        |
| Letchford, A.       | Wheatcroft, L. E.   |
| Lindblad, Konrad    | White, Harry        |
| Lindberg, A. C.     | Westengren, C. W.   |
| Lindholm, John      | Zickerman, Hugo     |
| Loescher, Joseph    | Zunk, Bruno         |
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## Aberdeen, Wash., Letter List.

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| Anderson, Anton   | Peters, Walter      |
| Andersen, -1118   | Pearson, J.         |
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| Burmeister, T.    | Peterson, J.        |
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| Hylander, Gustaf  | Thompson, S. K.     |
| Kallas, August    | Udby, Harold        |
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| Ludtke, Emil      | Walder, Olsen N.    |
| Machado, Henry    | Glazer, Y.          |
| Magnusson, Walde- | Gorgensen, Olaf     |
| mar               | Hansen, John        |
| Munsen, Fred      | MacGulre, O. F.     |
| Nilsen, -1054     | Stanners, W. S.     |
| Nilsen, Harry     |                     |
| Nordgren, Chas.   |                     |



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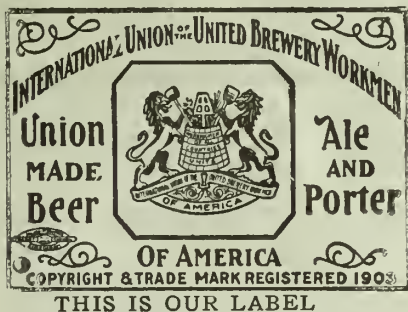
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## INFORMATION WANTED.

Iwar Westerberg, age about 50,  
sailing second mate on some steam  
schooner on the Pacific Coast, is in-  
quired for by Gus Englund. Any in-  
formation regarding the above named  
will be gladly received at 214 Jack-  
son street, San Francisco, Cal.

1-27-15

Theodore Krakan, last heard of in  
September 1911, at New Orleans, La.,  
is inquired for by his mother. Any  
one knowing his whereabouts please  
notify Mrs. Ad. Krakan, Langenvehm  
38 I, Hamburg 22, Germany.—8-25-15.

## Home News.

The House Committee on Post  
Offices reported favorably on the bill  
authorizing increase of individual  
postal savings deposits from \$500 to  
\$1,000.

Secretary of the Interior Lane in  
his report to Congress urged the  
need of a campaign for better rural  
schools. He also urged better con-  
servation of waters in western rivers.  
Many of these rivers which now  
cause loss and danger through peri-  
odical floods could be controlled so  
as to be like the Nile in Egypt, a  
source of fertility and wealth.

Secretary of Agriculture Houston  
in his report to Congress urged rural  
credit legislation, provision for an  
enlarged program for agricultural re-  
search, further purchases of forest  
lands in the Appalachian ranges,  
classification of remaining public  
grazing lands to determine their  
character and Federal assistance in  
road building to communities near  
National forests.

The growth of the postal savings  
system during the last fiscal year  
was the largest in the history of the  
postoffice department, according to  
the annual report of Third Assistant  
Postmaster-General Dockery. On  
June 30, the last day of the fiscal  
year, there were 525,414 depositors  
who had to their credit in postal  
savings banks a total of \$65,684,708.  
This was an increase of about 137,-  
000 individual depositors, and more  
than \$22,000,000 in deposits within  
the twelve months, the report says.

The Interstate Commerce Commis-  
sion in its report to Congress urged  
an increase of its membership. In  
regard to physical valuation of the  
roads it says that by January 1 the  
survey of 50,000 miles of road will  
be practically completed. This is  
about one-fifth of the total mileage.  
The Commission asked for authority  
to obtain access to letter files of car-  
riers. It also asked for legislation  
requiring use of steel cars in passen-  
ger trains and forbidding placing of  
wooden cars between or in front of  
steel cars. Since opening of the  
Panama Canal, the Commission says,  
the water carriers have materially  
reduced rates, shortened time of  
transportation and bettered service  
in other ways. In the service be-  
tween the Atlantic and Pacific coasts  
are 49 ships with a capacity of 380,-  
000 tons.

Secretary of War Garrison in his  
report to Congress recommended in-  
crease of the regular army to 121,000,  
creation of a reserve army consisting  
of enlisted men who have served  
their time but are still subject to  
call, which at the end of eight years  
would amount to 379,000 men; a con-  
tinental army of 500,000 to be under  
training for three months a year for  
three years, and then be subject to  
call at any time, while another army  
of 500,000 will be under training.  
This would make the entire regular  
and continental strength at the end  
of eight years 1,500,000 men in ad-  
dition to the State militia. For the  
first year Secretary Garrison esti-  
mates the expense to be \$353,460,000,  
including an appropriation of \$7,000,-  
000 for the militia. He declared uni-  
versal conscription to be a sound  
military policy, but requiring a con-  
stitutional amendment to be effective.  
But he declared that should the con-  
tinental army plan be rejected, the  
United States will face some form of  
compulsory military service.

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## INFORMATION WANTED.

Ingvald Andreas Hansen, alias  
Andrew Hansen, a native of Nor-  
way, age about 36; tall, dark; last  
heard of July, 1905. His address  
then was, Andrew Hansen, Karluk,  
Kodiak Island, Alaska. He is in-  
quired for by his mother. Anyone  
knowing his whereabouts please  
notify Staff Captain Robert Smith,  
district officer, native work, Alaska,  
Box 925, Wrangell. 4-3-15

Wilhelm Ekelund, a native of  
Sweden, is inquired for by his  
brother, Axel Ekelund, New Harbor  
Hotel, Drumm street, San Francisco,  
Cal. Anyone knowing his where-  
abouts please notify the above ad-  
dress. 3-10-15



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## Domestic and Naval.

The Liverpool Post says the British Admiralty has taken over the new White Star liner "Britannic," and has converted her into a hospital ship.

Cape May light, one of the most important on the Atlantic Coast, will be increased in intensity to 130,000 candle-power, so that it may be visible even in unfavorable weather conditions.

Navigation out of Quebec did not close until December 15, when the last boat of the season, the "Lady of Gaspe," left for Halifax to load for England. The harbor is now filling with ice.

The Newport News Shipbuilding and Dry Dock Co. has booked orders for two cargo steamers and one oil tanker from the Southern Pacific Co., and for one tank steamer for the Atlantic Refining Co.

A new steamship company has been formed at Christiania, to establish a line between Norway and the West Coast of South America, and will commence traffic in January. A capital of \$1,000,000 has been secured, and the managers are the Camillo Eitzen Co.

The Lake Torpedo Boat Co., Bridgeport, Conn., announces that it has finished dredging the channel to the new extension of its shipbuilding plant. The company has four submarine boats under construction at Bridgeport for the Government, and the new extension will enable them to take on at least twenty-five more as soon as the awards can be made.

Owners of Pacific Mail Steamship Company stock will receive \$7,750,000 dividends because of the recent sale of these vessels to an Eastern corporation. It is stated that the Southern Pacific Railway Company holds 110,800 shares, the remaining 89,200 shares being scattered. When it was first announced that Pacific Mail would be sold the Seamen's law was blamed. Unionists, however, pointed to the law governing the Panama Canal which makes it illegal for railroad-owned vessels to enter same. Later developments have verified the unionists' opinion.

For some time past Nova Scotia has been anxious to have an Admiralty test of washed nut coal obtainable in the Province. Sir George Perley and the Agent General, Mr. Howard, who have approached the Imperial authorities, have received intimation that a telegram has been sent to the commander-in-chief of the West Indies station, instructing him to arrange the earliest possible test of this coal on an Admiralty vessel, also to consider the possibility of making a similar test on a warship of the same station. A quantity of the same coal is also to be sent to Portsmouth for testing.

The new car ferry "Prince Edward Island" has sailed from Halifax for Charlottetown to go on the passenger, mail and freight service between Charlottetown and Pictou. When navigation of that route is closed by ice she will run between Georgetown and Pictou. This service has been taken in the past by the Government steamer "Minto," which was recently sold to the Russian Government. The "Prince Edward Island" was built for use between Carleton Point, P. E. I., and Cape Tormentine, N. B., but the terminals at these two places have not yet been completed and the gage of the Island railway has not yet been changed to standard.

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Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Acorn, Albert  
Adams, Billy  
Adams, Hugo  
Ahlborn, Arthur  
Ahokas, Ilmar  
Ahlstrom, Ellis  
Ahlstrom, Harry  
Akman, Joseph  
Alstrom, A.  
Andersen, A. M.  
Andersen, N. -1549  
Andersen, Ole A.  
Andersen, V. -992  
Andersen, Victor  
Andersen, W. J.  
Anderson, Fritz  
Anderson, Geo.  
Backman, P. J.  
Baker, H.  
Bergstrom, Axel  
Bernhard, J. S.  
Berntsen, Julius  
Berry, David J.  
Bertelsen, Kristian  
Besseson, O.  
Beyerle, Rupert  
Biedeman, Aug.  
Billings, Kanute  
Billington, Martin  
Birkenberg, Henry  
Bitner, C. L.  
Bjork, G. -2007  
Bjorklund, Eric  
Bjorkstrom, Arten  
Bjorseth, K. B.  
Blair, Bernard  
Blair, Francis  
Calnan, George J.  
Campbell, Geo.  
Carlson, Rasmus  
Carlson, C. O.  
Carlsson, Adolf M.  
Carlsson, John  
Carlstrom, John  
Carrera, Pedro  
Carroll, Frank  
Catt, Frederick  
Christensen, Hans  
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Danielsen, Dave  
Danilovskist, Fred  
Dare, Stanley  
Davis, Frank A.  
Davis, G. E.  
Day, William  
Dean, Lule  
De Barr, Hans  
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Hansen, Martin  
Hansen, N. S.  
Hansen, P.  
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Hanssen, H. -1786  
Harding, Sven  
Haugen, H. C.  
Hausehmitt, A.

Anderson, Gust  
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Anderson, Joseph  
Andersson, A. -1060  
Andersson, E. -1754  
Andersson, L. Henning  
Andresen, Oscar  
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Auer, Billy  
Blume, Earnest  
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Bodecker, Albert  
Boro, Severin S.  
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Brandt, B.  
Brenner, Alfred  
Broberg, Chas.  
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Bruce, A.  
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Bryning, Walter  
Bulke, Charles  
Bunes, J.  
Burke, Andrew  
Burns, B.  
Ryglin, Ovia O.

Christensen, Otto  
Christensen, W.  
Christiansen, L. P.  
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Claus, Charles  
Clausen, Cha  
Clausen, Chr  
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De Bruin, B.  
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Demetrak, C.  
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Hilderbranch, A.  
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Hole, Alfred  
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Holm, Carl  
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Holmberg, Chas.  
Holst, R.  
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Ingebreetsen, Olaf  
Isakson, Carl  
Jacobsen, L. G.  
Jade, Hans  
Jakobsen, Jakob  
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Jameson, H. W.  
Jansen, Jakob  
Janson, August  
Jensen, Carl  
Jensen, C.  
Jensen, Jack  
Jensen, J. K.  
Jensen, Just  
Jensen, Thovus  
Jespersen, M.  
Johannessen, A. H.  
Johannessen, Johan  
Johansen, Birger  
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Johansen, S. A.  
Johanson, Edward  
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Howard, G. W.  
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Klotz, Arnold  
Laakso, Frank  
Laine, Alex V.  
Lala, August  
Lambert, Edward  
Langworth, H. E.  
Link, Alex  
Link, Geo.  
Lizwartzen, Arthur  
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Loining, Herman  
Lonau, John  
Loren, Christian  
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### INFORMATION WANTED.

Anyone knowing the whereabouts of Thomas Rowe (now aged about 74), who was at one time a seaman and longshoreman on the Pacific Coast and also served in the Pacific Coast Navy Yards, will greatly oblige inquiring relatives by supplying such information. Address, Editor, Coast Seamen's Journal. 5-1-16

Hans Nilson, a native of Tonsberg, Norway, was last heard from at Mobile, Ala., is inquired for by his mother. Anyone knowing his whereabouts kindly notify Louis Donald, Norwegian Vice Consul, 77 St. Francis St., Mobile, Ala. 12-22-15

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

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### INFORMATION WANTED.

Anyone knowing the whereabouts of Peter Ljung, age 40, a member of Alaska Fishermen's Union, will please communicate with Mrs. Peter Ljung, 2342 East 16th Street, Oakland, Cal. 1-5-16

Samuel Dickson, a seaman, age about 40 years, son of Moffett Dickson, deceased, of Belfast, Ireland, or any person knowing his whereabouts, is requested to communicate at once with the undersigned in connection with a legacy. A. R. Smith, U. S. Shipping Commissioner, Philadelphia, Pa.

## News from Abroad.

Stories of damage to the Turkish warships, formerly the "Goeben" and "Breslau," have not been confirmed. Of the other sea items the most important was the sinking of the British steamer "Persia" in the Mediterranean by a submarine.

Germany has issued a report stating that 734 enemy ships have been sunk, and that of these 624 were British, "which means a loss of 5.9 per cent. of the total British tonnage." The percentage looks very small, but the absolute tonnage runs to 1,231,944.

Field Marshal Sir John French, commanding the British forces in France and Belgium since the beginning of the war, has been replaced by General Sir Douglas Haig. General French, who is 63 years old, is made a Viscount of the United Kingdom with general command of the forces. General Haig, who is 54, takes charge in the field.

While the British allege that the evacuation of the Gallipoli peninsula was effected with trifling losses, Turkey claimed that heavy losses were inflicted upon the retiring forces. Of a total loss of 528,227 acknowledged by the British up to December 9, the Dardanelles campaign accounted for 112,921. Since the abandonment of that attack by the allies, the Turks have appeared on other fronts in large numbers.

A statement of the Italian situation says Italy has 2,000,000 men in the field, and is preparing to add another million. Her main objective is the Trentino and Triest. She has made some advance into the mountains in Trent, and has advanced twenty-five miles into Austrian territory on the Isonzo River. But she cannot venture after Triest until she reduces the still resisting fortress of Goritz. The casualties, according to the Italian report, are 45,000 for Italy, and 90,000 for Austria. Austrian prisoners in Italy are given as 28,000; Italian prisoners in Austria, 1,200.

Field Marshal von der Goltz, commander of the First Turkish army, is reported to be at Aleppo, Syria, organizing an expedition to invade Egypt. The opening of the way through Serbia to Constantinople has given rise to many rumors regarding the future activities of the Germans in Syria, Arabia, Mesopotamia, Egypt and Persia. Great efforts are being made to dislodge the British on the Tigris River, but without avail. Minor successes are reported of Russian forces in Persia. Lidj Jeassu, the young emperor of Abyssinia, is reported to have offered the Allies 200,000 men, to be used where military necessity demands.

In order to exercise control over the exodus from Holland of persons who might be required for the manufacture of ammunition and other war material, the government has taken measures with a view to entirely preventing such exodus should it be necessary. Amongst others, turners, drillers, stokers and mechanics in metal-working factories, heads of a technical bureau, ship-building and machinery engineers in engineering works, shipyards, and construction workshops, and workmen in many other related callings may no longer leave the country without the special permission of the minister of war.



### With the Wits.

Not His Fault.—Mistress—Mary, your young man has such an air of braggadocio about him.

Mary—Yis, pore lad, he worruks in a livery-stable.—Dartmouth Jack-o'-Lantern.

Identified.—Binks—Shafer, do you know that woman across the street?

Shafer—She certainly looks familiar. Let me see. It's my wife's new dress, my daughter's hat, and my mother-in-law's parasol—sure! It's our cook!—Macon News.

What He Appreciated.—"I have never owned any automobiles," said the man who hadn't yet paid for his home, "but I can say one thing in praise of them."

"What is that?" inquired Henderson.

"They have made mortgages respectable."—Judge.

A Greater Folly.—One day at Little Rock, where the Detroit team was playing an exhibition, old Red Donahue, who in his day was the sharpest-tongued man in baseball, was tossing them over and letting the Little Rock batters hit at will, to the great delight of the spectators.

"Oh, Red, you're easy, easy, easy," shrieked one very wild fan who was getting on Red's nerves.

"I'm not half as easy as you are," retorted Red. "You paid fifty cents to see me do it."—The American Boy.

The Patriot.—A Belgian cripple stumped about Brussels declaring, "We gave those Germans a rare hiding before they got to Brussels." He was handed up before a stony-faced circle of German officers, who decreed, "You will be shot—unless you become a German."

The cripple thought it over and was sworn in as German there and then. The chief German officer took him by the hand, saying, "You are a German now."

As he left, the cripple muttered, "Those Belgians gave us a rare hiding before we got to Brussels."—Tit-Bits.

### An Invitation

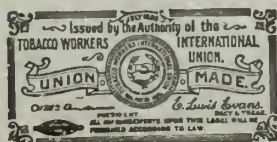
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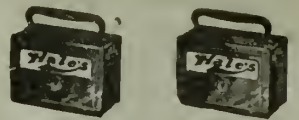
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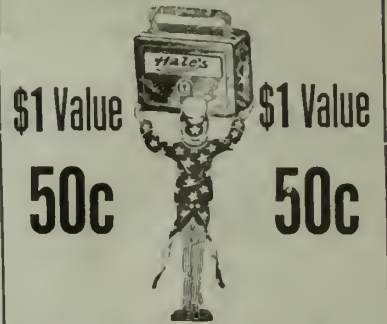


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VOL. XXIX, No. 18.

SAN FRANCISCO, WEDNESDAY, JANUARY 12, 1916.

Whole No. 2364.

# INDUSTRIAL GUNMEN MUST GO.

## Congress Is Asked to Put Quietus on Strike-Breaking Tendencies.

In asking Congress to prohibit the interstate shipment of strike-breakers, armed guards and machine guns, the Committee on Industrial Relations is striking at the direct and immediate cause of nine-tenths of the violence that has accompanied industrial strife in this country and that at times has threatened disastrous internal disorders.

National preparedness demands such action. President Wilson spoke for all thinking men when he proclaimed the necessity of removing "every untoward circumstance in these times of international turmoil." Fresh in every mind are the horrors of the massacre at Ludlow in Colorado; the killing and maiming of innocent workmen at Roosevelt, New Jersey; the shooting down of other workmen at Bayonne. These are only the more recent and conspicuous instances. It is a record for peace times at home that weakens the Nation's voice when it speaks for order and humanity abroad. It weakens not only the voice but the heart. For how can a government win the respect and whole-hearted loyalty of its workmen when those workmen have seen their brothers shot, beaten and driven from the community without interference by the authorities, and often, as in Colorado, with their malignant co-operation?

### A Step in the Right Direction.

The elimination of the professional imported strike-breaker will not solve the problem of industry. It will not remove all discord in the industrial field. That discord cannot be removed until fundamental changes have been wrought in the relations between the employing corporations and the workmen who man their shops. But it will go farther toward removing the danger than any other measure which this Congress could take. It can be claimed in all reasonableness that an act accomplishing this elimination would deserve to rank first in any legislative program for preparedness. Not only would the practical operation of the act prevent a recurrence of Ludlow and Roosevelt, but its mere passage would be a sign to the workers that their government stood with them against exploitation, persecution and injustice. It is a sign that the workers wait for and demand.

Congress would be merely sanctioning and decreeing in statute form what has become already the enlightened practice of the executive arm.

Progressive and successful executive officials in city, State and Nation have recognized the imported strike-breaker as a pernicious and dangerous institution. These executives, finding themselves responsible for the maintenance of order in the face of disturbances that destroyed, or threatened to destroy, the peace of the community, have acted first and consulted legal precedents later. In every case they have found themselves justified in fact and it is time that their wisdom should be justified in law as well.

For otherwise the peace of the community during industrial disputes will continue to depend on officials whose training has seldom given them the knowledge and understanding of industrial problems that would dictate the

course which Congress is asked to make obligatory. The choice of Governors and Mayors is made on issues other than those arising during times of industrial distress, and to-day it is a happy accident when the official who, suddenly called upon to handle a strike situation, has the wisdom and courage to keep out strike-breakers.

### Many Striking Illustrations.

Within the past two years the wisdom of the course urged upon Congress has been strikingly demonstrated.

During the strike of coal miners in Colorado in 1913-1914, the Governor of Colorado succeeded in preventing violence and keeping order just so long as he continued his original policy of refusing the use of troops to escort strike-breakers who had been shipped into Colorado from other States. Former United States Senator Patterson, whose long and rich experience in public affairs had taught him the danger of permitting the importation of strike-breakers, was the Governor's adviser in formulating the policy, and he has eloquently testified to the chaos and violence that resulted when the coal operators coerced the Governor into abandoning it.

Beginning immediately after the State gave its sanction and assistance to the importation of strike-breakers, the discord increased in violence until the occurrence at Ludlow, five months later, in which thirteen women and children and six men living in the strikers' colony were killed by militia and mine guards.

President Wilson sent the Federal troops to Colorado one week after the Ludlow massacre. In his first orders to the commanding officer, Secretary of War Garrison directed the troops to prohibit the importation of strike-breakers. Disorder at once ceased, and during the six months the Federal troops remained in the field under these orders peace was maintained without difficulty.

### The Chicago Street-Car Strike.

In the summer of 1915 the city of Chicago witnessed a strike that completely tied up the surface and elevated street-car transportation for three days. The companies telegraphed to New York for strike-breakers, and these were dispatched by the trainload. En route to Chicago, one consignment of these roving desperadoes broke from their guards at a station in Pennsylvania and raided depot lunch rooms, seizing all the food and drink in sight and defying the authorities. Desperate men accustomed to the quick use of firearms swarmed into Chicago from every direction. The city looked forward with dread to a bitter strike. Then the City Council passed an ordinance introduced by Alderman John C. Kennedy, which in intention and effect prohibited importation of strike-breakers by requiring that no man should be employed on the transportation lines who had not had six months' experience. The companies' uncompromising attitude immediately collapsed. They announced that they would accept arbitration as proposed by the Mayor. Within twelve hours traffic was resumed on all lines. Not a man had been injured, a dollar's worth of property destroyed, or an arrest made. The city

was saved weeks and months of intense discomfort, violence, bloodshed and property loss running into the millions.

Contrast Chicago's experience with that of Wilkes-Barre, where for many weeks during the fall of 1915 street-car service was paralyzed, and the city passed through a reign of terror that was made worse instead of better by the presence of the State constabulary. In Wilkes-Barre the responsible executive permitted the importation of strike-breakers. Public opinion condemned this policy. The people themselves struck in an organized refusal to patronize the cars. Crowds containing more citizens not personally involved than strikers blocked the progress of the cars, attacked strike-breakers, and showed their hostility to a course which had replaced home-making, peace-loving citizen workmen with professional thugs from the slums of New York. After weeks of turmoil and disorder the strike is still in progress at the time of writing.

The Wilkes-Barre case is particularly illuminating, because it proved that adequate and efficient policing is no solution to the problem of strike violence. The Pennsylvania State police are recognized as the most efficient body of the sort in existence. Yet the importation of professional trouble-makers and the intense public resentment against their presence created a situation which the State police were unable to handle.

### A Governor Who "Stood Pat."

Quite as recently, Governor Hunt of Arizona averted a conflict between mine operators and miners that promised to be as disastrous as that in Colorado by insisting that the companies not import strike-breakers.

"We are to have no repetition of Colorado here," said Governor Hunt. And by placing his finger on the direct and immediate cause of strike violence he saved Arizona from disaster.

What are the facts regarding the practice which Congress is asked to stop? They are startling, and known only to a few.

Strike-breaking has been organized as a profitable industry. It is in the hands of men who are experts in organizing brutality and terrorization.

The manager of a single strike-breaking agency has boasted that within twenty-four hours he could gather an army of 10,000 armed men ready for shipment to any point in the United States. He had admitted that some of these men have served prison sentences, that they are proficient in the use of firearms, that they love adventure of the sort which strike-breaking affords, that a prison record is no bar to their employment. His attorney has called these men "irresponsible thugs" and has admitted that their leader cannot answer for their movements.

These agencies have broken hundreds of strikes. They ship men, as chattels, like cattle, half way across the continent in special trains guarded by armed men. They sign contracts with the employers in which the guarding of the strike-breakers en route is provided for. Strike-breakers are not to be permitted to leave the cars at stations. No stranger is to be allowed to talk with them en route. They agree to de-



liver them inside the stockades erected for their reception in anticipation of the violence which it is known their presence will cause.

So well organized is this business that three or four agencies have almost a monopoly.

Assertions that the agency knows its men as reliable, law-abiding and trustworthy have been shown to be ridiculously false by investigations conducted by the Commission on Industrial Relations. Within the week when such an assertion was made by one of the most notorious agents, his attorney was telling the sheriff of an adjoining county that his client could not be expected to furnish bail for a "bunch of irresponsible thugs," and that his client could not answer for the whereabouts of the men thirty minutes after they were released from custody.

The practice of predatory robber barons in the Middle Ages of maintaining bands of mercenary cutthroats and bandits was not more abhorrent to American ideas of civilization than the maintenance of these organized armies of desperate thugs. Yet to-day it is tolerated and protected by our Government.

The business of the professional strike-breaker and the professional armed guard is to start trouble. The more violence, the more critical the situation can be made, the larger the number of guards are required, the more hopeless the employer becomes to resist exorbitant fees. If only the first strike-breakers and guards to arrive on the scene can goad the strikers to fury and precipitate bloodshed, a situation has been successfully created wherein the frightened employer will order more guards at any figure the agency cares to name.

Thus not only the striking workmen and the community suffer, but the employer is victimized and made to play into the hands of the agencies. And the professional strike-breaker, safe in the New York office, laughs as he reads the newspaper editorials protesting that something must be done about Ludlow, about Roosevelt, about Bayonne.

Congress has the facts before it in the reports of the Commission on Industrial Relations. Read the contracts made between the Harriman lines of railroads and the strike-breaking agencies. Read the admissions of Waddell and his lawyers and lieutenants to agents of the Commission who investigated the Bayonne strike. Read the record of intimidation, murder and anarchy precipitated by the armed guards and strike-breakers in Colorado.

The strike-breaker is not a working man. He is a gangster and thug. He is not expected to perform honest labor. He is sent to a strike district to overawe and intimidate the strikers, to precipitate disorder and violence, to damn the strikers in the eyes of the public by contriving to fasten on them the responsibility for disorder for which the stage had been carefully set before the final goad was applied.

Disorder and violence are to him the breath of life because his bread and butter depend on the existence of disorder and violence. The very fact that he consents to serve as a professional strike-breaker brands him as a man who has sunk so low as to be indifferent to public opinion and the regard of his fellow men, who is so desperate that he is willing to risk an ignoble and shameful death in violence of his own making.

In every strike conspicuous for disorder it has been the arrival of armed guards and the professional strike-breaker that has signaled the beginning of bloodshed and terrorism. They lose no time in going about their task of insulting, intimidating, clubbing and shooting. When they fired in cold blood and killed or maimed twenty-one inoffensive and peaceful strikers at Roosevelt, New Jersey, in January, 1915, they acted true to form. The case was exceptional only because this particular horror occurred within the metropolitan district and there was not the usual opportunity for the employers and their agents in and out of office to cover up the facts.

In some instances the employer knows when he signs his contract with a strike-breaking agency that he has placed himself in the hands of the agency and is committed to a policy of harassing, intimidating and goading the strikers beyond endurance. Such an employer sets out deliberately to create a situation wherein passion displaces reason, in order that the merits of the controversy can be obscured, and that finally the workers can be crushed by a policy of blood and iron.

In other instances the employer signs a contract without realizing that he is placing his interests in the hands of professional thugs. There are cases where the employer has himself been shocked and outraged by the acts of those he has employed. For the big agencies send not only the strike-breakers, but an expert corps of captains, lieutenants, armed guards, and detectives, who take charge of the situation and relieve the employer of actual, but not moral, responsibility.

The disastrous consequences of this violence and disorder, with the bloodshed, passion and bitterness that follow, need not be dwelt upon. If only to guard the country against the recurrence of tragedies like those of Colorado, West Virginia and Roosevelt, Congress should enact the bill that would wipe out strike-breaking as a specialized industry.

Enough has been said to show that the presence of imported strike-breakers means the presence of violence and disorder, and that the

## WHAT DO THEY WANT, ANYHOW?

### Two Newspaper Interviews Which Prove That Shipping Magnates Seriously Disagree About the Effect of the La Follette Seamen's Act.

#### THREE MORE STEAMERS FOR ORIENT TRADE.

China Mail Steamship Company Announces Additional Liners Flying the American Flag for New Service.

Look Tin Eli, president of the China Mail Steamship Company, announced this morning that as soon as possible his company will add three new steamers, flying the American flag, to the transpacific service and enter into active competition with Japanese lines plying between San Francisco and the Orient.

The sailing of the steamer "China" from here Wednesday under the American flag, with a crew composed of Chinese, who met all the requirements of the Seamen's bill, is taken by shipping men to mean that the supposed obstacle toward the furtherance of transpacific trade under the American flag has been removed and that it will be only a short time until the Stars and Stripes will be in evidence to a greater extent than before the retirement of the Pacific Mail fleet.

In making the announcement of the intended adding of three ships to the China Mail Company's fleet, President Eli said:

"The action of Surveyor Wardell in facilitating the clearance of the 'China' removes the only doubt of the China Mail Company as to its ability to operate under the American flag. It is certain the China Mail Company will be able to pick crews that comply with the provisions of the Seamen's Act, and the company will therefore be able to compete with the Japanese lines on an equal basis.

"Just as soon as it is possible to obtain three vessels, the China Mail Company will put them into service and will go after all of the business offered."—San Francisco Bulletin, Jan. 8, 1915.

most efficient policing force in the country is helpless to prevent.

After the professional gunman and bully has taken possession of a strike zone, the agency immediately begins the shipment of strike-breakers of a slightly different sort. There are penniless vagabonds gathered from the slums of the great cities, newly-arrived immigrants unable to speak English and grasping at straws, lawless men ready for any adventure that includes food and whisky, negroes from the South. They are recruited and shipped by the trainload, under armed guards, like prisoners of war or chattel slaves. They are, as a class, less aggressive and less vicious than the professional strike-breakers who have preceded them. But they are not less undesirable as citizens of the community.

You cannot analyze the intense hostility which the home-making, home-loving workman on strike feels against the strike-breaker without finding its roots in the noblest and most sacred feelings and instincts of the race. Just in proportion as a man's life is rooted deep in the community life, just in proportion as he loves his town, city, and State and has made himself a useful unit in the body of citizens, in just that degree will he resent being replaced by the thug, the vagabond, or the alien. Modern industry seldom permits a workman free choice of his employment. Many whole communities are dependent on one industry, operated by one company. The striker whose place is taken by a strike-breaker must leave his home, break all ties, and go forth in search of employment among strangers. Thousands of men have been transformed by this process from good citizens into vagabonds and homeless wanderers.

It may be urged that the worker who goes on strike must take his chances and has no right to complain. Yet public opinion, as guided by the enlightened thought of every nation, concedes the necessity of the strike as an economic weapon for the protection of the worker, and public opinion cannot tolerate a situation wherein the worker can exercise his right to strike only at the risk of ruin.

The strike-breaker has no justification in public necessity. Where public necessity demands the resumption of work after a strike, it can be brought about more quickly and more surely when the bitterness and passion engendered by the importation of strike-breakers are not present. This is well shown by the experience of Chicago, as contrasted with that of Wilkes-Barre. No strike has the slightest prospect of success when once public necessity actually demands a resumption of work, and where there is such a demand it will make itself effective without the help of professional strike-breakers. In Wilkes-Barre such a necessary service as street-car transportation the people voluntarily

#### PACIFIC MAIL SHIPS NOT TO RUN TO ORIENT.

La Follette Law Bars Old Liners From Operating at a Profit.

"There is absolutely no hope of our attempting to re-establish the transpacific runs of the old Pacific Mail ships until the La Follette Seamen's law has either been repealed or greatly modified," declared George J. Baldwin of Atlanta, vice-president of the American International Corporation, at the St. Francis yesterday. With W. R. Grace & Co., the American International recently purchased the seven remaining ships of the Pacific Mail Company.

"The La Follette Seamen's measure wipes out all possibility of American shipowners engaging in transpacific trade at a profit," Baldwin continued. "For the last ten days L. A. Shearman, vice-president of the Grace Company, and myself have been diligently studying shipping conditions on the Pacific Coast.

"We would have been glad for a chance to put some of our vessels back on the transpacific run. The result of our investigations, however, showed plainly that under the present provisions of the Seamen's bill it would have been folly to attempt to compete with the Japanese or Chinese. If the bill is ever modified in some of its essential details, so that Americans are given an equal chance, we will then bid for our share of the business.

Touching on the point of the present necessity of United States mail being carried across the Pacific on ships flying foreign flags, Baldwin said: "If the commerce of this country is ever to be built up, United States mail will have to be carried on American ships, and be well paid for in the bargain."—San Francisco Chronicle, Jan. 10, 1915.

denied themselves, and refused to ride on cars until the strike-breakers were withdrawn.

The recommendation of Secretary of Labor Wilson to the present Congress for the passage of a measure prohibiting the importation of strike-breakers is considered by trade unionists everywhere to be the most important of the many beneficial measures recommended by his department. And now that the chief executive of the Labor Department, whose duty it is to review and intercede when the aid of the National Government is sought to adjust labor conflicts, plainly states and strongly recommends such a measure as necessary for the preservation of law and order and the protection of honest workers, Congress can offer no sound reason for delaying consideration of this important question.—John P. White, President United Mine Workers and Member Permanent Committee Industrial Relations.

#### FISH DESTROY MOSQUITOES.

The United States Bureau of Fisheries has recently issued (Economic Circular No. 17) a brief report on the fishes destructive to the eggs and larvae of mosquitoes. This enumerates and illustrates by cuts the fishes occurring east of the Rocky Mountains which are known to destroy mosquitoes in their natural environment and are therefore valuable in mosquito extermination. The circular contains useful information respecting the methods of collecting and transporting these fishes, the character of the waters they inhabit, and lists of those which occur in different parts of the country. Copies may be obtained upon application to the Bureau of Fisheries, Washington, D. C.

Not always was a bottle of wine used in christening a ship. In the days of sacrifice to the gods, it is said, it was customary to sacrifice a human being when a boat was being launched and to cut his throat over the prow, so that his blood baptized it.



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## Does Unionism Pay?

Truck Drivers' Union No. 705, of Chicago, the largest single local affiliated to the Brotherhood of Teamsters, has raised wages \$1.50 a week for every man driving a team or automobile. Employers first offered a 50-cent increase and then 75 cents, but the 1,500 truckers stuck by their original demand, which was finally agreed to, and a contract signed.

General President Tobin of the brotherhood cites the history of this local, formed in 1902, to show the value of unionism. He shows that since that time single drivers have received \$1,924 and double drivers \$2,782 over the rates they received when the union was organized. During this time these workers have paid on an average of 60 cents a month into the local union.

The gains may also answer the question, "Why do some employers oppose the trade union movement?"

## Fashions Cause Unemployment.

Unemployment is more uncertain in shoe factories than in any other industry, except the men's and women's clothing industries, according to a report issued by the department of labor. Investigations indicate that these seasonal fluctuations are largely due to the so-called "order system," which manufacturers regard as necessary because of the rapid changes in fashion and the uncertainty in regard to the styles which will be used.

Some indication of the instability of the working force among women shoe workers is given by the fact that the number of women employed in the week of maximum employment is only 61 per cent. of the total number employed during the year, as shown by the pay rolls.

Of the women who worked 46 weeks or more, all adult, experienced and steady workers, three-fifths earned less than \$500 a year and not far from one-half earned only \$450 or less.

"Unquestionably, however, these earnings," says the report, "exceed those of any other large body of factory workers."

The report says these points stand out prominently as a result of investigations of women shoe workers: The fluctuations make steady employment impossible, and, as a consequence of this irregularity of work, the low weekly wage even of steady and experienced women shoe workers, when earnings are distributed over the year.

## Jurisdiction Issue Is an Old Problem.

"The question of jurisdiction existed with all of its disturbing features centuries ago," writes Editor Frey of the International Molders' Journal, who quotes history to show that these contentions were problems for trade unionists of the long ago.

The Joiners' gild of Hull, England, in 1598, provided in its by-laws "that noe carpenter, housewright, or other wright within this towne, shall make any joyner worke whatsoever." The Carpenters' gild

answered this attack by adopting a law, the same year, which provided that "noe joyner nor shipwright shall at any time or times in private or publicke worke and worke apperteyning properly to the carpenter to worke."

The Cobblers' gild of Hull, in 1622, passed the following law:

"That noe showmaker, or other person or persons, shall use or exercise the trade of a cobbler for mendinge of shoes within this towne."

"The brief glimpse into the past afforded by these gild laws," says Editor Frey, "is sufficient to enable us to realize that the problems which our trade unions contend with to-day are in many ways similar to those which troubled the workers centuries ago. It is one of the most serious ones which our movement is forced to contend with to-day, for while the jurisdictional dispute of to-day and yesterday may be adjusted, some change in methods of production, or the use of some new material, at once creates the question of which union shall have jurisdiction over the work."

"Some enthusiasts, unheeding the history of the past, have advocated an extreme industrial form of organization as a cure. In doing this, however, they close their eyes to the self-evident fact that such a form of organization, which, if it could exist for any length of time, might minimize the number of smaller disputes for a while, would in the very nature of things develop jurisdictional strife upon a larger scale than ever before, and involve hundreds of thousands in bitter jurisdictional disputes, where but hundreds are involved to-day. There would be overlapping of industries just as there are overlapping of trades to-day, and always have been."

## Eight-Hour Law Weakened.

The theory that an eight-hour workday can be secured by the easy process of legislative enactment appeals to some unionists, but these workers have again been awakened to the devious ways by which this legislation may be weakened and nullified by Judge Wright, of the Thurston County (Wash.) Superior Court.

The court has ruled that "station workers" under road and railroad contractors are not employes but sub-contractors, and this decision, if sustained by the State Supreme Court, means the wiping out of the Eight-Hours' Public Works law, according to Labor Commissioner Olson. Chairman Daggart, of the Industrial Insurance Commission, is quoted as saying that the decision opens the doors for limitless evasions of the Workmen's Compensation Act.

State officials hold that "station workers" are merely laborers paid on a piece basis and the employer is responsible both for assessments on their account for industrial insurance and for violation of the eight-hour law. It is now claimed that Judge Wright's ruling will permit public works contractors and many loggers and lumbermen to put practically all their work on a piece basis and not only vio-

(Continued on Page 10.)

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

### AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

### GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekand Bldgs., 22 Canning Place, Liverpool.

### BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

### GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

### FRANCE.

Federation National des Syndicats des Inscriptions, Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

### NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

### SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgaten 1 B., Sweden.

### DENMARK.

Somandenes Forbund, Toldbogade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

### HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

### ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

### AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

### SPAIN.

Sociedad Sindicate de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

### URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

### ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

### BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Fogueiros, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

### SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



## World's Workers.

Six hundred men are said to be affected by a strike at the Portland Cement Works in Sydney, N. S. W. A shilling a day increase in wages was asked for, but the company refused to grant the request.

In London the president of the Central Unemployed Body recently stated that since the war there has been no evidence of distress, as employment is plentiful. The Central Unemployed Body itself is practically unemployed.

The latest accounts of the progress of the East-West Australian trans-continental railway are to the effect that about 700 miles of rails have been laid, and the telegraph line constructed for about the same distance. There are 2,265 men employed—1,145 on the western section and 1,120 on the eastern section. On the South Australian side men are being attached to harvest work, and some difficulty is experienced in keeping up the required number.

According to data published in the November issue of the Bollettino dell' Ufficio del Lavoro (the journal of the Department of Labor Statistics of the Italian Ministry of Agriculture, Industry and Commerce), 46 disputes took place during September, the number of workpeople taking part in 44 of these being 35,613. In the preceding month 34 disputes were recorded, in which 4,212 workpeople took part; while in September, 1914, 39 disputes occurred, 6,433 workpeople taking part in 35 of these. The group of trades most seriously affected by disputes in September was the textile, in which no less than 32,329 workpeople were involved; 763 workpeople were directly affected by disputes in the metal trades and 700 in the transport. The above three groups of trades comprise 95 per cent. of the aggregate number of workpeople taking part in disputes. In addition to the above industrial disputes two occurred in September among agricultural laborers employed in the rice fields.

What is described as one of a series of "outrages" committed by the ship-owners against Spanish sailors (chiefly fishermen) at Pontevedra is reported by "El Socialista." The strikers had intended to hold a meeting on the quay, but every small group which formed was dispersed by the "civil guard." Then two motors filled with strike-breakers arrived and began to unload a fishing smack amid the hisses of the strikers. The strike-breakers, it is reported, then fired about 150 shots among the strikers, of whom there were about 1,000 on the quay. Seven men were badly wounded, six of them being strikers. In the Labor Hall of Lugo a protest meeting was held, when a collection was made on behalf of the strikers, and a resolution passed calling for the resignation of the civil governor of Pontevedra; the setting free of strikers arrested; the reopening of the Labor Hall of the sailors, and the intervention of the Government to solve the conflict. At Vigo another meeting was held by the Federation of Workers, at which it was demanded that the "Centro Obrera" (Labor Hall) of Pontevedra, which had been arbitrarily and illegally closed by the Governor, should be reopened; that the Governor should be dismissed; the imprisoned workers released, and the right of meeting granted to the strikers.

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### INFORMATION WANTED.

John Erik Nordberg, a native of Sweden, age about 26, supposed to be sailing on the Pacific Coast, is inquired for by his brother Harold, care of Sailors' Union of the Pacific, San Francisco.

Oscar Olsen, age 37, a native of Hallerna, near Gothenborg, Sweden, who was sailing on the Great Lakes about three years ago, is inquired for by John V. Olsen, Sun Company, Marcus Hook, Pa. 5-26-15

Adolph Godfred Eriksen, born in Moss, Norway, is inquired for by his brother, Herman Eriksen. Any one knowing his whereabouts please notify W. Nielsen, 206 Moravian St., Philadelphia, Pa. 5-26-15

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SAN PEDRO, CAL.

### INFORMATION WANTED.

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

Vencelus Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolamo Durbich, Zurich, Switzerland. 7-28-15

Herman Sigfrid Persson, a native of Malmo, Sweden, supposed to be sailing on the Pacific Coast, who has not been heard of for two years, is inquired for by his brother, Gustav Persson. Address 13 Stenbarksgatan Malmo, Sweden. 7-28-15

Adolph Krakan, last heard of at Port Pirie, January, 1912, and again in March, 1913, from Warumbo, 118 miles from Adelaide, South Australia, is inquired for by his mother at Hamburg, Germany. 8-25-15

## San Pedro Letter List.

|                     |                     |
|---------------------|---------------------|
| Ahl, Einar The      | Lindberg, Ernst     |
| Andersson, Oskar    | Manso, Pete         |
| Acne, T.            | Monsen, C.          |
| Alexander, P.       | McGuire, W. T.      |
| Anderson, John      | Melson, Wm. E.      |
| Anderson, Martin    | Mennicke, Fritz     |
| -1894               | McGlashan, W. T.    |
| Blutcher, John      | Martinet, Walter    |
| Billington, Martin  | Mikalsen, Andreas   |
| Brady, J. F.        | Malm, Gustaf        |
| Brusard, E.         | Mesak, E.           |
| Barrell, George     | Nelson, Chas. R.    |
| Berg, Charles       | Nelson, A. W.       |
| Berggren, Gus       | Nurmi, Victor       |
| Bergh, Borge        | Niejahr, Oskar      |
| Brein, Hans         | Orwold, Jack        |
| Bergman, Leo        | Owen, Fred          |
| Benrowitz, Felix    | Pintz, Johan        |
| Carlson, Fred       | Persson, H. W.      |
| Carlson, Johan Al-  | Parsons, Herman     |
| got                 | Poppe, George       |
| Carera, Pete        | Peterson, Hans      |
| Cook, Harry         | -1064               |
| Danielson, John     | Peterson, N.        |
| Danielson, Dave     | Peterson, Otto      |
| Erickson, John      | Posset, P.          |
| Eriksen, Otto       | Parsons, Olaf       |
| Fisher, Wm.         | Silvala, J.         |
| Gunter, The         | Schultz, Albert     |
| Geller, Fred        | Sjoholm, Gustav     |
| Gallenberg, Martin  | -1542               |
| Gilholm, Albin      | Salvesen, Svedrup   |
| Gronlund, O. -414   | Svensen, S. -1714   |
| Hendrikson, Henry   | Sanseter, Paul      |
| Hansen, B.          | Soderlund, Anton    |
| Hilde, Tom          | Schmidt, Lauritz P. |
| Hoesche, Henry      | Sevenson, Paul      |
| Haupt, Fritz        | Tamisar, P.         |
| Hansen, Charly      | Trovik, Harald      |
| Hansen, Hilmar      | Thorsen, Charles    |
| Hannus, Alex.       | Uappa, Koste        |
| Johansen, Emil      | Ublig, Richard      |
| Johnson, Gunnar E.  | Warkkala, John      |
| Jonson, Leonard     | Wirak, J.           |
| Johansson, Victor   | West, J. W.         |
| Johanson, Geo.      | Zayan, G.           |
| Johnson, Edward A.  | Newspapers and      |
| Kolodzie, George    | Packages            |
| Kaiser, Richard     | Ahl, Einar The      |
| Lybeck, Thos.       | Anderson, David C.  |
| Lindeman, Gust      | Bergh, Borge        |
| Lindroth, Gustaf    | Billington, Martin  |
| Lundin, Chas. -1054 | Persson, H. W.      |
| Lindberg, G. W.     | Swanson, Hugo       |
| Lauritzen, Ole      | Schmidt, Lauritz P. |
|                     | Larsen, James Chr.  |

## Honolulu, H. T.

|                      |                   |
|----------------------|-------------------|
| Anderson, John E.    | Nelsen, C. F.     |
| Burk, Harry -1284    | Petersen, Carl    |
| Crantly, C. W.       | Peters, Walter    |
| Eugenio, John        | Relther, Fritz    |
| Ekelund, Riekhart    | Solberg, B. P.    |
| Ivertsen, Sigvald B. | Strand, Conrad    |
| Lengwenus, W. L.     | Thompson, Emil N. |
| Moller, F.           |                   |

### INFORMATION WANTED.

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio. 3-24-15

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Any one knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St. 8-11-1915

Olai Ingebrigtsen (Brock), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American bark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469—49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Steuart street, San Francisco, Cal. 8-4-15

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# Pacific Coast Marine.

Beginning in February the rate for carrying flour from North Pacific ports to the Orient will be advanced to \$12 a ton.

It is reported that the barge "Harvester," a well-known sailer in her day, is to be restored to the rig of either a bark or a schooner, to be placed in the off-shore lumber trade from Puget Sound.

J. F. Duthie, president of J. F. Duthie & Co., who have shipbuilding yards on Puget Sound, announced the company's intention to install a large drydock to handle the ocean carriers. The company is said to be negotiating for a site on the north end of Harbor Island.

United States Supervising Inspector of Steamships John K. Bulger has instructed Thomas B. Deering and S. L. Craft, local inspectors assigned to the Alaska district, who have been South for the winter, to proceed to Portland, to assume the duties of local inspectors at that port until further orders.

The United States Government has chartered the motor barge "Wakana," carrier of 425 tons, from the Lillico Launch and Towboat Company, to repair the Alaska cable, reported broken off the mouth of the Straits of Juan de Fuca. The cable ship "Burnside" is undergoing extensive repairs and cannot handle the cable job.

The California State Engineering Company will undertake a survey of the Sacramento River from Sacramento to the Bay of San Francisco after July 1, 1916, to determine what is necessary to be done by the State to improve the navigability of the stream, providing deep water from Sacramento to the sea. The plan is to canalize the Sacramento River.

The United Engineering Works, San Francisco, have booked an order from the shipping firm of C. Henry Smith, Inc., for the construction of a large steel cargo steamer 340 ft. long, 48 ft. wide and 27 ft. deep, with engines 24, 40 and 65 in. by 42 in. stroke. She will be equipped to burn either oil or coal. This vessel will be the largest ever built by the firm.

The Pacific Coast Steamship Company has purchased the steamship "Ravalli" from the Hammond Lumber Company of San Francisco and the steam schooner "Aurelia" from Trower Bros. of San Francisco. The "Ravalli" will be used in the run between Puget Sound and Southeastern Alaska, and the "Aurelia" will carry freight between San Francisco and San Diego.

Fearing the loss to Seattle of the Alaska passenger trade, as Seattle lost a great share of the halibut trade, representatives of all the steamship lines and railways joining at Seattle will hold a meeting January 12 to equalize the passenger rates from Alaska to the East to meet the tariffs put in by the Grand Trunk Pacific Railway from Prince Rupert. The Grand Trunk fares via Prince Rupert average \$15 lower than via Seattle.

A statement by Secretary of the Navy Daniels furnishes the assurance that "no additional site on San Francisco Bay other than Mare Island has been set aside as a naval base." By authority from the last Congress a drydock is under way at Hunter's Point, which will be available for use by the Navy. The dredging operations pushed vigorously during the last two years have fulfilled expectations, giving even more water than was foreseen.

There are between 1,500 and 1,600 freight cars loaded with cotton in the Seattle yards of the transcontinental railways. The greater bulk of the 80,000 bales or thereabouts is to be reshipped to Vladivostok and Japan. Lumber shipments to Great Britain, save in cargo lots, are a thing of the past. Dealers report that they find it impossible to ship in lots of 100,000 feet or even up to half a million on any of the steam vessels plying between Puget Sound and the United Kingdom.

The Fairhaven shipyard, across the bay from Eureka, will, on the first of the year, begin laying the keel for a steam schooner to carry 1,000,000 feet of lumber. The vessel will be built for the Hammond Lumber Company for the coastwise trade. She will be the same type as the steamer Mary Mahony, which was built at the same yards in 1913 for Olson & Mahony. The Fairhaven yards have been closed down since 1913, but will resume operation in the new year with a full crew of men.

The two large Diesel engines being built at the New York Navy Yard will be ready for the U. S. tank ship "Maumee" late this winter or early next spring. It has not yet been decided whether the "Maumee" shall be brought to New York from Mare Island Navy Yard, where she is being built, or that the engines shall be sent across the country to California. These engines are the most powerful oil engines that have ever been constructed. One of them has had a very satisfactory shop test and the other is nearing completion. They are of the Nurnberg type.

The Mexican steamer "General y Pesqueira," which has just delivered a cargo of lumber at Port Pirie, from Puget Sound under charter to J. J. Moore & Co., has been purchased from the American-Mexican Steamship & Trading Co.

by the Rolph Navigation & Coal Co., and the vessel will be ordered to proceed to Newcastle to load a cargo of coal for this port for her new owners. The vessel was built at Flushing in 1892, and is 1,793 tons net. It is rumored that the Rolph Navigation & Coal Co. has already re-sold the steamer at a profit of something like \$50,000.

The Skinner & Eddy Corporation will immediately construct a large shipbuilding plant at Seattle, using part of the plant of the Hofius Steel Company. The company will at once build two sister steel steamships for freight service and will retain ownership of the vessels. They will be 624 feet, of 5356 gross tons, and they will be named the "Ethel Eddy" and "Jeannette Skinner," in compliment to the wives of John W. Eddy and D. E. Skinner, the principal stockholders. Steel and tools for construction of the boats have been purchased and they will be completed in December next.

What has been the longest drawdown season in the matter of salmon canning on the Fraser River (B. C.) in a decade finally came to a conclusion with a total salmon pack of 1,132,201 cases. This shows an increase over the previous year's pack, for which the total was 1,111,039. The increase is principally due to the long-continued packing of fall fish. The sockeyes this season totaled 474,862, as compared with 536,696 last year. The details of this season's pack are as follows: Sockeyes 474,862 cases; red spring 51,734; white spring 6,370; chums, 82,000; pinks 367,352; cohoes 146,956; steelheads 2,927; grand total, 1,132,201.

The American steamer "Manila," which has been laid up at this port for several years, has been sold to Mr. Nelson, president of the Pacific Engineering Works, acting for parties in Australia. The "Manila" is one of the vessels captured during the Spanish-American war at Manila. She was brought up here and eventually sold to some man from New Orleans, who planned to take her down there and break her up for old iron. Just about this time she was put in commission for the Central American trade, but after much trouble this idea was given up. Later it was again attempted to put her in this trade, and she was all loaded and ready to go to sea when one night she sank at a wharf. On being raised it was discovered one of the seacocks had been left open, causing the vessel to fill. After much controversy this voyage was also canceled and the steamer again reverted back to the Union Iron Works, where she has been lying ever since. She is a vessel of 733 tons net with an iron hull.

The Panama Canal was temporarily opened recently to allow six vessels, including the New York schoolship "Newport" and the dredge "San Diego" going north, and the "Adrea," "Cyrus Field," and "Acacutla" going south, to pass through the temporary channel, which was sufficient for vessels of 15½ ft. draft. On this subject, the Panama Canal Administration has issued notice stating that "if similar opportunity offers a few additional vessels of a greater draft, which also have been held since the closing of the Canal, will probably be passed through, but the Governor warns that conditions are very unstable and it is impossible to estimate in advance what the probable available channel will be at any succeeding date. The Governor still states that no predictions can be made of the probable date of opening, and he is extremely anxious to prevent a premature resumption of the routing of ships via the Canal, which would be sure to embarrass the work and would result in the delay of the final opening of a stable channel.

The recent storm did heavy damage to the south jetty recently reconstructed by the Government at the entrance to Humboldt Bay, according to reports received by Federal authorities. It will not be possible to attempt repairs for several months, and the jetty is in such condition that further storms may work costly inroads on the breakwater. The huge concrete block placed at the outer end of the breakwater as an anchor settled seven or eight feet, showing a weakness of the foundation for sustaining such a weight. There are several breaches in the jetty which allow the water to carry on a rapid unraveling process, which, with heavy seas, would wear away much of the superstructure. The average seasonal damage to this jetty is about \$100,000, but much severe weather might run the cost considerably higher this year. The repair work required at present will take three or four months. Last year's repairs cost \$150,000. The jetty originally cost \$1,000,000, but its reconstruction required an expenditure of \$1,250,000. Engineers estimate the period of its lifetime without constant repairs would not be more than four or five years.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

## International Seamen's Union of America

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and

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P. O. Box 314.

(Continued on Page 11.)



# Coast Seamen's Journal

Published Weekly at San Francisco

BY THE

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Established in 1887

PAUL SCHARRENBURG .....Editor  
I. M. HOLT.....Manager

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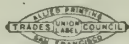
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## NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, JANUARY 12, 1916.

## THE S. S. "CHINA'S" CREW.

The first language test under Section 13 of the La Follette Seamen's Act was taken during the past week on board the American steamship "China" at San Francisco.

Upon the filing of sworn information setting forth that Section 13 of the Seamen's law was not being complied with, the Collector of Customs directed Mr. J. S. Wardell, Surveyor of the Port, to forthwith apply the language test to the crew of the steamship "China," which vessel was scheduled to depart for the Orient on the following day at 1 p. m.

The Department of Commerce, in Circular No. 265, has construed the language test in such a manner that the Government official who is authorized under the law "to determine the fact" must leave the actual test wholly in the hands of the officers who happen to serve in the ship. In other words, the real test is given by the ship's officers, men who are paid by the shipowner, and not by the customs collector or any one acting in his behalf.

Notwithstanding this construction of the law, and notwithstanding the admitted fact that the 142 Chinese on the steamship "China" had been carefully selected at Hongkong to meet the requirements of the Seamen's law, the engineer's department failed to qualify the necessary 75 per cent. of the men employed therein. Elsewhere in this issue, under the caption "Report on Language Test," will be found the official version upon the examination.

By courtesy of Captain Frazier of the "China," representatives of the respective Seamen's organizations were present during the entire hearing. The Chinese were examined individually, no one but the captain and one of the assistant engineers asking any questions, except in a few instances when it became necessary to call upon the regular ship's interpreter to ascertain a man's name and age. The examination throughout was conducted in pigeon-Eng-

lish. Aft-side and fore-side were used for stern and bow, respectively. And the words "I sabee" and "no sabee" were accepted as regular substitutes for "I understand" and "I do not understand."

The members of the deck department were asked questions in order to ascertain whether or not they knew the difference between port and starboard, fore-side and aft-side. One or two other questions about the location of the rudder, anchor and smokestack and several questions about the fire and boat drill usually completed the individual requirement.

Occasionally a question had to be put in five different styles of pigeon-English before the poor tortured victim was able to understand. From time to time the proceedings briefly assumed the aspect of a farce-comedy. For example, when one "able seaman" placed the rudder on the fore-castle head and the smokestack down below, it became exceedingly difficult for the most serious-minded to refrain from smiling.

The examination of the fire-room squad was perhaps the most interesting. Quite a number of firemen did not know the meaning of a safety valve until the questioner had explained in some detail the principal function of same. The method of questioning as regards the safety valve was something like this:

Q. You sabee safety valve?  
A. (After a pause)—No sabee.  
Q. What, you no sabee safety valve, one hundred sixty pounds pressure makee blow? (with an illustration of the "makee blow").  
A. (With an expression of deep satisfaction)—Oh yes, me sabee!

Some of the firemen did not know the meaning of fire-room or boiler, or coal-car. The questioning engineer justified this remarkable state of affairs by explaining that orders were never issued direct to any of the Chinese in that department, except perhaps to the respective "No. 1" man on watch. Comment upon this explanation is, of course, wholly superfluous.

The Chinese members of the steward's department were questioned only regarding the boat and fire drill. In the main, their "test" was as follows:

Q. You sabee fire and boat drill?  
A. Yes, I sabee.  
Q. How you sabee have got fire?  
A. Ling bell.  
Q. When I blow one whistle (motioning with arm) what you do?  
A. Open water.  
Q. When I blow one whistle by and by (again motioning with arm) what you do?  
A. Stop water.  
Q. When I blow two whistles (making two motions with arm) what you do?  
A. Stand by boats.

Answers as given above would not be given by all Chinese. Often they would get sadly tangled up between "ling bell" and "blow whistle." But Captain Frazier proved a very capable as well as patient examiner.

The answer to the question, "Who goes in the lifeboat first?" had evidently been well drilled into the heads of the crew. But sometimes the proper answer was only extracted by round-about questioning. The following will serve to illustrate:

Q. Who goes into the lifeboat first?  
A. Lifeboatman.  
Q. Who else?  
A. No sabee.  
Q. Don't passengers go in the boat?  
A. (After a pause)—No.

Prolonged questioning followed this rather startling answer and finally the man conceded that "wimmin and chillum go down pilot ladder."

There were three stock questions with ref-

erence to "wimmin and chillum," as follows:

First question, "Who goes in the boat first?" If the proper answer was not forthcoming, the second question followed, "What passengers go in boat first?" If the answer still failed to materialize, Question No. 3 would follow quickly, "Now, tell us who goes in boat first, men, women or children?" Of course, that question was bound to bring the desired result.

The foregoing examples and word pictures ought to suffice to enable anyone to form his own conclusions of the first language test under Section 13 of the Seamen's Act.

The fact that so many Chinese qualified in this examination is not surprising. The Department of Commerce has ruled that it "understands the law to require the safeguarding of the vessel through the language test by such means at such times and in such a manner as shall be helpful and not hurtful to our maritime commerce, and that it is in no sense intended to be used to create embarrassment or to cause unnecessary expense or delay." The JOURNAL has been under the impression that the language test was placed upon the statute book principally for the purpose of protecting and safeguarding human lives afloat. Perhaps the JOURNAL was mistaken; but we are not yet prepared to accept the Department's definition as final and conclusive.

After all, the really significant feature of the "China's" departure is to be found in the easy and the remarkable facility with which the members of the deck department were able to provide themselves with Able Seaman certificates.

Twenty-six of the twenty-seven Chinese employed in the deck department of the "China" applied for Able Seaman certificates. Nine of these were rejected for physical disabilities; and every one of the remaining seventeen was furnished with the desired certificate. Four of these certified able (?) seamen subsequently failed to pass the language test. Thus it appears there have been formally issued four United States Able Seaman certificates to men who can not even meet the simple test in language as prescribed by the Department of Commerce.

Clearly, there is something radically wrong somewhere in the United States Steamboat Inspection Service. At least, it will require more evidence than appears on the surface to explain just how "A. B." certificates were issued to four men utterly unable to understand the orders of their officers and, consequently, practically useless in case of emergency.

## "GET OUT FROM UNDER!"

"The Annalist" of New York calls itself a "magazine of finance, commerce and economics." A recent leading editorial in "The Annalist" bemoans the sale of the Pacific Mail Steamship Company's beautiful steamships "out from under the American flag." Everybody with the slightest acquaintance of nautical events knows that not a single one of the Pacific Mail steamships has been sold "out from under the American flag."

"The Annalist" may be a magazine of finance, commerce and economics, but it evidently has those three subjects badly twisted and muddled. And if "The Annalist" editor is not very careful to "get out from under" false colors, his top-heavy structure of untruth and misrepresentation is liable to fall of its own weight and teach him a much-needed lesson.



## SEIZED SEAMEN RELEASED.

WASHINGTON, Jan. 6.—The State Department was officially advised today that the French Government, in response to representations made by the United States, has ordered the immediate release of German-born American seamen recently removed from American ships on the high seas by the French cruiser "Descartes."

The advices were received through the French Embassy. The men arrested will be turned over to the American Consul at Fort de France, Martinique, where they were taken for detention.

Now that our sister republic has for the second time during the present unfortunate war forcibly removed and later graciously released, unoffending members of the crew of American ships engaged in neutral trade it would seem proper to inquire what can be the motive or object of the French Government in authorizing such unfriendly actions.

England's seizure of American ships and continued interference with neutral trade can be explained on the theory that the bitterness of the world war or perhaps pure covetousness is overshadowing good judgment.

But why has France for the second time gone through this seemingly senseless procedure and thereby deliberately courted the hostility of representative American newspapers without any possible advantage to herself or any known or imaginable reason?

Who can supply the answer?

## CAUSE AND EFFECT.

On January 5 the following Associated Press dispatch appeared in the newspapers:

Youngstown (O.), January 5.—The strike of laborers at the Republic Iron and Steel Company plants assumed serious proportions today, when several hundred men walked out at the Brown-Bonnell plant of the company. This mill and the company's tube mill at Lansingville are now virtually tied up, and the strike leaders claim over 2,800 men are out.

The strikers are mainly foreigners, who ask an increase of wages amounting to 30 cents per day.

Two days thereafter the management of the steel trust announced that a "voluntary" increase of ten per cent. would be made in the wages of all unskilled laborers employed by the trust.

The word "voluntary" was featured in the press. Of course, everybody knows that the benevolent octopus known as the steel trust, always does all good deeds entirely of its own volition, without suggestion or compulsion from its unorganized and helpless employees.

No, there is absolutely no connection between the tie-up at the Brown-Bonnell plant and the sudden ten per cent. generosity of the steel trust.

Perish such thought!

With the beginning of the war the French and German Seamen's organizations suspended publication of their official journals. It is different in Denmark and Holland. There are still two Seamen's Union journals published in each of the last named countries. "Ny Tid" and "Faklen" are the names of the two Danish papers published regularly at Copenhagen. "De Nederlandsche Zeeman" and "De Uitkijk" are published at Amsterdam and Rotterdam respectively. In addition to the above named Seamen's Union publications the official organs of the British and the Australian Seamen's unions are regular and welcome arrivals at San Francisco.

For fair products of all kinds consult the JOURNAL's ad columns.

## REPORT ON LANGUAGE TEST.

Official Correspondence Upon Examination of Crew of the American Steamship "China" Under Section 13 of Seamen's Act.

In order to acquaint its readers as fully as possible with all the details of the first language test under Section 13 of the La Follette Seamen's Act the JOURNAL herewith presents the official reports of Surveyor of Port Wardell:

Office of the Collector,  
District No. 28.

TREASURY DEPARTMENT  
United States Customs Service

San Francisco, Cal., January 7, 1916.

Editor, Coast Seamen's Journal,  
Maritime Bldg., 59 Clay St.,  
San Francisco, Cal.

Sir:

In compliance with your verbal request, I am enclosing herewith two reports in connection with the examination of the crew of the S. S. "China" under Sec. 13 of the Seamen's Act of March 4, 1915.

Respectfully,

J. O. DAVIS,  
Collector.

Office of the Surveyor

TREASURY DEPARTMENT  
United States Customs Service

San Francisco, Cal., January 6, 1916.

11972—W

The Collector of Customs,  
San Francisco, Cal.

Sir:

Pursuant to request in your communication under yesterday's date I proceeded to the steamship "China," and in my presence Captain F. E. Frazier conducted an inquiry in relation to the objections offered by Patrick Flynn, Paul Scharrenberg and Eugene Steidle, and incorporated in affidavits filed with you on January 5, 1916, alleging non-compliance with Section 13 of the Seamen's Act of March 4, 1915.

After a most exhaustive hearing I have reached the following conclusion adhering to the instructions in Department Circular No. 265 of the Department of Commerce:

I find in the steward's department there are 57 employees. All, with the exception of one, fully comply, in my judgment, with the language test of the Seamen's Act.

In the deck department I find there are 32 employees of which number 6, in my judgment, do not comply with the language test of the Seamen's Act.

In the engineer's department I find that there are 65 employees of which number I find 28 employees do not comply with the language test of the Seamen's Act, and the number of employees now required to comply with Section 13 of this Act in that department is 12. It, therefore, does not fulfil the requirements of the language test of the Seamen's Act.

I have hereto attached the names of those employees whom I regard as disqualified for your information:

Deck Department—Gay Fook, seaman, age 32; Ho Wah, seaman, age 36; Tai Kwum, seaman, age 31; Wah Tai, seaman, age 22; Leung Chung, seaman, age 39; Joong Dor, seaman, age 39.

Engineer's Department—Leong So, fireman, age 31; Look Jum, fireman, age 21; Doong Chuen, fireman, age 41; Au She, fireman, age 26; Jeung Wing, fireman, age 38; Jeung Yoong, fireman, age 39; Jeung Ging, fireman, age 30; Hui Kay, fireman, age 28; Yip Kwum, fireman, age 30; Chum Kay, fireman, age 42; Mak Po, fireman, age 24; Chun Fook, fireman, age 23; Leung Ngow, coal passer, age 23; Leung Wo, coal passer, age 23; Jeung Kwai, coal passer, age 22; Jow Hoong, coal passer, age 25; Jeung Ngo, coal passer, age 24; Joong Wah, coal passer, age 28; Leung Sun, coal passer, age 32; Wong Gwai, coal passer, age 26; Leung Jan, coal passer, age 25; Hui Hing, coal passer, age 21; Kwok Wo, coal passer, age 24; Look Yip, coal passer, age 26; Tsang Tai, coal passer, age 26; Tai Ging, coal passer, age 44; Ng Jing, coal passer, age 21; Leung Yin, coal passer, age 34.

Steward's Department—Leung Sun, No. 3 steerage cook, age 24.

Respectfully,

J. S. WARDELL,  
Surveyor of Customs.

Office of the Surveyor

TREASURY DEPARTMENT  
United States Customs Service

San Francisco, Cal., January 6, 1916.

G—11973

The Collector of Customs,  
San Francisco, Cal.

Sir:

Supplemental to my letter of even date in which I stated that twelve members of the Engineer's department of the S. S. "China" had failed to come up to the requirements of Sec. 13 of the Seamen's Act of March 4, 1915, and consequently less than 75 per cent. of that department were, in my judgment, able to understand the orders given by the officers of said vessel, I beg to state that I subsequently was present on board during an examination by officers of the vessel as to qualifications as to language of twenty Filipinos, of whom fourteen satisfactorily

(Continued on Page 10.)

## OFFICIAL.

## SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Jan. 10, 1916.

Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping dull. The meeting was addressed by Mr. Tanner, member of the Western Federation of Miners. The committee on ballots submitted a detailed report of the votes cast at the semi-annual election of officers, and the following were declared elected for the ensuing term: Treasurer, Ed. Andersen; Secretary, Andrew Furuseth; Assistant Secretary, John H. Tennison; First Patrolman, E. A. Erickson; Second Patrolman, D. W. Paul; Janitor at Headquarters, John Greenwall; Victoria, B. C., Agent, R. Townsend; Vancouver, B. C., Agent, W. S. Burns; Tacoma Agent, H. L. Peterson; Seattle Agent, P. B. Gill; Seattle Patrolman, J. Smith; Aberdeen Agent, John Pearson; Portland Agent, Jack Rosen; Eureka Agent, Otto Dittmar; San Pedro Agent, Harry Ohlsen; Honolulu Agent, Jack Edwardsen; Editor Coast Seamen's Journal, Paul Scharrenberg; Business Manager, I. M. Holt.

The amendment to the Constitution dealing with the election of Trustees of the Maritime Hall Association was declared carried.

The following named members were elected delegates to the San Francisco Labor Council: C. M. Albrecht, E. A. Erickson, A. Furuseth, J. Faltus, O. B. Holmberg, I. M. Holt, D. W. Paul, P. Scharrenberg, S. A. Silver, J. H. Tennison. Delegates to the Waterfront Workers' Federation: E. Ellison, I. M. Holt, J. Stedman.

JOHN H. TENNISON, Secretary pro tem.  
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., Jan. 3, 1916.

No meeting. Shipping and prospects poor.

REGINALD TOWNSEND, Agent.

Room 11, De Cosmos Block, 1424 Government St.

Vancouver, B. C., Jan. 3, 1916.

Shipping fair; prospects uncertain.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Jan. 3, 1916.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, Jan. 3, 1916.

Shipping and prospects poor.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Jan. 3, 1916.

Shipping dull; prospects uncertain.

J. PEARSON, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, Jan. 3, 1916.

Shipping dull; prospects poor.

JACK ROSEN, Agent.

44 Union Ave. North. Tel. East 4912.

Eureka Agency, Jan. 3, 1916.

Shipping dull; prospects uncertain.

OTTO DITTMAR, Agent.

227 First St. P. O. Box 64. Tel. 159.

San Pedro Agency, Jan. 3, 1916.

Shipping dull; prospects uncertain.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Dec. 27, 1915.

Shipping dull; prospects uncertain.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

## MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Jan. 6, 1916.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping slow, plenty of men ashore. The following officers have been declared elected for the ensuing term: Treasurer, Ed. Andersen; Secretary, Eugene Steidle; First Patrolman, T. McGlinchey; Second Patrolman, Eugene Burke; Janitor, Geo. Bannister; Agent Seattle, Leonard Norkgaver; Patrolman Seattle, John Meade; Agent San Pedro, Harry Pothoff; Agent Portland, Thomas Baker.

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

## DIED.

George Schmidt, No. 2607, a native of Germany, age 32, died at Fort Stanton, New Mexico, Jan. 4, 1916.

Carl Victor Lehtonen, No. 1099, a native of Finland, age 40, died at San Pedro, Cal., Jan. 3, 1916.



## ASTOR—THE BARON.

William Waldorf Astor has been made a Baron by King George of England.

And so is consummated the itching ambition that has dominated the man's life for several decades; that led him to renounce his native land; that emboldened him to forswear allegiance to this country and acknowledge England; that made him happy under insults, fawning under abuse and a perfect dog of devotion to every power and petty peer that might gain him the bone of reward for his continual and abject servility.

The London dispatch says:

Some of the King's advisers entertained the belief that Astor's honor will be especially pleasing to Americans.

Pleasing to Americans?

William Waldorf Astor is as much despised in the United States as he is sneered and jeered at in England.

He left this Nation because The People in his district in New York repudiated him with practical unanimity when he ran for Congress.

He has never returned. But he has devoted considerable of his time to published statements that America is no fit residence for any gentleman, and to articles in the Pall Mall Gazette, which he bought, which were nastily abusive of this Nation and her people—articles which were received even in England with contempt.

For sixteen long years William Waldorf Astor has smiled over the kicks in England that blistered his shins, swallowed insults with relish, fawned and flattered and crawled on his belly in the dust to lick the shoes of every Court light of Britain.

William Waldorf Astor is a national asset which fathers ever can use to shame their sons from servility and sycophancy. As Mary Magdalene will remain the eternal type of the prostitute of the body, William Waldorf Astor stands by her side as the prostitute of honor.

America cares not whether he be a Baron or not.

There be men of England who earned their baronetcies by honorable services to their country, distinguishing themselves on the field of battle, proving their worth in diplomacy or in the progress of science. However much Americans may disapprove of titles, such men of honor are not degraded by using them when earned by deeds of worth.

And how did William Waldorf Astor gain his?

The sixteen years the new Baron has spent in England have been devoted to an assiduous campaign which was the laughing stock of the Nation. Day after day this expatriate worked and sweated and slaved, cringing and servile, to advance an inch nearer his goal—and all in vain.

But war has changed many things.

And it is significant to read in the dispatch telling of Astor's title that "Astor has made large contributions to the war fund!"

A title of gold, a knightly honor of bullion, fashioned in sycophancy and worn in disgrace, America hails thee, William Waldorf Astor, Barren of Honor, Earl of Shame and Supreme Lord of Servility! Sacramento Bee

For fair products of all kinds consult the JOURNAL's ad columns.

## ANNUAL REPORT ON FISHERIES.

The annual report of the United States Commissioner of Fisheries to the Secretary of Commerce shows that the bureau has just completed the most successful of the 45 years of its existence. The number of fish produced and distributed was greater, and the cost of production per million less than in any previous year. Fifty permanent hatcheries and 76 subhatcheries, auxiliaries, and egg-collecting stations have been conducted, and the output during the fiscal year 1915 was over four billion young fish and eggs, an increase of more than 241,000,000 over the previous year. Plants of food fishes were made in every State and Territory; fish eggs were distributed to the fish commissions of 27 States; and consignments of eggs were sent to Porto Rico, Cuba, India, and Japan. The distribution of the output required more than 146,000 miles of travel by the five special cars of the bureau and 491,000 miles by detached messengers.

The introduction of the humpback salmon of the Pacific Coast into Maine streams, which last year was an experiment, is now a reality, as numbers of these fish were taken during the summer of 1915 in the Maine rivers; furthermore, ripe eggs have been taken from them—a proof positive of thorough acclimatization. The counterexperiment of transplanting the Atlantic lobster in the Pacific waters is still in progress.

The Bureau of Fisheries has done and is doing much for the conservation and utilization of food fishes which have heretofore been wasted. Each year, when the Mississippi and Illinois Rivers, with their various tributaries, overflow their banks and later recede, millions of young fish are left stranded in temporary pools or where in a short time they would perish. Rescue work is, however, undertaken by the bureau, and in 1915 over eight million valuable food fish were saved and delivered to applicants, deposited in public waters, or returned to the main rivers. Another phase of this work is the exploiting of unknown or little-known food fishes and other aquatic products. The campaign carried on by the bureau put the sea mussel, a wholesome food, for centuries highly regarded in Europe, on the American market as a regular article, and established a permanent and growing industry. This work has been extended to other neglected sea foods, and still further exploitation is promised, the recent establishment of the tilefish being a case in point. Aid is given also to fisheries already established, and during the past year fishing grounds off the coasts of Washington and Oregon, whose existence was never suspected or whose precise location was unknown, have been surveyed and tested and a marked impetus has been given to local fisheries.

As the correspondence of the Bureau shows a widespread interest in frog culture, the services of a skilled investigator have been secured to study the matter and find a means for the propagation of this important species on a commercial basis. The great fisheries of Alaska, carried on in accordance with Federal laws administered by the Bureau of Fisheries, were more prosperous in 1914 than in any previous year. The catch of salmon was the largest ever made, and the output of red salmon in the Bristol Bay region was enormous.

The Alaskan seals constitute the most

valuable herd of wild animals ever owned by any Government, and the Bureau of Fisheries is their custodian. The revenue to the Government from the sale of seal skins—when commercial killing is resumed—will be very large, and efforts are being made to find uses for the seal carcasses aside from the comparatively small number required by the natives for food. The old practice of using only the skin and wasting the carcass can no longer be countenanced. In February, 1915, Congress authorized the Secretary to postpone the sale of the sealskins then in his possession until a more propitious time. The Department now has several thousand skins in storage, and a plan has been consummated whereby the dyeing and dressing of the skins, heretofore done in London, will be carried on in this country, resulting in a great saving to the Government and a reduction in the price of the finished article to the consumer.

## THE RESULT OF SOCIAL JUSTICE.

The Berlin magazine, "Bodenreform," in its issue of April 20, gives the following interesting account, which illustrates how social justice is the best public policy:

"The seaport city of Tanga, in German East Africa, a place of 12,000 inhabitants, is the first city in Africa which has become, in a corporate capacity, a member of the League of German Land Reformers. An enthusiastic member had brought about local adoption of reforms in the land system. This broke up a ring of speculators who had located in the growing town, brought under city ownership two-thirds of the municipal area, brought about taxation of communal values, and, most noteworthy of all, had secured equal rights for the natives. For the first time these were conceded rights to the soil that afforded them security of possession of their homes. The gratitude of the Negroes has since been most clearly manifested.

"The English attacked the place with an overpowering force of 8000 men, against whom the Germans could bring but 1000 men. Successful resistance depended entirely on whether the Negroes would refrain from betraying a trap which the Germans had set for the superior English army. And the Negroes proved faithful. In the greatest battle that has so far been fought on African soil, the English lost 3000 men. The rest were compelled to retreat to their ships. Tanga remained free because Social Justice had awakened and strengthened the affection of the Natives. Strength in war is everywhere one of the results of Social Justice."

The largest skating rink in Europe, measuring about 35,000 square yards, is at Davos, in the canton of the Grisons, Switzerland, where all the great international skating competitions take place. It is generally open from the third week in November until the middle of March, and the climatic conditions prevailing at that altitude of 5,200 feet are so excellent that it is indeed an exception when the rink has ever to be closed during this period. A considerable staff of men is employed to maintain the rink in order. The ice is flooded every night, and is scraped and polished in the morning with almost the same care that glass workers bestow upon plate glass.



**COST OF PANAMA CANAL.**

Congress has appropriated for the Canal a total of \$394,399,149.02 to June 30, 1915. Of this amount \$14,689,873.30 were for fortifications, \$750,000 cover three annual payments of \$250,000 each to the Republic of Panama, \$6,000 is for the expense of presenting the steam launch "Louise" to the French Government, \$6,440,000 were appropriated for the operation, maintenance, and civil government of the Canal and the Canal Zone for the fiscal year 1916, while \$4,289,159 were used for operating and maintaining the Canal to the end of the fiscal year 1915, and \$2,225,000 is the amount of stock on hand paid from construction funds that will be required for the maintenance of the Canal and properly chargeable against operation and maintenance. This leaves an amount of \$365,999,116.72 which has been appropriated for the construction of the Canal and its adjuncts. This amount, less \$2,000,000 appropriated for colliers, or \$363,999,116.72, is the amount chargeable against the total authorized bond issue of \$375,200,900. Up to June 30, 1915, \$6,563,067.88 were returned to the treasury as miscellaneous receipts other than collections on account of tolls. This amount deducted from the available appropriations for construction, namely, \$363,999,116.72, leaves \$357,436,048.84 as the amount expended for the Canal, including the amount available for work still in progress. This total cost of the Canal and its adjuncts will be reduced by receipts from the sale of construction material and equipment, payments by the Republic of Panama for the amount expended in the cities of Panama and Colon on account of waterworks, sewers, and pavements, and by the value of buildings and other public works, and equipment and plant transferred to the army and the Alaskan railway commission without any actual payment therefor. In addition there will be constructed a dry dock, two coaling stations, and terminal piers not contemplated when the estimates of 1908 were prepared, and the payment of over \$1,000,000 for injuries under law and regulations not existing at the time, and therefore not included.

In the preparation of the permanent townsites there have been expended to the end of the fiscal year \$927,678.68 for the town of Balboa-Ancon, \$116,672.82 for Pedro Miguel, \$151,986.63 for La Boca, \$53,062.30 for Cristobal, and \$13,694.07 for Gatun, a total of \$1,263,094.50.

**ALARM BELL FOR LIGHT KEEPERS.**

The protection afforded by thermostat bells at light stations, particularly where there is only one light keeper, is illustrated by a recent occurrence at St. Johns River Light Station, Fla., where the alarm bell enabled Amos Buford, the keeper, to escape a serious situation arising from a flaming lamp. Mr. Buford's report to the Bureau of Lighthouses states that he was awakened at 3:15 a. m. on May 4 by the call of the thermostat bell, and when he got up to the light he found the lamp enveloped in flames as a result of its becoming overheated. He extinguished the light, changed the vaporizer and heating tube, and had the lamp relighted at 3:35 a. m. No further trouble was experienced during the night.

**ALASKA'S BEST YEAR.**

The Alaska mining industry as a whole was more prosperous in 1915 than in any previous year. This is indicated by the value of the total mineral output, which is estimated to have been \$32,000,000, compared with \$19,064,963 for 1914. The highest value for any previous year was in 1906, when Alaska produced \$23,378,428 worth of minerals, but this was at a time when the bonanza placers of Fairbanks and Nome were yielding their greatest returns.

The high value of the mineral output in 1915 was due in large measure to the extraordinary amount of copper that was mined. Preliminary estimates indicate this to be 83,850,000 pounds, valued at \$14,400,000. In 1914, 21,450,628 pounds of copper were mined, valued at \$2,852,934. The gold production also increased in 1915, when the value was about \$16,900,000, against \$15,626,813 for the output of 1914. This is the largest gold production since 1912, when the output was valued at \$17,145,951. As the production of silver is incidental to gold and copper mining, this also increased. It is estimated that \$400,000 worth of silver was mined in 1915, as compared with \$218,327 worth in 1914. The output of other minerals, including tin, antimony, marble, gypsum, coal and petroleum, in 1915 had a value of about \$300,000, compared with \$222,802 in 1914.

The developments made during the year give assurance of continued large operations in both copper and gold lode mining. Placer mining has been less prosperous, for this industry has not yet reacted to the stimulus of the Government railway, which will make available for profitable exploitation large bodies of low-grade gravels. The same is true of the coal-mining industry, which also must await railway transportation.

The annual report on mineral resources and production in Alaska for 1915 is now in preparation under the direction of Alfred H. Brooks, of the United States Geological Survey.

The first gold mining in Alaska was done in 1880, and since that time gold to the value of about \$261,050,000 has been produced. Of this about \$186,200,000 has been won from the gold placers. Copper mining began in 1901, and the total copper output of Alaska is now about 217,250,000 pounds, valued at \$34,150,000. The value of the total silver production to date is about \$2,650,000. Coal, petroleum, tin, lead, quicksilver, antimony, marble, gypsum and other minerals have been produced to the value of about \$2,150,000. Therefore, the value of the total mineral production during 36 years of mining in Alaska has been \$300,000,000.

A bulletin has been issued by the California State Forester, in which it is shown that practically every log rule in California and every other State in the United States is incorrect and, consequently, there is not a suitable rule for the standardization of log volumes. The bulletin, which is entitled "A Discussion on Logs," is by H. E. McKenzie. A new log rule, which takes into consideration every varying condition, and which is applicable to any forest and milling method, has been prepared and is fully described in the bulletin.

Demand the union label upon all purchases!

**NOTICE TO SEAMEN.****IMPORTANT.**

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,

V. A. OLANDER, Secretary.

**LAKE DISTRICT, I. S. U. of A.****HEADQUARTERS:****LAKE SEAMEN'S UNION,**

570 West Lake Street, Chicago, Ill.

**BRANCHES AND AGENCIES:**

BUFFALO, N. Y.....55 Main Street  
Telephone Seneca 936 R.  
CLEVELAND, O.....1401 W. Ninth Street  
Telephone Bell Main 1842.  
MILWAUKEE, WIS.....133 Clinton Street  
Telephone South 240.  
ASHTABULA O.....21 High Street  
Telephone 552.  
NORTH TONAWANDA, N. Y.....152 Main Street  
Telephone Bell 2762.  
DETROIT, MICH.....15 Twelfth Street  
Telephone 3724.  
SUPERIOR, WIS.....1721 N. Third Street  
Telephone, New, Broad 385.  
BAY CITY, MICH.....108 Fifth Avenue  
OGDENSBURG, N. Y.....70 Isabella Street  
CONNEAUT, O.....922 Day Street  
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue  
PORT HURON, MICH.....517 Water Street  
ERIE, PA.....107 E. Third Street

**MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.****HEADQUARTERS:**

71 Main Street, Buffalo, N. Y.  
Telephone Seneca 48.

**BRANCHES:**

CLEVELAND, O.....1185 W. Eleventh Street  
CHICAGO, ILL.....445 LaSalle Avenue  
MILWAUKEE, WIS.....151 Reed Street  
DETROIT, MICH.....27 Jefferson Ave., East  
SUPERIOR, WIS.....1814 Fourth Street  
OGDENSBURG, N. Y.....70 Isabella Street  
BAY CITY, MICH.....108 Fifth Avenue

**MARINE COOKS AND STEWARDS' UNION.****HEADQUARTERS:**

406 N. Clark St., Chicago, Ill.  
Telephone Main 365.

**BRANCHES:**

Buffalo, N. Y. Toledo, O.  
Cleveland, O. North Tonawanda, N. Y.  
Milwaukee, Wis. Superior, Wis.  
Ashtabula, O. Erie, Pa.

**UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.****MARINE HOSPITALS:**

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

**RELIEF STATIONS:**

Ashland, Wis. Ogdensburg, N. Y.  
Ashtabula Harbor, O. Oswego, N. Y.  
Buffalo, N. Y. Port Huron, Mich.  
Duluth, Minn. Manitowoc, Wis.  
Escanaba, Mich. Marquette, Mich.  
Grand Haven, Mich. Milwaukee, Wis.  
Green Bay, Mich. Saginaw, Mich.  
Houghton, Mich. Sandusky, O.  
Ludington, Mich. Sault Ste. Marie, Mich.  
Manistee, Mich. Sheboygan, Wis.  
Erie, Pa. Superior, Wis.  
Menominee, Mich. Toledo, O.



## WEEKLY NEWS LETTER.

(Continued on Page 3.)

late the eight-hour law but destroy the effectiveness of the State Compensation Act.

## Why Seamen Protested.

Writing in the New York Times, C. S. Stanworth, a retired United States naval officer, suggests amendments to the Seamen's Act, although he makes the following acknowledgment of degrading conditions American sailors were forced to accept prior to the law's passage:

"Sailors have for generations been outside the law that protects the ordinary man in his rights, and custom or common usage, that equally with law protects us in our relations to others, has always been invoked against any attempt to better the sailor's life.

"Dragged aboard ship insensible from drugs or drink, he is told that he has signed the articles for the voyage, and that two or three months of his future work has been paid in advance to the man who drugged him and lugged him on board. Ill-clad, ill-fed, hard-worked, he is at the mercy of the officers of the ship, whose code generally is that of brute force, and if he resists being knocked and kicked about, he renders himself liable to death for mutiny. If, when the ship arrives in port, he attempts to escape from his slavery, the law throws him in prison, and then returns him to his ship, and he pays the expenses."

## Would Use Immigrants.

The Garment Worker, official newspaper of the United Garment Workers of America, takes exception to the statement of William S. Kies, vice-president of the National City Bank of New York City, who is quoted as expressing the opinion that labor must prepare for sweeping wage reductions after the war.

"Here is found, very vividly expressed," says the Garment Worker, "the hope of a vast number of employers, that there will be a flood of immigration to this country at the close of hostilities which can be utilized as a club to beat down the standard of wages and living which have been established by the trade-union movement after many years of struggle.

"The contention of trade-unionists that the much-heralded sympathy of the dollar-sign patriots for the 'down-trodden' immigrant was based upon selfishness and the desire to exploit them to their own, as well the detriment of the workers already in this country, is now receiving ample verification."

## Child Labor Day, January 23.

The fourth Sunday of January will be Child Labor Day, and churches and Sunday-schools affiliated to the Federal Council of the Churches of Christ in America will call attention, by appropriate services, to the evils of child labor in this country. On Saturday, January 22, synagogues will observe Child Labor Day, and on Monday, January 24, secular schools and clubs.

The National Child Labor Committee has issued a circular urging that the day be fittingly observed. It is stated that 2,000,000 children are now at work, suffering physical, mental and moral harm because the American people do not know. If these children are to become useful citizens the nation must be informed and quickened to action. Attention is directed to the Keating-Owen Federal Child Labor bill, now before Congress, which

will forbid the interstate shipment of child labor products. A similar bill was introduced at the last Congress, but failed to pass.

## Ideals Are Valued.

Ideals are the greatest things in the world and should be encouraged, said Dr. Stephen Wise, New York rabbi, in a recent address.

"Ideals are the most worth-while things in the world," he declared. "To have an ideal and to be ever in the pursuit of it is to live a useful life. The men that the world honor are those who have held to cherished ideals, even though in standing by their convictions they were a minority, pitted against the world. Idealists, with their impractical visions, are always in the minority; they are always unpopular, because it is their work in the world to stab away the consciousness of the majority. And the majority does not like to be aroused from its slumbers, to hear indictments of things as they are, for such indictments are a reflection upon them. Over and over the idealist has rendered the world priceless services."

## INDIANS IN THE UNITED STATES.

A much lower rate of growth for the Indian population than for the white; an increasing admixture of white blood; decreasing vitality of full-blood Indians, indicating a tendency to disappear altogether; increasing attendance at school and decreasing illiteracy; an increase in the percentage of the self-supporting; a decrease in the number of reservation Indians—these are some of the salient facts set forth in the special report on the Indian population of the United States and Alaska, issued by the Bureau of the Census, Department of Commerce, which will send free copies on application. This report brings together all the principal statistics relating to the Indian population which were collected at the last census.

The Indian population of the United States, exclusive of Alaska and the insular possessions, in 1910 was 265,683, representing an increase of 17,430, or 7 per cent., over the number reported in 1890, when the Census Bureau made its first enumeration of Indians. Thus at the last census the only Americans whose native ancestry extends further back than a century or two—or three at the utmost—constituted less than three-tenths of 1 per cent. of the entire population of the country.

The occupations in which Indians are engaged are diversified in character, ranging all the way from unskilled labor to some of the highest proprietary, official, professional, and skilled pursuits. Among the Indian population are found manufacturers, bankers, United States officials, mechanical engineers, locomotive engineers, telegraph operators, actors, artists, clergymen, college professors, physicians, surgeons and lawyers. The great mass of the Indian workers in the United States, however, are engaged in a comparatively small number of occupations. In fact, 85.4 per cent. of the total number of gainfully employed Indians were found in seven occupation groups: Agricultural laborers, 35.5 per cent.; farmers and stock raisers, 29.2 per cent.; lumbermen, raftsmen and woodchoppers, 2.4 per cent.; laborers in manufacturing and transportation, 6.3 per cent.; basket makers and weavers, 7.4 per cent.; launderers and laundresses, 1.9 per cent.; and servants and waiters, 2.6 per cent.

## POTENTIAL JOBS WITHHELD.

According to the Tax Department of New York City, there are 454,095 parcels of land vacant within the city limits, assessed at \$618,041,300. That is, the assessors think that for the privilege of making use of this land it would be profitable for producers to pay that sum, or to annually pay the interest thereon. To put it in another way, this land can be made to produce enough wealth to afford a living to workers, pay interest on the capital needed to secure best results, all expenses incidental to its use, and over and above all about \$31,000,000 a year ground rent. With such opportunities lying idle, how comes it that the city is filled with involuntarily unemployed men? And why is it so difficult for idle capital to be profitably invested? The reason is that the owners do not see fit to let these opportunities be used. It is only natural that they should not. The laws of New York penalize improvement of land. The landholder who improves must pay more taxes in consequence. The one who holds land out of use has the opportunity to gain unearned increment without any particular effort on his part. The result is seen not only in these 454,095 parcels of unused land, but in land but partly used, in dilapidated buildings which should long ago have been replaced with better ones; in congested population, and in prevailing poverty, vice and crime. To remedy this state of affairs would seem to be the most urgent and important matter for a legislative assembly. Yet New York has not yet had a Legislature that could see that far.

## ALASKA PLACER MINING.

A new element of progress has entered into the mining industry in Seward Peninsula in the development of economies that render gravels of lower grades available for exploitation, says Henry M. Eakin of the United States Geological Survey, in a report on placer mining in Seward Peninsula, recently published by the Survey as Bulletin 622-I. Among these economies may be mentioned the removal of hazard in dredging operations by systematic prospecting, the reduction of overhead costs by the formation of larger companies that operate a number of dredges under the same superintendency, reduction of fuel expenses by use of internal-combustion engines burning crude oil, a more efficient use of steam in thawing frozen ground, and a closer attention to economy in the commissary department.

In 1914 forty dredges, with an aggregate daily capacity of 42,000 cubic yards, were in operation on Seward Peninsula, and employment was given to 1200 men for an average season of 100 days. The total production of the placers has an estimated value of \$2,700,000.

A copy of the report may be obtained free on application to the Director of the Geological Survey, Washington, D. C.

## REPORT ON LANGUAGE TEST.

(Continued from Page 7.)

stood the test twelve of whom were employed and signed on by the master to take the places of those of the Engineer's department who failed to qualify, thus effecting a percentage of 75 per cent., which complied with Sec. 13 as to language requirements.

Respectfully,

J. S. WARDELL,  
Surveyor of Customs.



## ALASKA FISHERMEN'S UNION DEATH LIST.

Secretary I. N. Hylen, of the Alaska Fishermen's Union, has compiled the following list of members who died during 1915:

| Name.                   | No.  | Nativity. | Age. | Died, Where and When.   | Buried, Where and When.  |
|-------------------------|------|-----------|------|---|--|
| Lagrande, Geusep.....   | 412  | Italy     | 35   | San Francisco, Cal., Jan. 12.   | San Francisco, Cal., Jan. 14.                                  |
| Hellsten, Frank .....   | 22   | Sweden    | 40   | San Francisco, Cal., Jan. 20.   | San Francisco, Cal., Jan. 22.                                  |
| Johnson, John .....     | 282  | Sweden    | 38   | San Francisco, Cal., Jan. 26.   | San Francisco, Cal., Jan. 27.                                  |
| Stanton, Christ .....   | 960  | U. S. A.  | —    | San Francisco, Cal., Jan. 26.   | San Francisco, Cal., Jan. 29.                                  |
| Gundersen, Andrew ..... | 32   | Norway    | —    | San Francisco, Cal., Feb. 16.   | San Francisco, Cal., Feb. 18.                                  |
| Viscuso, Dominico ..... | 142  | Italy     | 25   | San Francisco, Cal., Mar. 6.  | San Francisco, Cal., Mar. 9.                                   |
| Dirks, Oscar .....      | 281  | U. S. A.  | 31   | San Francisco, Cal., Apr. 13.   | San Francisco, Cal., Apr. 15.                                  |
| Berggren, Victor .....  | 43   | Sweden    | 59   | San Francisco, Cal., Apr. 8.  | San Francisco, Cal., Apr. 10.                                  |
| Gundersen, Tom .....    | 161  | Norway    | 22   | San Francisco, Cal., Apr. 21.   | San Francisco, Cal., Apr. 24.                                  |
| Olsen, A. O. ....       | 48   | Norway    | 63   | San Francisco, Cal., Dec. 9.  | San Francisco, Cal., Dec. 11.                                  |
| Lundin, Fred .....      | 271  | Sweden    | 24   | San Francisco, Cal., Dec. 25.   | San Francisco, Cal., Dec. 27.                                  |
| Johnson, A. P. ....     | 496  | Sweden    | 57   | San Francisco, Cal., Nov. 2.  | San Francisco, Cal., Nov. 4.                                   |
| Murphy, Jerry M. ....   | 508  | U. S. A.  | 46   | San Francisco, Cal., Nov. 22.   | San Francisco, Cal., Nov. 25.                                  |
| Nelsen, John N. ....    | 56   | Finland   | 33   | San Francisco, Cal., Dec. 7.  | San Francisco, Cal., Dec. 11.                                  |
| Andersen, John .....    | 704  | Norway    | 53   | San Francisco, Cal., Dec. 17.   | San Francisco, Cal., Dec. 20.                                  |
| Petterson, Alf .....    | 168  | Norway    | 39   | San Francisco, Cal., Dec. 31.   | San Francisco, Cal., Jan. 6, 1916.                             |
| Tool, John .....        | 48   | Russia    | 55   | Astoria, Feb. 27.   | Astoria, Feb. 29.  |
| Olson, Paul .....       | 10   | Sweden    | 45   | Accidentally killed on board "Star of Russia" while on way to Cook Inlet, Alaska, April 26. | Loring, Alaska, May 22.  |
| Schuman, C. ....        | 1029 | Norway    | 48   | Loring, Alaska, May 20.   | Fort Stanton, April 11.  |
| Pedersen, Nils .....    | 105  | Norway    | 22   | Fort Stanton, April 11.   | Cook Inlet, Alaska, June 4.                                    |
| Mason, Harry .....      | 89   | Norway    | 65   | Cook Inlet, Alaska, June 4.   | Cook Inlet, June 5.  |
| Ziffer, Chas. ....      | 16   | Austria   | 43   | On board schooner "Hugh Hogen," April 28.   | On board "Star of Lapland," Sept. 6, S. F., Cal., Sept. 9.     |
| Thompson, Thomas .....  | 40   | Denmark   | 52   | On board "Star of Lapland," Sept. 6, S. F., Cal., Sept. 9.                                  | Drowned at Ugashik River Aug. 19. Body not recovered.          |
| Hannigan, James .....   | 642  | U. S. A.  | 25   | Drowned at Ugashik River Aug. 19. Body not recovered.                                       | Drowned at Nushagak River June 14. Body not recovered.         |
| Moenok, Fred .....      | 785  | Russia    | 29   | Drowned at Nushagak River June 14. Body not recovered.                                      | Drowned at Nushagak River May 18. Body not recovered.          |
| Patrl, Andrew .....     | 101  | Russia    | 41   | Drowned at Nushagak River May 18. Body not recovered.                                       | Died Diamond J., Koggiung River, May 18.                       |
| Larsen, Ludvig .....    | 9    | Norway    | 37   | Drowned at Nushagak River, June 5, July 14.   | Died Koggiung River, May 29, June 1.                           |
| Davi, Benedetto .....   | 262  | Italy     | 44   | Drowned at Nushagak River, June 2. Body not recovered.                                      | Drowned at Columbia River, Sept. 6. Buried, Astoria, Sept. 16. |
| Walden, Ed .....        | 197  | Finland   | 42   | Died Koggiung River, May 29, June 1.  | Died on board "Star of Finland," Oct. 1. Buried at sea.        |
| Bramento, S. ....       | 11   | Italy     | 28   | Drowned at Nushagak River, June 2. Body not recovered.                                      | Died, Chignik, Alaska, Dec. 23.                                |
| Hagerlund, W. ....      | 656  | Finland   | 32   | Drowned at Columbia River, Sept. 6. Buried, Astoria, Sept. 16.                              | Buried, Chignik, Alaska, Dec. 24, 1914.                        |
| Hansen, Hans .....      | 91   | Norway    | 26   | Died on board "Star of Finland," Oct. 1. Buried at sea.                                     |  |
| Pearson, Nels .....     | 96   | Sweden    | 27   | Died, Chignik, Alaska, Dec. 23.   |  |
| Olsen, Emil .....       | 122  | Norway    | 57   | Buried, Chignik, Alaska, Dec. 24, 1914.   |  |

## "FREE PORTS" WANTED.

Frederic C. Howe, Commissioner of Immigration at New York, has in a paper that forms a portion of the annals of the Academy of Political and Social Science pointed out that the carrying trade of the world is in the hands of the free trade countries, and forthwith insists that it is practically impossible for the United States to make great headway in the direction of establishing a merchant marine of her own unless she begins with the establishment of free ports at strategic points along her coast line.

"Ships will go hundreds of miles out of their way to avoid ports surrounded by a tariff wall," says Mr. Howe, "and the only way therefore for a country with a tariff to compete with a country based on free trade is to establish the free ports. Germany, in a comparatively short time, by this policy has built up a carrying trade which, just before the war, had begun to threaten Great Britain's supremacy in this respect. As a result of this plan, Hamburg, a German free port, at last report ranked second only to New York as one of the great ports of the world."

Commissioner Howe recommends the free ports to be Boston and New York on the Atlantic coast, New Orleans on the gulf, and Los Angeles, San Francisco and Seattle on the Pacific coast, and shows that when Great Britain repealed the corn laws this was followed by an immediate and tremendous increase in British commercial supremacy on the seas, with the result that ships now seek the free English ports because they know they can find return cargoes there to all the world when they have discharged their own. He knows that protective tariffs have killed the Spanish trade and the rich and prosperous trade of the Netherlands.

In recapitulating the advantages that would accrue, Mr. Howe brings forth the work of the free port in developing our somewhat stagnant trade with South America, Asia and Africa. He says:

"The most important gain is the direct gain to this country. It will cheapen many commodities by bringing great quantities of goods to our doors. It will stimulate the growth of importing houses which can hold goods for an indefinite period without the

payment of duties, and for distribution to the whole world. It will build up international credits and shift here a predominating share in foreign exchange. It will be of great value to American manufacturers in need of supplies, for they will be able to secure these at American ports of entry, in which merchants can exhibit samples, can mix, grade and alter for domestic or export use, and to which buyers from other countries can come as to a great market place in which commodities from all the world will be on exhibition for purchase and sale.

"America is the natural country to be the counter of the world. Its seacoasts face every other continent; it is the greatest of all reservoirs of raw materials and foodstuffs. In iron and steel and standardized production it is in a position to compete with all the world. But international trade must be reciprocal. It can not be one-sided. And credit balances can not for any extended period be paid in gold, but only by the exchange of wealth."

Official figures of the gross receipts of Lake Superior ore at the lake ports from Detroit to Buffalo have just been announced by the Iron Trade Review. The total movement of ore by lake for 1915 was 46,318,804 tons, which exceeded any year since 1913, when over 49,000,000 tons of ore were shipped from the Lake Superior district. In the past year 29,409,668 tons were received in what is known as the Cleveland district, which includes the ports of Cleveland, Ashtabula, Conneaut, Fairport and Lorain. The figures by ports beginning with Buffalo are as follows: Buffalo, 5,339,724 tons; Port Colburn, 196,077 tons; Erie, 707,875 tons; Conneaut, 8,573,509 tons; Ashtabula, 7,813,101 tons; Fairport, 2,001,103 tons; Cleveland, 7,504,697 tons; Lorain, 3,517,258 tons; Huron, 60,833 tons; Toledo, 1,158,374 tons; Detroit, 450,877 tons; total, 37,332,428 tons.

Until recently 70 per cent. to 80 per cent. of the exhausted molasses from the Hawaiian factories was thrown away as useless. Furnaces are now being installed which burn this molasses, the heat going to furnish steam for the factory, and the ash from the molasses, which contains 33.32 per cent. potash and 4.60 per cent. phosphoric acid, is used as fertilizer.

## Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

## International Seamen's Union of America

(Continued from Page 5.)

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## Headquarters:

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## Branches:

SEATTLE, Wash., Room No. 203, Grand Trunk Dock. P. O. Box 214.

PORTLAND, Ore., 89 Second St. N.

SAN PEDRO, Cal., P. O. Box 54.

## ALASKA FISHERMEN'S UNION.

## Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

## Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

## The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia  
29 ERSKINE STREET, SYDNEY, N. S. W.



## Labor News.

Federal Department of Labor mediators succeeded in adjusting the three days' strike of Chicago Belt Line employees. This railroad circles the city and connects with all railroads. Poor transportation service for employees caused the strike, which resulted in jamming 12,000 loaded freight cars into a confused mass, along the various lines.

The Pittsburgh (Pa.) City Council has agreed that the two-platoon system for municipal firemen shall take effect July 1, 1916, thus ending a ten years' struggle by these public servants to reduce their workday. It was necessary to secure the passage of an enabling act by the State Legislature before the Pittsburgh authorities could act.

Judge Cavender of Leadville has sustained attorneys for the Mine Workers' Union that miners indicted on charges growing out of the recent strike should be tried elsewhere. The court declared that conditions existing in this county made a change of venue justifiable. The court complimented the miners' attorneys for the splendid case they presented, and said the State had failed completely in sustaining its point.

The Garment Workers' District Council of St. Louis, Mo., has secured an agreement with the Marx & Haas Company, which provides that on or before May 1 of next year workers in their tailor shops will be granted the fifty-hour week. It is also agreed that the five-year agreement now in effect, and which will expire in 1917, will be reopened on or before April 1, 1916, to readjust wage scales and other conditions.

Investigations conducted in Ohio's 14 largest cities by the State Industrial Commission show that thousands of workers have received increases averaging from 50 cents to \$1 a week through trade-union methods. In the report union workmen are classified into seven groups: brewery employees, bakery, building, metal, book and job printing, newspaper printing and miscellaneous trades. The report covers the 12 months' period ending May, 1915.

The fight of over 300,000 railroad men in this country and Canada for an eight-hour day was launched at a joint conference at Chicago by representatives of the Brotherhoods of Engineers, Firemen, Conductors and Trainmen. Nearly 100 delegates were present. At previous district conferences the shorter workday was favored and the gathering referred to above was called for the purpose of joint counsel. As a result of the conference the four brotherhood representatives are sending ballots for a referendum to their affiliated organizations.

At a conference of trade-union officials and the Wisconsin State Industrial Commission it was decided that a special commission, consisting of employers and employees, shall be appointed to make a survey of working conditions and recommend remedies. One of the greatest dangers, workers pointed out, is the presence of flying dust, especially in the metal and wood-polishing trades, as present systems are inadequate to protect workmen. One metal polisher stated that of the 89 deaths among the members of his craft last year, 41 were due to tuberculosis caused by flying dust.

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## Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

|                    |                       |
|--------------------|-----------------------|
| Andersen, Walter   | Karell, J.            |
| Andresen, Jorgen   | Krager, C.            |
| Abrahamsen, Halp-  | Karlson, Ingvald      |
| tan                | Kylander, Herman      |
| Aagaard, A.        | Larsen, L. A.         |
| Andersen, Alfred   | La Follette, James    |
| Anderson, Hjalmar  | Le Mins, Aug          |
| Andersen, A. C.    | Larsen, T.            |
| -1108              | Lersten, J. O.        |
| Andersen, Albert   | Louwain, Eric         |
| Berg, Johannes     | Lundgren, Carl        |
| Barrell, Geo.      | McIntyre, James       |
| Bohm, Franz        | Mikkelsen, K. -1620   |
| Bongquist, Gus     | Mjones, John          |
| Bakker, Geo.       | Mathisen, Sigurd      |
| Brewer, Geo.       | Moore, C. R.          |
| Brokow, Albert     | Mikkelsen, A. W.      |
| Camozl, M.         | McLeod, N.            |
| Chamberlain        | Mathisen, Nels        |
| Connouton, T. H.   | Martinsen, C.         |
| Carlson, John -861 | McNeill, R.           |
| Daklin, Gus        | McManigal, T. E.      |
| Dazell, James      | Mortensen, J. R.      |
| Engstrom, Ch.      | Meleny, K.            |
| Erikson, Chr.      | Moore, R.             |
| Edsen, F.          | Moore, J. M.          |
| Eugh, I.           | Nelson, Henry         |
| Erikson, E.        | Nasse, A. R.          |
| Ericksen, N. P.    | Nielsen, Alfons       |
| Fox, John          | Nilsen, Alf           |
| Fredriksen, B. I.  | Nurminen, J. E.       |
| Fredriksen, T. D.  | Norlin, Georg         |
| -529               | Olsen, Harald         |
| Further, C. W.     | Olsen, Herman         |
| Gustafson, Jh. K.  | Olsen, J. E.          |
| Gustafson, Karl    | Olsen, Albert         |
| Gustafson, Martin  | Olsen, Henrik         |
| Haas, W.           | Olsen, E. -2376       |
| Hansen, Alex M.    | Olsen, A. M. -941     |
| Hill, C.           | Olsen, Johan          |
| Henriksen, Harry   | Peterson, J. P. -920  |
| Herman, Axel       | Paulson, C.           |
| Hernes, K.         | Petterson, Harry      |
| Haltnes, M.        | Peterson, W. -1447    |
| Hall               | Petterson, O. P. -819 |
| Hansen, Fred       | Rosenbald, Albin      |
| Hansen, N. S.      | Silbert, Henry        |
| Hansen, Ingvald    | Stalsvik, J.          |
| Hahn, H. P.        | Schweistous, W.       |
| Hollin, P.         | Simmlinghlm, G.       |
| Hagger, F. W.      | Samuelson, Hugo       |
| Holmberg, Karl     | Seppola, Emil         |
| Hunter, Ernest     | Smith, Geo. J.        |
| Johnson, P. M.     | Smith, John           |
| Jacobsen, A.       | Skidsmo, A.           |
| Jensen, H. -2011   | St. Clair, Thos.      |
| Jensen, Hans       | Trichert, Karl        |
| Jensen, Simon      | Thune, H.             |
| Jensen, L.         | Thomsen, Elmar        |
| Johanson, Ernest   | Thostrup, Ludvig      |
| Johnson, Andrew    | Verner, K. J.         |
| Johanson, J. S.    | Irsen, J.             |
| Junge, Hanwick     | Wennecke, A.          |

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## INFORMATION WANTED.

Hugo Carlson Ljung, age 29, a native of Gothenborg, Sweden, was last heard from in a Cable Boat on the Atlantic Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Carlson Ljung, Jungmansgatan 5, Gothenborg, Sweden. 1-12-16

Fred Marjama, a native of Russia, age 36, has not been heard from since 1908, at Buffalo, N. Y. Anyone knowing his whereabouts please notify his brother, J. Marjama, 51 South St., New York, N. Y. 9-1-15

Nils Edmund Johansen, a native of Tonsberg, Norway, age about 50, last heard of at Melbourne, Australia, is inquired for by his brother. Address, Martin Johansen, 839 Centennial avenue, Alameda, Cal.

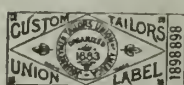
Charles Anderson, alias Helmi Helgesen, a native of Alvestad, Stavanger, Norway, age 70, is inquired for; last time heard from in 1904. Anyone knowing his whereabouts please notify his brother, B. H. Alvestad, Jewal, Iowa.

## Tacoma Letter List.

|                      |                    |
|----------------------|--------------------|
| Cords, W. A.         | Olsen, Martin E.   |
| Evertsen, Olof       | Paterson, John     |
| Farrell, William     | Person, Fritz Leo- |
| Haugan, Arthur       | nard               |
| Johannsen, Christian | Schmidt, Louis     |
| Linea, W.            | Thomas, Paul       |
| Line, Wictor         | Ullman, Emil       |
| Murphy, Danial       |                    |

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## Eureka, Cal., Letter List

|                  |                   |
|------------------|-------------------|
| Contreras, Julio | Kustel, Victor J. |
| Kyrkslatt, Lars  | Kinowsky, A.      |
| Lawrence, Harry  | Ingebretsen, Alf. |
| Melander, G. L.  |                   |

## INFORMATION WANTED.

P. J. Timeny, a native of England, is inquired for by his sister. Anyone knowing his whereabouts please notify Miss H. J. Timeny, 56 Rutland Gardens, Hove, Sussex, England. 11-17-15

Karl Johan Arvid Gardell, a native of Wisby, Sweden, age about 60, who has not been heard from by his relatives, is inquired for by his son and brother. Anyone knowing the whereabouts of the above named will please communicate with Chris Gardell, 116 Drumm street, San Francisco, Cal. 12-15-15

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15



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## Portland, Or., Letter List.

Anderson, John  
Anderson, John E.  
Benson, S.  
Bartells, Otto  
Bernahrdsen, Chas.  
Bugge, Mr.  
Carty, Carl  
Lybball, Olaf  
Decas, O.  
Dolany, Willie  
Erickson, Eric  
Engen, Paul  
Ellisen, Sam  
Edstrom, John  
Ekberg, Hugo  
Farrel, W.  
Fernandez, Frank  
Gundersen, Fredrik  
Hecker, Wm.  
Halbeck, J. O.  
Henriks, Waldemar  
Ingelbrigsten, O.  
Johnson, E. D.  
Jorgensen, Robert  
Johnsen, A.  
Jensen, Christ  
Jensen, Wm.  
Johnson, Nils  
Jonsson, Karl  
Koster, Eric  
Kosel, Harry  
Karlsen, Arnt  
King, J. L.  
Kelly, Patric  
Kjer, Magnus  
Knudsen, Richard E.  
Larsen, L. K.  
Livingston, E. J.  
Larsson, Ragnar  
Larsen, H.  
Leonhard, George  
Letchford, A.  
Lindblad, Konrad  
Lindberg, A. C.  
Lindholm, John  
Loescher, Joseph  
Miller, Winford  
Martin, J. C.  
Moen, T.  
Miller, E.  
Munchmeier, H.  
Morgan, Tim  
Muller, P.  
Metts, John  
Moller, L. D.  
McConnell, David S.  
Meckermann, Ernst  
Nilsson, Axel -1176  
Nielsen, M. P.  
Ohlsson, J. W.  
Osterberg, Henry  
Oglive, Wm. A.  
Pohland, M.  
Palm, P. A.  
Perkins, Paul  
Peterson, M.  
Roos, Oscar  
Rabel, John  
Reskran, George  
Storvick, Ingvald  
Slocum, Ernest  
Shallies, K. G.  
Schneider, Fritz  
Swanson, Emil  
Soderlund, Uno  
Sorensen, Jorgen  
Shea, Oscar  
Schacht, H.  
Schultz, John N.  
Selin, Joe  
Salmelin, H.  
Saarinen, W.  
Tuhkanen, J. J.  
Urso, Geozzep  
Vege, Wm.  
Vinx, H.  
Welt, M. P.  
Windblad, M.  
Wheatcroft, L. E.  
White, Harry  
Westengren, C. W.  
Zickerman, Hugo  
Zunk, Bruno

## Aberdeen, Wash., Letter List.

Andersen, -1115  
Andersen, Andrew  
Burnelester, T.  
Bjorklund, G.  
Bleibe, Ernest  
Carlson, Sven  
Christiansen, Did-  
rich  
Clifford, Pat  
Cronz, F.  
Davis, Frank  
Gronos, Oswald  
Gieno, Pierre  
Geschwendt, W.  
Holmroos, W.  
Hansen, Ove Max  
Hylander, Gustaf  
Johnson, Alex  
Karlsen, Victor  
Ludtke, Emil  
Lindholm, John  
Lindgren, Ernst  
Machado, Henry  
Magnusson, Walde-  
mar  
Munsen, Fred  
Nilsen, Harry  
Nordgren, Chas.  
Nielsen, C.  
Norling, Reinhold  
Paaso, Andrew  
Pettersen, Karl  
Peterson, J.  
Peterson, Nels  
Peterson, Hans  
Risenius, Sven  
Rudt, Walter  
Schmidt, Heinrich  
Simensen, Isak  
Schefstner, Bernhard  
Sandqvist, Gunnar  
Skottol, A.  
Steinhauer, Alvin  
Stenwall, Sigurd  
Thorn, A. L. -70  
Toves, H. C.  
Toren, Gustaf A.  
Udby, Harold  
Walder, Olsen N.  
Wendt, Walter  
Westerlund, Albert  
Williams, T. C.  
Packages.  
Glazer, Y.  
Gorgensen, Olaf  
Hansen, John  
MacGuire, O. F.  
Stanners, W. S.



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no matter what its name, unless it bears  
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## INFORMATION WANTED.

Iwar Westerberg, age about 50,  
sailing second mate on some steam  
schooner on the Pacific Coast, is in-  
quired for by Gus Englund. Any in-  
formation regarding the above named  
will be gladly received at 214 Jack-  
son street, San Francisco, Cal.

1-27-15

Theodore Krakan, last heard of in  
September 1911, at New Orleans, La.,  
is inquired for by his mother. Any  
one knowing his whereabouts please  
notify Mrs. Ad. Krakan, Langenvehm  
38 I, Hamburg 22, Germany.—8-25-15.

## Port Townsend, Wash.

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## INFORMATION WANTED.

Ingvald Andreas Hansen, alias  
Andrew Hansen, a native of Nor-  
way, age about 36; tall, dark; last  
heard of July, 1905. His address  
then was, Andrew Hansen, Karluk,  
Kodiak Island, Alaska. He is in-  
quired for by his mother. Anyone  
knowing his whereabouts please  
notify Staff Captain Robert Smith,  
district officer, native work, Alaska.  
Box 925, Wrangell. 4-3-15

Wilhelm Ekelund, a native of  
Sweden, is inquired for by his  
brother, Axel Ekelund, New Harbor  
Hotel, Drumm street, San Francisco,  
Cal. Anyone knowing his where-  
abouts please notify the above ad-  
dress. 3-10-15

John Edstrom, alias Brynjulf Ed-  
strom, born in Norway in 1879, was  
last heard from at Mobile, Ala.,  
where his address was Norwegian  
Chapell, is inquired for. Anyone  
knowing his whereabouts please no-  
tify his mother. Address, 22 Pile-  
stradet, Kristiania, Norway.—12-22-15

The members of the crew of the  
barkentine "Mary Winkelman" who  
made the voyage in her to Mollendo,  
Peru, and arrived at San Francisco  
on her return trip on April 5, 1914,  
are wanted by the Charles Nelson  
Co., at San Francisco, Cal.—6-24-14

George Alexander Sharman, a na-  
tive of Brooklyn, N. Y. About 28  
years of age, height 5 feet 9 inches,  
supposed to have sailed on the Great  
Lakes in 1907, is inquired for by  
M. L. Kinvan, 1211 Mosher street,  
Baltimore, Md. 7-14-15

Anders C. Anderson, a native of  
Norway, who left his personal effects  
at Port San Luis, Cal., after leaving  
a ship at that place, is inquired for.  
Anyone knowing his whereabouts  
please notify D. R. Jacks, Deputy  
Collector of Customs, Port San Luis,  
Cal. 12-22-15

## Home News.

Some 500 horses were drowned  
when a lighter belonging to the  
Jersey City Stock Yards Company  
sank in the North River off Twenty-  
third street, New York. The animals  
were being taken to the steamship  
"Anglo-Californian," for transporta-  
tion to Europe. The animals were  
valued at from \$160 to \$200 a head.  
The condition of the lighter is  
thought to have been responsible for  
her sinking.

By a unanimous decision of three  
United States Judges sitting in the  
United States District Court at Ta-  
coma, Wash., and in an oral deci-  
sion by United States Judge Ed-  
ward E. Cushman on a subsequent  
motion, the brewery interests of  
Washington lost their last chance  
of preventing State prohibition from  
going into effect, although still seek-  
ing a rehearing in the State courts  
on previous actions attacking the va-  
lidity of the law.

The bill to extend for one year  
the emergency war revenue act  
passed the House of Representatives  
by a vote of 205 to 189. Five Demo-  
crats voted against it. These were  
Buchanan of Illinois, Callaway of  
Texas, Keating and Hibbard of Colo-  
rado and Wingo of Arkansas. Meyer  
London, Socialist, voted for it. It  
passed the Senate on the following  
day by a party vote of 45 to 29, and  
was promptly signed by the Presi-  
dent.

Secretary of Commerce Redfield in  
his report to Congress urged legis-  
lation to prevent "unfair competi-  
tion." He suggested amending the  
Clayton act to make it unlawful to  
sell or purchase articles of foreign  
origin or manufacture where the  
price is below the current rates for  
such articles in the country of pro-  
duction. Since "unfair competition"  
is forbidden by law in domestic trade  
the Secretary argues the same policy  
should apply to foreign trade. He  
also urged the business concerns and  
banks be allowed to co-operate. The  
present laws, he said, make it pos-  
sible only for large banks of great  
power to finance American commerce  
in foreign fields.

Charges circulated during the last  
session of Congress that Adminis-  
tration officials acted in the interest  
of foreign business firms in urging  
the passage of the ship purchase  
bill were held to be baseless in ma-  
jority and minority reports filed by  
the Senate committee appointed to  
investigate them. The majority re-  
port denounced Theodore Roosevelt  
for failing to appear before the com-  
mittee to testify concerning his pub-  
lished assertion that President Wil-  
son and Secretary Bryan "had en-  
deavored in the interest of certain  
foreign business firms to secure for  
the United States the power to pur-  
chase the interned ships of one of  
the belligerents." The charge, the  
report said, had its origin "in that  
ungenerous trait of the human mind  
which makes it prone to attribute un-  
worthy motives to redoubtable rivals  
and particularly political antagonists."  
"The writer," added the report,  
"whose eminence was naturally cal-  
culated to give weight to his utter-  
ance, finding himself without any  
basis, even of a hearsay character,  
for his slanderous attack upon the  
highest officer of the Government,  
simply resorted to a palpable sophis-  
try to escape the responsibility for  
the assertion he had made."



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Tammola, V.  
Tanum, H.  
Tauzel, R.  
Tell, Olaf  
Tellefsen, Emil  
Thewas, E. J.  
Thomas, Paul  
Thompson, Emil  
Thomsen, Max  
Uppit, Walter  
Van Frank, A.  
Vank, R.  
Verney, Paul  
Waaln, John  
Wald, Statius  
Waldman, Edward  
Walkonen, Veda  
Wallberg, Oscar  
Walter, John  
Waltin, Gustaf  
Wanag, M.  
Wang, E.  
Wee, William  
Wellman, F.  
Welure, J.  
Welss, Kar  
Westerland, Albert  
Weswager, Andrew  
Wheatcroft, L. E.  
White, J. D.  
Wilberg, John  
Ylinen, Sam  
Zabel, Carl  
Zahel, Fred  
Zabit, John  
Zazon, G.  
Zeckel, Walter  
Thoren, Gus  
Tierney, Michael  
Tilson, Ed.  
Toherg, Viktor  
Tollinger, A.  
Topel, Fred  
Torstensen, Folke  
Traynor, J.  
Trelberg, P.  
Tritts, L.  
Tupplz, C.  
Ursin, John  
Vestgaard, Jens  
Vickery, C. S.  
Wichmann, Carl  
Wick, John  
Wilking, Gus  
Wilhelm, E.  
Williams, I. C.  
Wille, Max  
Willman, C.  
Willman, Frank  
Willman, G. E.  
Willnzlg, Johann  
Wills, George  
Wilson, E.  
Winblad, M.  
Winkel, A.  
Winter, Gotthard  
Wittenberg, Alhert  
Wittenborn, Hans  
Wollesen, A. Chr.  
Ziehr, Ernst  
Ziesenberg, Fritz  
Zwartz, M. C.  
Zweyberg, John

Anderson, A.  
Anderson, Andrew  
Anderson, W. J.  
Bergstrom, A.  
Berling, J. B.  
Bode, Wilhelm  
Brandt, B.  
Brevick, Johan  
Christensen, Otto  
Dunn, C. Walter  
Fischer, Ilaus H.  
Fredriksen, B. D.  
Fredriksen, Frank  
M.  
Freiberg, P.  
Garch, Wm.  
Gundersen, Andreas  
Hannus, H.  
Hauge, Anton  
Haugen, H. C.  
Hetman, Walter  
Hole, Sigvald  
Jahriling, Herman  
Jansson, A. L.  
Jespersen, Martin  
Johnson, Carl  
Johnson, Henrik  
Kjellberg, A. C.  
Knut, Alex  
Krishnan, K.  
Lee, Anker  
Lorin, Kristian  
Marchwardt, Carl  
Mathsen, M.  
Morris, Oscar R.  
Muller, H.  
Olsen, Carl -1101  
Olsen, James  
Olsen, O. J. -1020  
Pedersen, H. -1263  
Pedersen, O. -1595  
Penningrud, Ludwik  
Pettersen, Aaga  
Pettersen, Georg  
Pettersen, Henning  
Pettersen, V. -165  
Peters, Richard  
Raauum, Henrik  
Rarly, Frans  
Schlacht, Alfred  
Schneider, Harry  
St. Clair, Thomas  
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Winblad, Martin  
Wesgaard, Jens

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| Anderson, Hans     | Konig, D.           |
| Andersen, Han. A.  | Lund, Ju.           |
| Blucker, John      | Larson, Lauritz O.  |
| Brattetvedt, Hans  | Nilsen, Martin      |
| Nilsen             | Nelson, Chris       |
| Buch, William W.   | Nelson, John G.     |
| Cox, Jas. G.       | Pottage, Chas.      |
| Gilbertsen, Reidar | Osterlunn, Albert   |
| Davi, Frenchi      | Petersen, Carl      |
| Evensen, Martin M. | Petersen, William   |
| Eklund, Will. H.   | Rasmussen, Jacob    |
| Holelen, Olaf Si-  | Sorensen, E.        |
| vertsen            | Smith, Max          |
| Hibertz, Emil      | Schroeder, Otto     |
| Hansen, Hans       | Sorensen, Edward    |
| Theodor            | Stoltenberg, Gustav |
| Hansen, Henry      | Thornson, John      |
| Hansen, Axel       | Tiberg, Arnet       |
| Johansen, Luis     | Thigerson, John     |
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### INFORMATION WANTED.

Anyone knowing the whereabouts  
of Thomas Rowe (now aged about  
74), who was at one time a seaman  
and longshoreman on the Pacific  
Coast and also served in the Pacific  
Coast Navy Yards, will greatly oblige  
inquiring relatives by supplying such  
information. Address, Editor, Coast  
Seamen's Journal. 5-1-16

Hans Nilson, a native of Tons-  
berg, Norway, was last heard from  
at Mobile, Ala., is inquired for by  
his mother. Anyone knowing his  
whereabouts kindly notify Louis  
Donald, Norwegian Vice Consul, 77  
St. Francis St., Mobile, Ala. 12-22-15

Anyone knowing the whereabouts  
of Peter Ljung, age 40, a member  
of Alaska Fishermen's Union, will  
please communicate with Mrs. Peter  
Ljung, 2342 East 16th Street, Oak-  
land, Cal. 1-5-16

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## News from Abroad.

According to the New Zealand  
Trade Review, the estimated popu-  
lation of New Zealand on Septem-  
ber 30, 1915, was 1,164,745.

According to a report from Milan,  
in compliance with a Government  
order, the German ships which took  
refuge in Italian ports at the out-  
break of war have been seized.  
There are 36 ships, representing a  
value of over \$15,000,000. It was  
found that in every case the machin-  
ery had been dismantled, and it was  
only after diligent search that the  
missing parts were found on board,  
where they had been skilfully hidden.

According to a message which  
"Der Tag" recently claimed to have  
received from Athens via Copen-  
hagen, Turkey has placed her  
munition factories and two army  
corps at the disposal of Bulgaria.  
In return, Bulgaria is allotting to  
Turkey considerable stores of coal,  
and a large quantity of railway  
trucks and war material, and has  
granted her free access to the Bul-  
garian harbors on the Black Sea.  
Meanwhile the Sultan is stated to  
have given permission to all Muham-  
madans resident in Europe to enter  
the Bulgarian army.

The British coalition government  
is going to pieces on the rocks of  
conscription. Three more resigna-  
tions from the Cabinet followed La-  
bor's overwhelming vote against  
compulsory enlistment. Predictions  
are freely made of an early appeal  
to the country. The Cabinet of-  
ficials resigning during the week  
were: Arthur Henderson, president  
of the Board of Education and leader  
of the Labor party in the House of  
Commons; William Brace, Parlia-  
mentary Under Secretary for Home  
Affairs; George H. Roberts, Lord  
Commissioner of the Treasury.  
Brace and Roberts are also promi-  
nently identified with the Labor  
party.

The British postmaster-general at  
a recent meeting in London ad-  
dressed an appeal to over 1000 em-  
ployes of the postoffice to come  
forward and enlist. He reminded  
them that neither they nor the em-  
ployes of any other department of  
civil service were forbidden ground  
to the recruiting authorities, except  
the war office, admiralty and min-  
istry of munitions, and stated that  
over 43,000 had already joined His  
Majesty's forces. Nevertheless it  
was incumbent upon the men who  
remained, he insisted, to take ad-  
vantage of the arrangements that  
were being made to release them,  
partly by outside male help, and  
partly by female labor.

The bill authorizing the French  
Government to purchase a merchant  
fleet of fifty ships from a British firm  
has been withdrawn from the Cham-  
ber of Deputies, according to the  
Paris newspaper Liberte. The meas-  
ure has been strongly criticized as  
both useless for the purpose desig-  
nated and too costly. Minister of  
Finance Ribot and Minister of Ma-  
rine Lacaze, whose counter-signa-  
tures to the measure were necessary,  
are said to have pronounced against  
it after a careful examination. It is  
stated that in place of this bill they  
have sent circulars to the leading  
shipowners inviting suggestions as to  
the best means of increasing the  
French mercantile fleet and decreas-  
ing freight rates, and promising the  
full support of the Government.



### With the Wits.

A Quiet Sort.—"Have you a Sporting Life?"

Bookstall Clerk (at lonely country station)—Not very!—Punch.

Stopped the Runs.—First War Fan—What are the Russians doing?

Second War Fan—Well, they put the Czar in the box and shifted the Grand Duke to right field.—Judge.

But Rarer, Too.—Clarence—Pop, what is a millennium?

Darktown Father—It's dess about de same as centennial, muh son, on'y it's got mo' legs.—Puck.

Natural Enough.—Indignant Customer—Barber, why did you drop that steaming towel on my face?

Barber—Because it was too hot to hold, sir.—Boston Globe.

Main Attraction.—"Your wife seems busy these days."

"Yes; she is to address a woman's club."

"Ah, working on her address?"

"No; on her dress."—Louisville Courier.

A Dainty Touch.—"And her mean husband thinks she's extravagant."

"Why?"

"Just because she insists on having Fido's monogram stamped on his dog biscuits."—Philadelphia Public Ledger.

Taking a Risk.—"Ain't you rather young to be left in charge of a drug store?"

"Perhaps; what can I do for you?"

"Do your employers know it's dangerous to leave a mere boy like you in charge of such a place?"

"I am competent to serve you, madam."

"Don't you know you might poison some one?"

"There is no danger of that, madam; what can I do for you?"

"Think I had better go to the store down the street."

"I can serve you just as well as they can and as cheaply."

"Well, you may give me a two-cent stamp, but it doesn't look right."

—Toronto Mail and Empire.

### Joint Accounts

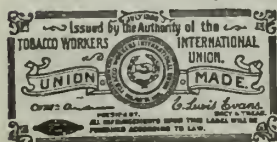
This bank will open accounts in the name of two individuals, for instance, man and wife, either of whom may deposit money for or draw against the account.

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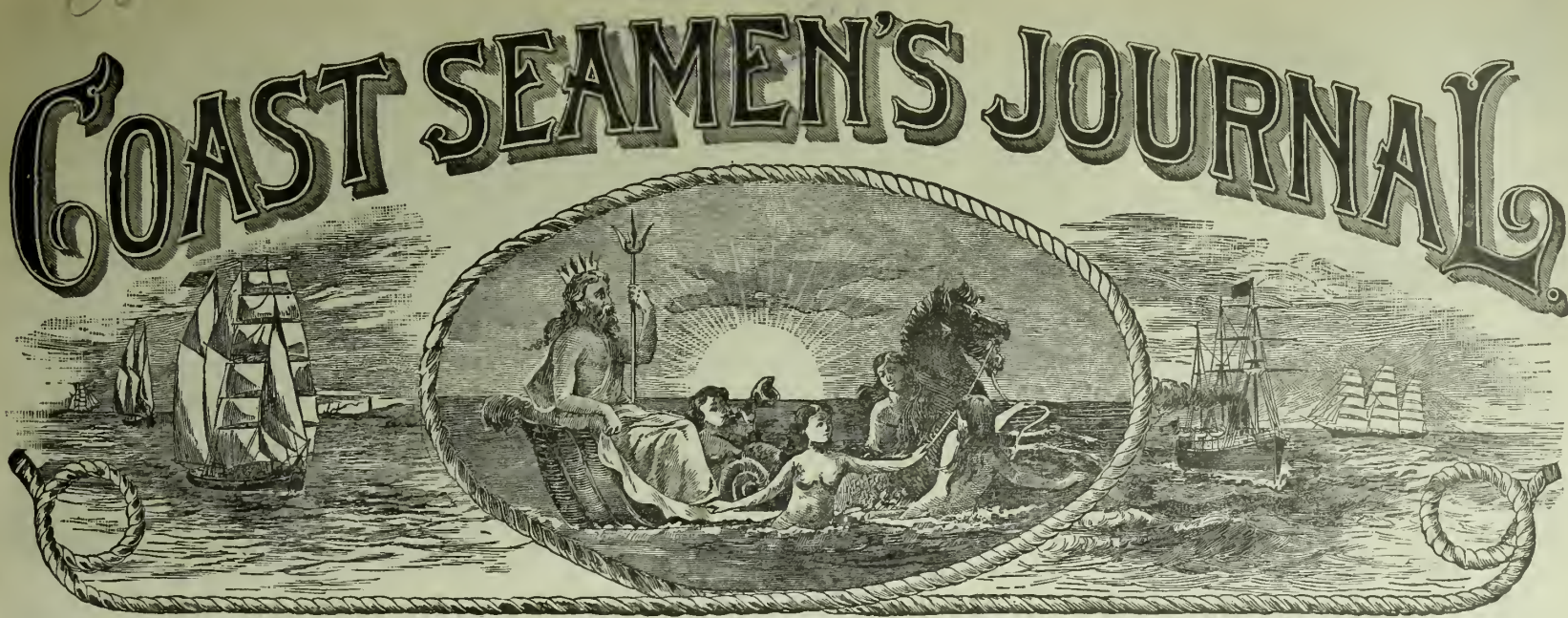
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Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXIX, No. 19.

SAN FRANCISCO, WEDNESDAY, JANUARY 19, 1916.

Whole No. 2365.

# WAGES OF WHITE AND CHINESE SEAMEN.

## Mail Company's Estimate Disproved by Actual Facts.

### An Old Question Answered.

How much greater is the wage-cost of manning a ship with white seamen, as compared with the cost of a Chinese crew?

This question has often been asked but never answered. Answers of a kind may be had for the asking, but as a rule such answers are mere guesses.

Furthermore, these answers vary so widely as to be irreconcilable with any rule of reason or arithmetic. They prove but one thing, namely, that there exists no definite authority from which the facts may be deduced.

Now, for the first time, we are in possession of information which, if it does not conclusively answer the question, affords at least a reliable basis of comparison.

### Actual Facts Now Known.

Four vessels formerly engaged in the trans-Pacific trade and manned by Chinese are now manned by white crews. The number of men carried and the wages paid under both systems of manning are known with certainty. The difference in the wage-cost of manning these ships under the respective systems may be found by comparing the two sets of figures.

The vessels referred to are the steamships "Korea," "Siberia," "Manchuria," and "Mongolia," formerly owned by the Pacific Mail Steamship Company.

During the discussion of the Seamen's bill the Mail Company emphatically declared that that measure, if passed, would "drive it out of business," by reason of the increase in the wage-cost of white crews, as compared with Chinese.

### Mail Company's Estimate of Increase.

A formal statement issued by the Mail Company estimated the increase of wage-cost at 123 per cent., based upon deepwater rates, and 270 per cent., based upon coastwise rates.

The latter estimate is, of course entirely out of the question, there being no connection between deepwater and coastwise rates of wages. The fact that the Mail Company has used the coastwise rates as a basis of comparison indicates that a formal statement issued by a great corporation and certified by an expert accountant may be just as wide of the truth as the merest guess of the "man on the street."

The Mail Company's estimate of 123 per cent. may be considered as at least within the bounds of probability. It remains to be seen how far this estimate agrees with the facts.

### Increase of Wage-Cost in Freight Trade.

As already stated, the four vessels named recently shipped white crews. The shipment took place in the presence of the United States Shipping Commissioner at San Francisco, and the records of the transaction are available in the office of that official. The accompanying tables are presented by courtesy of the Shipping Commissioner.

These vessels are now engaged in the freight trade from San Francisco to New York and Europe, and consequently the crews are smaller (especially in the cabin department) than formerly. However, the figures as they stand con-

stitute a definite basis, a known factor, from which the remaining elements of the problem may be learned with reasonable certainty.

### Increase on Four Vessels, 21 Per Cent.

Taking, for example, one of these vessels, the "Mongolia" (see Table I), the crew of which

TABLE I.  
S. S. "MONGOLIA."

#### Crew Lists and Monthly Wage Rates.

| FORMER RATES.<br>(Voyage ended Oct. 28, 1915.) |          | PRESENT RATES.<br>(Voyage beginning Nov. 9, 1915.) |          |
|--|----------|--|----------|
| Master .....                                   | \$275.00 | Master .....                                       | \$275.00 |
| Mate .....                                     | 135.00   | Mate .....   | 135.00   |
| 2d Mate .....                                  | 110.00   | 2d Mate .....                                      | 110.00   |
| 3d Mate .....                                  | 90.00    | 3d Mate .....                                      | 90.00    |
| 4th Mate .....                                 | 75.00    | 4th Mate .....                                     | 75.00    |
| 5th Mate .....                                 | 70.00    | 5th Mate .....                                     | 70.00    |
| Carpenter .....                                | 60.00    | Carpenter .....                                    | 60.00    |
| Quartermaster (4 @ \$45) .....                 | 180.00   | Quartermaster (4 @ \$45) .....                     | 180.00   |
| Watchman .....                                 | 35.00    | Watchman .....                                     | 25.00    |
| Chief engineer .....                           | 200.00   | Chief engineer .....                               | 200.00   |
| 1st asst. engineer .....                       | 135.00   | 1st asst. engineer .....                           | 135.00   |
| 2d asst. engineer .....                        | 110.00   | 2d asst. engineer .....                            | 110.00   |
| 3d asst. engineer .....                        | 90.00    | 3d asst. engineer .....                            | 90.00    |
| Jr. engineers (6 @ \$70) .....                 | 420.00   | Jr. engineers (6 @ \$70) .....                     | 420.00   |
| Ref. engineer .....                            | 70.00    | Ref. engineer .....                                | 70.00    |
| D'k. engineer .....                            | 60.00    | D'k. engineer .....                                | 60.00    |
| Electrician .....                              | 70.00    | Electrician .....                                  | 70.00    |
| Watertender (3 @ \$55) .....                   | 165.00   | Watertender (3 @ \$55) .....                       | 165.00   |
| Oilier (2 @ \$45) .....                        | 90.00    | Oilier (12 @ \$45) .....                           | 540.00   |
| Purser .....                                   | 150.00   | .....  | .....    |
| Clerk .....                                    | 90.00    | .....  | .....    |
| Surgeon .....                                  | 75.00    | Surgeon .....                                      | 75.00    |
| Steward .....                                  | 125.00   | Steward .....                                      | 75.00    |
| 2d steward .....                               | 75.00    | .....  | .....    |
| Stg. steward .....                             | 50.00    | .....  | .....    |
| Storekeeper .....                              | 60.00    | Storekeeper .....                                  | 45.00    |
| Bg. clerk .....                                | 45.00    | .....  | .....    |
| Butcher .....                                  | 65.00    | Butcher and cook .....                             | 50.00    |
| Stewardess (2 @ \$25) .....                    | 50.00    | .....  | .....    |
| Watchman (2 @ \$25) .....                      | 50.00    | Wireless operator (2 @ .25) .....                  | .50      |
| Wireless operator (2 @ .25) .....              | .50      | .....  | .....    |
| Barber .....                                   | .25      | Boatswain .....                                    | 45.00    |
| .....  | .....    | A. B. (13 @ \$30) .....                            | 390.00   |
| .....  | .....    | Fireman (31 @ \$40) .....                          | 1240.00  |
| .....  | .....    | Coalpasser (30 @ \$30) .....                       | 900.00   |
| .....  | .....    | Chief cook .....                                   | 70.00    |
| .....  | .....    | Crew cook .....                                    | 45.00    |
| .....  | .....    | Asst. cook .....                                   | 35.00    |
| .....  | .....    | Baker .....  | 45.00    |
| .....  | .....    | Pantryman .....                                    | 25.00    |
| .....  | .....    | Waiter (2 @ \$25) .....                            | 50.00    |
| .....  | .....    | Messman (2 @ \$25) .....                           | 50.00    |
| .....  | .....    | Asst. messman .....                                | 20.00    |
| .....  | .....    | Messboy (5 at \$20) .....                          | 100.00   |
| .....  | .....    | Scullion .....                                     | 25.00    |
| .....  | .....    | Asst. steward .....                                | 5.00     |

| Recapitulation—Former Rate.           |     | Wages.     |  |
|---------------------------------------|-----|------------|--|
| Total No. white crew and officers.... | 46  | \$3,275.75 |  |
| Total Chinese (@ \$8) .....           | 212 | 1,696.00   |  |
| Grand total .....                     | 258 | \$4,971.75 |  |
| Recapitulation—Present Rate.          |     | Wages.     |  |
| Total No. crew and officers .....     | 138 | \$6,170.50 |  |
| Increase \$1,198.75 = 24%.            |     |            |  |

were engaged on November 9, 1915, the Shipping Articles show that that vessel now carries a crew of 138 (including the master), on a monthly wage-cost of \$6,170.50.

This vessel when engaged in the transpacific trade carried a crew of 258 (including 212 Chinese), on a monthly wage-cost of \$4,971.75.

The proportion of increase in the present, as compared with the former rates, is 24 per cent. The average of the increase in the four vessels under consideration is 21 per cent.

These figures establish the definite fact that the present wage-cost of manning these vessels with white crews in the freight trade is, say from 20 to 25 per cent. (from one-fifth to one-fourth) greater than the former wage-cost of Chinese crews in the passenger trade.

### Increase in Passenger Trade, 92.5 Per Cent.

The comparison thus drawn may be extended from the freight to the passenger trade by increasing the number of the crew so as to equal the number carried in the passenger trade.

Following this method in the case of the "Mongolia"—that is, by adding certain officers, increasing wages in several instances to the figure previously paid, and filling the complement of the cabin department—the result shows a total crew of 258, and a monthly wage cost of \$9,520.75 (See Table II).

TABLE II.

#### Comparison of Estimates.

Comparing present with former rates, the average increase in the amount of wages paid to the crews of the four vessels formerly operated by the Pacific Mail Steamship Company in the transpacific trade is 21 per cent.

The estimates given in these tables afford a comparison between the present rates in the freight trade and the former rates in the passenger trade. To make a comparison, under the present system of manning, between the rates in the passenger trade, the estimate of the number of crew and officers at present carried by each vessel must be increased to equal the number formerly carried.

Assuming the number of crew and officers to be the same under the present and former systems of manning, the wage table of the S. S. "Mongolia" is as follows:

|  |            |
|--|------------|
| Present rate—  |            |
| Number of crew and officers 138  |            |
| Wages .....  | \$6,170.50 |
| Increase of wages in certain instances to equal rate previously paid in same instances ..... | 90.00      |
| Additional officers .....  | 10 510.25  |
| Additional members of crew 110 (@ \$25) .....  | 2,750.00   |
| (cabin department)   |            |

Total .....

Increase over former rate \$4,549.00=91.5 per cent.

Applying the same methods to the estimates of the other three vessels, the average increase is 92.5 per cent.

This method shows the maximum percentage of increase in present over former rates. The percentage of increase is subject to reduction in



proportion as the number of seamen under the present system may be smaller than under the former system.

#### Estimates of Annual Increase.

By Pacific Mail S. S. Co.  
(March 31, 1915.)

#### Annual Wages (4 Ships).

| Present Rate | Proposed Rate | Increase     | Per cent. Increase |
|--------------|---------------|--------------|--------------------|
| \$239,990.76 | \$535,502.16  | \$295,511.40 | 123                |

By U. S. Shipping Commissioner.  
(San Francisco, Nov. 29, 1915.)

#### Annual Wages (4 Ships).

| Present Rate | Proposed Rate | Increase     | Per cent. Increase |
|--------------|---------------|--------------|--------------------|
| \$240,420.00 | \$462,808.00  | \$222,388.00 | 92.5               |

#### Cost of Food (4 Ships).

The Shipping Articles signed by former and present crews of these vessels contain the Scale of Provisions provided by law. The Pacific Mail Company's estimate of increase under the present system contains an additional item of \$135,674.15, to cover "cost of feeding." This item can only be explained as representing the lower cost of food supplied to the former crews, as compared with the cost to crews supplied in accordance with the requirements of the law.

This figure, as compared with \$4,971.75, the wage-cost of the Chinese crew, shows an increase of 91.5 per cent. The average of the increase in the four vessels, estimated on the same basis, is 92.5 per cent.

#### Mail Company's Estimate of Increase.

Substantially, therefore, the difference between the estimate based upon the actual figures in the Shipping Articles and the estimate made by the Mail Company (see Table II) is the difference between 90 and 120 per cent. In other words, the Mail Company's estimate is about one-third higher than the true estimate.

The result arrived at is based upon maximum conditions. The estimate includes a complement of officers and seamen equal in number to those previously carried under the system of Chinese manning. No deduction is made on account of the smaller number of white men, as compared with the number of Chinese, required to man a given vessel.

No doubt the estimate of increase (92.5 per cent.) would in practice be materially reduced by reason of the greater efficiency of the individual white seaman, thus proportionately reducing the increase in wage-cost.

However, the figures given, based upon a man-for-man complement, show that the Mail Company's lowest estimate of increase (123 per cent.) greatly exceeds the reasonable probabilities.

In brief, the maximum of fact is much lower than the minimum of theory. It is hardly necessary to point out that as between the maximum estimate here presented and the maximum estimate offered by the Mail Company there is really no ground of comparison. The Mail Company's maximum estimate of increase (270 per cent.) is a figment of the imagination. Merely this, and nothing more.

#### Increase in "Cost of Feeding."

Thus far the comparison has been confined to wage-cost. The statement issued by the Mail Company contains an item of \$135,674.15, representing the "additional cost of feeding." This item, added to the estimate of increase in wage-cost, raises the proportion of increase, according to the Mail Company, from 123 to 180 per cent., an increase of 57 per cent.

The significance of this item is not entirely clear. The Chinese crews on these vessels were engaged under the Shipping Articles provided by the Navigation Laws of the United States. These Articles contain the "Scale of Provisions" allowed to all seamen engaged on American vessels.

Assuming that the Chinese crews of the Mail Company's vessels were fed "according to the Act," the cost would be the same as the cost of feeding white crews. It appears, therefore, that the item of "additional cost of feeding" represents in reality the difference between the cost of providing food "according to the Act" and the cost according to the Chinese standard of living.

The Mail Company's estimate in this connection, if not arbitrary, is at least obscure; it is not based upon any facts within public knowledge.

#### "Scale of Provisions" Required by Law.

We do not know the cost of feeding a Chinese crew. We do not even know the cost of feeding a white crew. Certainly we do not know that the cost of feeding white crews in the vessels under discussion would exceed the cost of feeding Chinese crews to the extent of \$135,000, or any other particular sum. We have only the Mail Company's assertion on the subject. But the Mail Company gives no details.

One thing, however, is known positively. The Navigation Laws of the United States, under which both Chinese and white crews are engaged, prescribes the character and quantity of food which shall be served to each seaman.

Moreover, the law requires that "the foregoing scale of provisions shall be inserted in every article of agreement, and shall not be reduced by any contract, except as above (re-

ferring to certain substitutes for given articles named in the scale), and a copy of the same shall be posted in a conspicuous place in the galley and in the fore-castle of each vessel."

The law also provides that "the seamen shall have the option of accepting the fare the master may provide, but the right at any time to demand the foregoing scale of provisions."

Of course, the purpose of this option is to permit the "full-and-plenty" method of feeding in preference to the minimum of food stipulated in the scale.

#### Law Violated in Case of Chinese.

The Mail Company's figures in this connection indicate that in the case of the Chinese crew the scale of provisions has been reduced to the extent of \$135,674.15. In other words, the Mail Company has violated the law to this extent. The inclusion of this item as part of the greater cost of white crews is an attempt to give the appearance of an expenditure due to the requirements of the new law; whereas it is in reality an expenditure involved solely by obedience to the old law.

The Mail Company cannot flatter itself upon the score of moderation in taking advantage of its opportunities. It has taken full advantage of every opportunity to swell the estimate of increase in the cost of operation. As an example in point, we note the estimate of increase in wage-cost based upon the rate of wages prevailing in the Pacific coastwise trade. The estimate of increase in the "cost of feeding" is another example in point. In short, the Mail Company's liberality in the matter of estimating wages is in striking contrast to its practice in paying wages.

#### Wage-Rates Under Mail Company's Practice.

We have no doubt that the Mail Company will question the results shown by the tables herewith presented. It will contend that the wage-rates given in these tables are too low. The answer to this contention is obvious and conclusive. That answer consists in the fact that the wage-rates given are exactly the same as those now being paid to the crews of the vessels formerly owned by the Mail Company. Those wage-rates are not guesswork or speculation; they are facts.

Of course, these estimates are not based upon union wage-rates. They are, in fact, based upon the lowest wage-rates paid to seamen in the offshore trade. In other words, these estimates are based upon the rates actually paid by the Mail Company in all the vessels under its control.

The Mail Company finds it convenient, for purposes of publicity, to quote union rates of wages, but in practice it pays the lowest rates for which labor can be obtained. If it were possible to obtain crews for wages lower than those given in the foregoing tables, such lower wages would be paid, and the proportion of increase in the wage-cost, instead of being increased, would be lowered. As already stated, the proportion of increase here given (92.5 per cent.) represents the maximum which the Mail Company would, under its own system of employing seamen, have been required to meet.

#### Effect of Increased Wage-Cost.

At first blush it would appear that an increase of, say, 100 per cent. in wage-cost must decide the issue of competition. Upon reflection, however, it will be seen that the effect in such case will be influenced by several considerations. Among these is the ratio of wage-cost to the total operating expense. The effect of an increase in wage-cost in determining the issue between competitors will be great or little in proportion as the wage-cost constitutes a larger or smaller part of the total cost of operation.

Here, again, we are fortunate in having at hand reliable figures, as set forth in the Mail Company's annual reports.

The latest complete figures available are those for the fiscal year ending April 30, 1914. The gross earnings for that year were \$5,566,130.96. In this year the surplus earnings were \$300,363. Thus the total operating expenses may be estimated at \$5,265,767.96.

#### Increase 5 Per Cent. of Operating Expense.

Reference to the Shipping Commissioner's estimate of wage-cost (see Table II) shows that the wage-cost of Chinese crews is slightly more than 4½ per cent., and that of white crews slightly less than 9 per cent. of the total operating expenses of the Mail Company. In other words, the wage-cost of white crews, as compared with that of Chinese crews, represents an increase of, say, 5 per cent. in the total operating expenses.

The problem of competition, therefore, resolves itself into a question of ability to offset this increase of 5 per cent. due to the employment of white crews by balancing accounts in other particulars—by decreasing other expenses or by increasing revenues to the extent of approximately \$250,000.

There is no doubt that the wage-cost would have been reduced by a considerable reduction in the number of seamen carried on each vessel. For instance, we have the Mail Company's authority for the statement that it was intended at one time to convert these vessels from coal to oil burners, a change which would have reduced the number of men employed in

the fireroom from eighty or ninety to twenty.

It remains to be said that the surplus of the Mail Company has materially increased since the issuance of the report for 1914. The surplus for last year was \$478,304. This figure is considerably in excess of the total wage-cost of white crews in the four vessels under consideration. Of course, had the Mail Company chosen to continue in the transpacific trade, its surplus for the present year would have greatly exceeded all previous returns.

#### Recapitulation.

Summing up the facts, we find that the four vessels here referred to were formerly manned by Chinese crews, at a total annual wage-cost of \$240,420. These vessels are now manned (in the freight trade) by white crews, at a total annual wage-cost of \$291,933, an increase of 21 per cent. over the former rate.

Estimated on the basis of the wage-cost of the white crews now carried in the freight trade, and increasing the number of each crew to equal the number previously carried in the transpacific passenger trade, we find the total annual wage-cost of white crews to be \$462,808, an increase of 92.5 per cent. over the former rate.

Estimated on the basis of the Mail Company's annual report for 1914, we find the total wage-cost of Chinese crews to be 4½ per cent., and that of white crews 9 per cent. of the total operating expenses of the year. Finally, we find that the difference between the wage-cost of Chinese and of white crews is 5 per cent. of the total operating expenses.

This estimate of 5 per cent. may be regarded as fairly approximating the increase of total operating expense involved in the generality of cases by the employment of white crews in place of Chinese.

#### Real Reasons for Mail Company's Withdrawal.

The contention of the Mail Company that it was "driven out of business" by the Seamen's Act falls to the ground upon a study of the actual facts, elicited chiefly from the Mail Company's own records.

When challenged to justify its contention in this regard the Mail Company refers to the fact that it has actually abandoned the transpacific trade! This fact proves much—too much. It proves, for instance, that the Panama Canal Act, by prohibiting the use of the Canal by railroad-owned vessels, created an element of competition which the Mail Company was afraid to meet. It proves, also, that the war, by creating a great demand for neutral shipping, afforded the Mail Company an opportunity to sell its vessels at a price greatly in excess of their value in normal times.

#### The Seamen's Act a Scapegoat.

Throughout the whole transaction the only part played by the Seamen's Act is that of scapegoat. That measure afforded the Mail Company a plausible excuse for "hauling down the flag" and abandoning the transpacific trade to our rivals in the Orient. It should be noted, however, that the flag still flies on these vessels, now being operated under the Seamen's Act.

The Mail Company has in this instance no reason for regret on the score of its own moderation. On the contrary, it has made the most of its opportunities. And it has succeeded in a certain degree, even to the extent of giving the appearance of patriotic sacrifice to what was in reality a very profitable financial deal.

In the city of Los Angeles during 1914, one hundred and twenty-nine persons who had lived there for less than six months, died of tuberculosis. Of this number, twenty persons had lived there for less than one month—were virtually dying when they arrived. Some of them were taken from the cars in a dying condition. Most of these unfortunates were from other States; some of them were financially able to provide care for themselves and some of them were not. Of course the city had to pay for the indigents. California is a magnet for the tuberculous, and California sunshine is available for all of our people, but is it right that California should give so freely of her advantages—and pay the bill besides? Nor is California the only State where such conditions may be found. The proposed Federal bill providing a subsidy to be used for the care of such non-resident indigents is of interest to nearly all Western States. If investigations were made, it would no doubt be found that the same problem to a lesser degree exists in Eastern States as well.—From Monthly Bulletin, California State Board of Health.



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## Citizen Soldiery Theory Indorsed.

In view of the numerous opinions expressed on the subject of so-called "preparedness" attention is called to the declarations of the recent A. F. of L. convention at San Francisco:

Summed up, these declarations are: Opposition to a large standing army, indorsement of the present Dick Military Act, which is intended to "promote the efficiency of the militia."

The A. F. of L. Executive Council presented these views to the convention as a result of instructions given by the previous convention to investigate and report on the Dick law.

In its findings, the council calls attention to the variety of opinions the public hold regarding this law, some believing that the act was intended to foster "militarism in the United States with all its baneful consequences."

It is shown that the law was approved January 21, 1903, and grew out of experiences during the Spanish war, when it was found that the lack of military skill, equipment and hospital and commissary service showed that "some measure of reform was manifestly imperative."

The report continues, in part:

"Our American traditions are wholesomely positive against the maintenance of a large standing army. We think it can be safely and emphatically stated that only a very small percentage of the American people favor the maintenance of a large standing army. It is our opinion that this small percentage will never be able to have their schemes adopted by the United States.

"This (the Dick military law) means, in short, the practical application of the theory underlying the traditional military policy of the United States; the intention being that the army, such as we have, shall be adequately and properly equipped, and its personnel shall be of the highest possible efficiency—our American concept being the maintenance of a skeleton army to which men, properly developed, mentally and physically, may be quickly added when the country may be endangered.

"For the maintenance of such an army for conquest we would not pay one penny, but for defense we would gladly give all.

"We again express our belief in the need of a small standing army to be supplemented by a citizen soldiery, democratically organized and controlled, so as to prevent the small standing army or the larger supplements and its units to be used for or by any privileged class, either at home or abroad."

In answer to the claim that the Dick law may be used against the workers, it is declared that "there is not nearly so grave a danger in the Dick military law as there is in the menace threatening our institutions through the private detective agencies and the private army of gunmen."

The council intimates, however, that it is possible for the law to be misused, and calls on organized labor to realize its responsibilities for taking a more active interest in public affairs.

"By asserting our civic rights," it con-

tinues, "we can prevent the Dick military law from being manipulated so as to menace the rights and liberties of the struggling workers. We recommend and urge that our organizations become active in their several communities and use all of their local and State influence to let the administrators of the law in such communities thoroughly understand that they will not brook at any time unwarrantable interference of the citizen soldiery in their efforts to procure better and more profitable conditions of work."

## Strike Rights Extended.

In a letter to Secretary Morrison of the A. F. of L., Frederick W. Mansfield, attorney, Boston, calls attention to one portion of the recent decision of the Supreme Judicial Court in the case of John Corneliier against the Haverhill Shoe Manufacturers' Association, which was charged with maintaining a blacklist against Corneliier. The court said:

"Plainly it would not be unlawful for the men to combine to secure an experienced spokesman for their collective bargaining, and to select an outsider in order to avoid future criticisms from the employer or fellow employees. Further, the fact that the person they select to speak for them, and to act personally as their agent in presenting the proposed price list to their employer, happens to be an official of the union would not render unlawful a strike called to enforce their demand."

In commenting on this portion of the decision, Attorney Mansfield says:

"So far as I know it is the first case in America, or anywhere in the world, where a court of competent jurisdiction has said that a strike to compel an employer to deal with a union through its business agent, or other duly accredited representative, is a lawful strike."

## Why Many Babies Die.

In its annual report the Children's Bureau of the Department of Labor calls attention to the two inquiries conducted during the past year which shows that the average death rate of babies in steel-making and coal-mining towns is 134 per 1,000, against 84 per 1,000 in a residential suburb. An even greater contrast is found between the most congested section and the choicest section in each of these two communities. Commenting upon these findings, the report says: "The more favorable the civic and family surroundings, and the better the general condition of life, the more clearly are they reflected in lessened infant mortality."

The bureau reports that its work of investigation is hampered by a lack of funds, which is necessary to find "how many mothers are at work for gain outside their homes." It is stated that the Children's Bureau is pursuing its inquiry into the relation of babies' deaths to wages and social conditions, believing "that the inquiry will prove increasingly valuable as a stimulus to more active protection of the youngest and tenderest lives throughout the nation."

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

### AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

### GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

### BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

### GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

### FRANCE.

Federation National des Syndicats des Inscriptions, Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Seudéry, Havre.

### NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

### SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgaten 1 B., Sweden.

### DENMARK.

Somandenes Forbund, Toldbogade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restauration Forening, Nyhavn 17, Kobenhavn.

### HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandse Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

### ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

### AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

### SPAIN.

Sociedad Sindicate de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

### URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

### ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

### BRAZIL.

Associaçao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

### SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



## World's Workers.

Three hundred carpenters employed at Garden Island, Sydney, ceased work recently, consequent on a dispute with the shipwrights employed at the naval station.

The demand for marine engineers for all grades of work in Great Britain is just now far ahead of the supply. This is felt to be such an important demand to supply that the engineers who joined the army are now being allowed to return to engineering posts.

In the Perth (Australia) Eight-hours' turn-out the Amalgamated Railway Employees Society won the prize for the best team of six horses. In commenting upon this anomaly the Brisbane Worker says: "Nothing like being versatile these times. There is no word, however, to the effect that the Horsedriers' Union won a prize for the most up-to-date steam engine, but there is a reference to the fact that employees of Howard Smith (shipping people) pulled off honors for an ordinary cart."

The British Labor Gazette for December says: "The shortage of both skilled and unskilled labor became still more marked. To some extent women have been used to make good the deficiency, but there is room for further developments in this direction during the war. The number of women ordinarily employed is not, however, sufficient to meet all the demands of the situation created by the withdrawal of so many men from their usual occupations, and by the requirements of the Forces. A new supply of labor is therefore required, which, in the present circumstances, can only be drawn from among those women who have not hitherto been engaged in industry."

A ballot has just been taken by the Australasian Typographical Union of members of typographical societies affiliated to that organization, with the object of ascertaining whether it is the general desire to adopt a constitution which would permit of all sections of the printing industry becoming united in one big union and eventually registering under the Federal Arbitration and Conciliation Act. The ballot resulted in 2,133 voting "Yes" and 189 voting "No." In every instance there was a large majority in favor of the new constitution, the lowest affirmative vote being greater than 4 to 1. In one instance the whole membership of an affiliated society voted "Yes." The adoption of the new constitution will mean that all sections of the printing industry will be attached through various branches in one big printing trades union.

The British Board of Trade reports that the supply of seamen for mercantile ships during November was again equal to the demand at nearly all ports. Some scarcity, however, was reported from the London docks, except at Victoria docks, where the supply was in excess of the demand. Returns received from certain selected ports show that 30,186 seamen shipped on foreign-going vessels during November, a decrease of 4,244 on October and of 4,873 on November, 1914. As compared with October the decreases were greatest at Liverpool, Southampton, and the London docks. At Newport (Mon.) and Cardiff there were considerable increases. Compared with a year ago there were decreases at most ports, those at Liverpool and Cardiff being most marked.

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Yours sincerely,

S. G. SWANSON

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Harbor Steam Laundry

### Mills, Elbert & Nash

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### ALASKA FISHERMEN. San Francisco.

|                    |                         |
|--------------------|-------------------------|
| Anderson, Hans     | Lund, Ju.               |
| Andersen, Hans A.  | Larson, Lauritz O.      |
| Bush, William W.   | Nilsen, Martin          |
| Blucker, John      | Nielsen, Chris.         |
| Brattvedt, Hans    | Nelsson, John G.        |
| Nilsen             | Nielsen, Andrew         |
| Cox, Jas. G.       | Osterlunn, Albert       |
| Davi, Frenchi      | Olander, Ed.            |
| Eriksen, Ben.      | Pettersen, Carl         |
| Ekelund, Will H.   | Peterson, William       |
| Gilbertsen, Reidar | Rasmussen, Jacob        |
| Greene, H.         | Sorensen, E.            |
| Hilbertz, Emil     | Sorensen, Edward        |
| Hansen, Henry      | Sivertsen, Ed.          |
| Hansen, Hans       | The-Stoltenberg, Gustav |
| dor                | Schoeder, Otto          |
| Holden, Olaf       | Sivert-Smith, Max       |
| sen                | Thomson, John           |
| Hansen, Axel       | Thigerson, John         |
| Iversen, Knut      | Thorsen, A.             |
| Johannisen, Luis   | Thorstensen, H.         |
| Johanson, Edward   | Thierg, Arnet           |
| Karlson, J.        | Ulappa, Kosli           |

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Seamen's Journal.

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#### INFORMATION WANTED.

Eugene Martin, age 25, 6 feet tall,  
gray eyes, is inquired for by his  
mother. Anyone knowing his where-  
abouts please notify Mrs. Rose T.  
Martin, 4231 15 N. E., Seattle,  
Wash. 1-27-1915

Veneclus Durbich is inquired for  
by his brother. Anyone knowing his  
whereabouts please communicate with  
Gerolamo Durbich, Zurich, Switzer-  
land. 7-28-15

Herman Sigfrid Persson, a native  
of Malmo, Sweden, supposed to be  
sailing on the Pacific Coast, who has  
not been heard of for two years, is  
inquired for by his brother, Gustav  
Persson. Address 13 Stenbarksgatan  
Malmo, Sweden. 7-28-15

Adolph Krakkan, last heard of at  
Port Pirie, January, 1912, and again  
in March, 1913, from Warumbo, 118  
miles from Adelaide, South Australia,  
is inquired for by his mother at  
Hamburg, Germany. 8-25-15

## San Pedro Letter List.

|                     |                     |
|---------------------|---------------------|
| Ahl, Einar The      | Lindberg, Ernst     |
| Andersson, Oskar    | Manso, Pete         |
| Acne, T.            | Monsen, C.          |
| Alexander, P.       | McGuire, W. T.      |
| Anderson, John      | Melson, Wm. E.      |
| Anderson, Martin    | Mennicke, Fritz     |
| -1894               | McGlashan, W. T.    |
| Blutcher, John      | Martinel, Walter    |
| Billington, Martin  | Mikalsen, Andreas   |
| Brady, J. F.        | Mahn, Gustaf        |
| Brusard, E.         | Mesak, E.           |
| Barrell, George     | Nelson, Chas. R.    |
| Berg, Charles       | Nelson, A. W.       |
| Berggren, Gus       | Nurmi, Victor       |
| Bergh, Borge        | Norjahr, Oskar      |
| Brein, Hans         | Orwold, Jack        |
| Bergman, Leo        | Owen, Fred          |
| Benrowitz, Felix    | Plintz, Johan       |
| Carlson, Fred       | Persson, H. W.      |
| Carlson, Johan Al-  | Parsons, Herman     |
| got                 | Poppe, George       |
| Carera, Pete        | Peterson, Hans      |
| Cook, Harry         | -1064               |
| Danielson, John     | Peterson, N.        |
| Danielson, Dave     | Peterson, Otto      |
| Ericksen, John      | Poscet, P.          |
| Ericsson, Otto      | Parsons, Olaf       |
| Eklund, Sven        | Silvala, J.         |
| Fisher, Wm.         | Schultz, Albert     |
| Gunter, The         | Sjoholm, Gustav     |
| Geller, Fred        | -1542               |
| Gallenberg, Martin  | Salvesen, Svedrup   |
| Gill, Albin         | Svendsen, S. -1711  |
| Gronlund, O. -414   | Sanseter, Paul      |
| Hendrikson, Henry   | Soderlund, Anton    |
| Hansen, B.          | Schmidt, Lauritz P. |
| Heide, Tom          | Sevenson, Paul      |
| Heesche, Henry      | Tamisar, P.         |
| Haupt, Fritz        | Trovik, Harald      |
| Hansen, Charly      | Thorsen, Charles    |
| Hansen, Ilmar       | Ulappa, Koste       |
| Hannus, Alex.       | Uhlig, Richard      |
| Hojansen, Emil      | Warkkala, John      |
| Johnson, Gunnar E.  | Wirak, J.           |
| Jonson, Leonard     | West, J. W.         |
| Johansson, Victor   | Zayan, G.           |
| Johanson, Geo.      | Newspapers and      |
| Johnson, Edvard A.  | Packages            |
| Kolodzie, George    | Ahl, Einar The      |
| Kaiser, Richard     | Anderson, David C.  |
| Lybeck, Thos.       | Bergh, Borge        |
| Lindeman, Gust      | Billington, Martin  |
| Lindroth, Gustaf    | Persson, H. W.      |
| Lundin, Chas. -1054 | Swanson, Hugo       |
| Lindberg, G. W.     | Schmidt, Lauritz P. |
| Lauritzen, Ole      | Larsen, James Chr.  |

## Honolulu, H. T.

|                      |                   |
|----------------------|-------------------|
| Anderson, John E.    | Nelsen, C. F.     |
| Burk, Harry -1284    | Petersen, Carl    |
| Crantly, C. W.       | Peters, Walter    |
| Eugenlo, John        | Reither, Fritz    |
| Ekelund, Rickhard    | Solberg, B. P.    |
| Ivertsen, Sigvald B. | Strand, Conrad    |
| Lengwenus, W. L.     | Thompson, Emil N. |
| Möller, F.           |                   |

#### INFORMATION WANTED.

Carl Fritjof Johansson Lind, age  
39, a native of Souderborg, Germany,  
sailing on the Pacific Coast, is in-  
quired for by his brother. Anyone  
knowing his whereabouts please no-  
tify John Lind, 1401 West 9th St.,  
Cleveland, Ohio. 3-24-15

William Walker, a native of Island-  
magee, Antrim Co., Ireland, is in-  
quired for by his nephew. Anyone  
knowing his whereabouts kindly com-  
municate with John Walker, Geddis,  
7 Willowbank St., Brooklands, Win-  
nipeg, Manitoba, Canada.

Anyone knowing the whereabouts  
of John Burke, No. 2, a member of  
the Marine F. O. and Watertenders'  
Association of the Great Lakes, last  
heard of in Chicago, will please com-  
municate with Mrs. Julia Noonan,  
276 Twelfth street, Jersey City, N. J.

W. A. Goodrich, who left the Brit-  
ish ship "Puritan" at San Francisco  
February 6, 1911, is inquired for by  
the British Consul-General at San  
Francisco.

Martin Nielsen, a native of Den-  
mark, member of the Sailors' Union  
on the Pacific for the last 8 years,  
has not been heard of since July,  
1912. His address then was Sailors'  
Union, Seattle, Wash. Any one  
knowing his whereabouts please no-  
tify George Leonhard, Sailors' Union,  
59 Clay St. 8-11-1915

Olai Ingebrigtsen (Broek), a na-  
tive of Norway, last heard from 13  
years ago, when leaving San Fran-  
cisco for Australia on the American  
bark "Golden Gate," is inquired for  
by his brother. Any information re-  
garding the above named will be  
gladly received by Niels Ingebrigtsen,  
469-49th street, Brooklyn, N. Y.; or  
Sam Andersen, 100 Steuart street,  
San Francisco, Cal. 8-4-15

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# Pacific Coast Marine.

It is reported that the Seattle Construction and Drydock Company will build new yards on Harbor Island to rival the Union Iron Works of San Francisco, the result of getting contracts for ten new steel carriers for the east coast.

Two Pacific Coast sailers which arrived in Australia on January 13, made especially good passages from this Coast to the southern continent with lumber. The schooner "Rosamond" arrived at Sydney sixty-seven days out from South Bend, and the schooner "Carrier Dove" made the same port sixty-nine days from Aberdeen.

It is reported that approximately 35,000,000 feet of lumber is awaiting shipment from the Columbia River and Portland to Europe, and will be forwarded as soon as the necessary tonnage can be engaged. A big part of the product consists of railroad ties for delivery in the United Kingdom and France. Some of it has been lying at various points on the river since last May, on account of the inability of the exporters to charter vessels at suitable rates.

The port of Portland has reduced the salvage charge against the Peruvian barkentine "Judith" from \$3000 to \$2000. The reduced bill has been forwarded to Comyn, Mackall & Co., owners of the cargo, and to the San Francisco Board of Marine Underwriters. Whether they will pay the claim without the matter being taken to the courts is uncertain, as Ira Campbell, the admiralty attorney, is known to have been retained by them in the case.

A new venture which may add substantially to the importance of the fishing industry on this Coast is the forming of a company which is building a fleet of fishing boats, with large motor-driven tenders, for use next year in the tuna fishing industry. The fleet will be owned and operated by the company, the fishermen who do the work receiving a percentage of the catch in payment. The pack is only limited by the quantity of fish secured. It is believed that fish can be taken as far as 200 or 250 miles out to sea, and that is where the new fleet will go.

After being laid up in San Francisco for more than a year, the old Pacific Mailer, "City of Sydney," is to go into service again, this time as a windjammer. The "Sydney" was sold recently to L. A. Pederson by Hyman Davis, and is to be used in the Alaska salmon trade next spring. She will be rigged as a schooner or as a barkentine for her new career. The "Sydney" was for years in the Panama service of the Pacific Mail and arrived here on her last trip September 18, 1914. At that time she was under command of Captain Ryland Drennan.

The United States local inspectors at Seattle have suspended the licenses of Captain John J. Doyle and George J. Wiley, master and engineer respectively of the tug "Roche Harbor," owned by the Tacoma & Roche Harbor Shingle Company, for violating the license provision of not working the crew more than a thirteen-hour shift without putting on additional skilled men for the overtime service. The master was given a thirty-day and the engineer a fifteen-day suspension. It was shown that the master and engineer had placed unskilled rather than trained men aboard the vessel during the overtime period.

According to the report of the Customs Collector of San Francisco exports for 1915 exceeded those of 1914 by \$16,319,646 and imports by \$12,979,600. Total imports and exports reached the sum of \$164,178,371. It is said had ships been available, the increase would have been much greater. Part of this increase in exports is believed to be due to the opening of the canal, which diverted to the sea goods theretofore crossing the continent and going abroad through other ports, part to variation in prices, part to war demands, part to a long drought in Australasia, part to the prosperity of Hawaii and part to new neutral markets opened to California products.

Storm-scarred and battered, short of provisions and her crew exhausted, the Peruvian bark "Callao," twice given up for lost, arrived at San Francisco during the past week in tow of the tug "Falcon." Just the day before Christmas the "Callao" was within twelve miles of Cape Flattery, when the big gales came upon her. She was out from Callao since October 24, bound for Port Townsend, to load lumber for W. R. Grace & Co. Seeing the state of the weather Captain Muller hailed a gasoline fishing-boat and asked her to send a tug. "But it never came," was the only comment of Captain Muller in Spanish, as he told of his experiences after reaching anchorage in San Francisco Bay.

The freighters of the Java-Pacific Line, which are soon to make San Francisco in the new service across the Pacific, will give direct freight and passenger service to a part of the Orient which has never been connected with this port by any regular line of steamers. Four vessels are now scheduled for this trade, for which J. D. Spreckels & Brothers Company are local agents, and will call at Hongkong, Manila, Batavia, Cheribon, Pecalongan, Tegal, Samarang,

Soerabaya and Macassar. The first of these steamers to leave San Francisco for the Orient is the "Arakan," which is scheduled to get away from here February 19. Following, practically every four weeks, will be the "Tjisondari" in March, "Karimoen" in April and "Tjikembang" in May.

Captain Wilson I. Davenny of Washington, D. C., field secretary of the National Rivers and Harbors Congress, has arrived at San Francisco and, while he declared his plans uncertain, he expects to visit all Pacific Coast communities interested in water channel development before returning to the nation's capital. "Nothing can be of more vital and increasing importance to San Francisco and her tributary trade territory in relation to their vast industrial and commercial interests than the development and maintenance of adequate and dependable channels for commercial navigation," Captain Davenny said. "While here, I shall confer with the members of your State Inland Waterways Association on the subject of fostering cheap water transportation in the San Francisco Bay district."

Supervising Inspector John K. Bulger left San Francisco for Washington during the past week to attend the annual meeting of the various coast and Great Lakes supervising inspectors. It is said that Bulger took with him a complete report on the operation of the Seamen's law on this Coast, so far as the law has been enforced. It is understood that the Department of Commerce desires more information concerning conditions under which the Hill liner "Minnesota" was permitted to leave Seattle. Bulger said that he had nothing to add to the general report, which included statements from Local Inspectors Lord and Whitney at Seattle, who favorably passed the vessel as to its entire seaworthiness before sailing on November 14 with its war cargo for England. In addition to the collapse of all its boilers, the "Minnesota" is said to have been leaking aft before being towed into San Francisco five weeks ago.

Her forepeak full of water, the Japanese freighter "Kenkon Maru" No. 3 is in a bad position on Belle Chain reef, between Mayne and Saturna Islands, where she drove ashore on January 12 in a blinding snowstorm. The steamer struck hard and she is reported to be extensively damaged forward. Immediately upon the news of the wreck being received, the salvage steamer "Salvor" of the British Columbia Salvage Company and a fleet of scows were dispatched from Victoria, B. C., to the scene of the mishap. It is not anticipated that it will be a difficult job to float the stranded steamer. Heavy steel car wheels constitute her deck-load, and no doubt some difficulty will be experienced in lightering this class of cargo. After losing the fog horn, stationed at Patos Island, on the American side of the international boundary line, the vessel followed the Saturna Island shore, being navigated with extreme caution, as snow was falling heavily, making it impossible to see any distance. The only theory that can be advanced is that the "Kenkon Maru" was carried inshore by the set of the ebb tide. The channel at this point is nine miles wide.

The 29th annual report of the Interstate Commerce Commission states that "since the opening of the Panama Canal, the water carriers have materially reduced their rates, shortened the time of transportation, increased the frequency of sailings, added to their tonnage capacity and largely added to the tonnage secured of this coast to coast freight. It was shown that there are in the service between the Atlantic and Pacific coasts forty-nine ships, with a capacity of over 380,000 tons. The total tonnage moved by water from the Atlantic to the Pacific coast and to the Hawaiian Islands for the year 1911 was 397,974 tons; for 1912, 451,582 tons; for 1913, 434,115 tons; while for the month of September, the first full month after the opening of the Panama Canal, the tonnage from the Atlantic to the Pacific coast ports was 77,915 tons, or more than twice as much as the average monthly tonnage for the preceding year." The tonnage handled by the water lines was not confined to traffic originating along the Atlantic coast, but included a great deal originating in the interior. Much of it was steel from the Birmingham district through New Orleans and from Pennsylvania and Ohio through Atlantic coast ports. "It was evident," the report states, "that the degree of competition between the rail carriers and water carriers for traffic between the Atlantic and Pacific coasts has been largely increased by the new conditions created by the opening of the Panama Canal and that it was necessary for the rail lines to make material reductions in their rates if they were to expect to obtain any considerable percentage of this coast to coast traffic."

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

## International Seamen's Union of America

Affiliated with  
AMERICAN FEDERATION OF LABOR  
and

INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary,  
570 West Lake St., Chicago, Ill.  
AFFILIATED UNIONS.

### ATLANTIC DISTRICT.

#### EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:

BOSTON, Mass., 1½A Lewis St.

Branches:

BALTIMORE, Md., 802-804 South Broadway St.  
NEW YORK CITY, 51 South St. and 427 West St.  
PHILADELPHIA, Pa., 206 Moravian St.  
NORFOLK, Va., 41 Loyalls Lane.  
MOBILE, Ala., 104 South Commerce St.  
NEW ORLEANS, La., 206 Julia St.

#### MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC AND GULF.

Headquarters:

NEW YORK CITY, 12 South St. Telephone 2107  
Broad. Night Call 2108 Spring.

New York Branch, 400 West St. Telephone 5153  
Chelsea.

Branches:

BOSTON, Mass., 258 Commercial St.  
NEW ORLEANS, La., 117 Decatur St.  
BALTIMORE, Md., 806 South Broadway.  
MOBILE, Ala., 104 S. Commerce St.  
PHILADELPHIA, Pa., 206 Moravian St.

#### MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):

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Branches:

PHILADELPHIA, Pa., 129 Walnut St.  
NEW YORK CITY, 51 South St. and 427 West St.  
BALTIMORE, Md., 802-804 South Broadway.  
NORFOLK, Va., 41 Loyalls Lane.  
NEW ORLEANS, La., 206 Julia St.  
MOBILE, Ala., 104 S. Commerce St.

### HARBOR BOATMEN'S UNION.

Headquarters:

NEW YORK CITY, 190 West St. Phone 4126 Worth.

### LAKE DISTRICT.

#### LAKE SEAMEN'S UNION.

Headquarters:

CHICAGO, Ill., 570 West Lake St.

Branches:

BUFFALO, N. Y., 55 Main St.  
ASHTABULA HARBOR, O., 21 High St.  
CLEVELAND, O., 1401 W. 9th St.  
MILWAUKEE, Wis., 133 Clinton St.  
N. TONAWANDA, N. Y., 152 Main St.  
CONNEAUT HARBOR, O., 992 Day St.  
ERIE, Pa., 107 E. Third St.  
DETROIT, Mich., 15 Twelfth St.  
SUPERIOR, Wis., 1721 N. Third St.  
BAY CITY, Mich., 108 Fifth Ave.  
OGDENSBURG, N. Y., 70 Isabella St.  
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.  
PORT HURON, Mich., 517 Water St.

#### MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:

BUFFALO, N. Y., 71 Main St.

Branches:

CLEVELAND, O., 1185 W. Eleventh St.  
CHICAGO, Ill., 445 La Salle Ave.  
DETROIT, Mich., 27 Jefferson Ave.  
MILWAUKEE, Wis., 151 Reed St.  
SUPERIOR, Wis., 1814 Fourth St.  
OGDENSBURG, N. Y., 70 Isabella St.  
BAY CITY, Mich., 108 Fifth Ave.

#### MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

HEADQUARTERS:

406 N. Clark St., Chicago, Ill.

Telephone Main 365.

BRANCHES:

Buffalo, N. Y. Toledo, O.  
Cleveland, O. North Tonawanda, N. Y.  
Milwaukee, Wis. Superior, Wis.  
Ashtabula, O. Erie, Pa.

### PACIFIC DISTRICT.

#### SAILORS' UNION OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 59 Clay St.

Branches:

VICTORIA, B. C., 1424 Government St.  
VANCOUVER, B. C., 213 Hastings St., E. corner of  
Hastings and Main, P. O. Box 1365, Tel. Seymour 8703.  
TACOMA, Wash., 2218 North 30th St.  
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.  
ABERDEEN, Wash., P. O. Box 6.  
PORTLAND, Ore., 41 Union Ave., North.  
EUREKA, Cal., 227 First St., P. O. Box 64.  
SAN PEDRO, Cal., P. O. Box 67.  
HONOLULU, H. I., Cor. Queen and Nuanu Sts.,  
P. O. Box 314.

(Continued on Page 11.)



# Coast Seamen's Journal

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BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBURG .....Editor  
I. M. HOLT.....Manager

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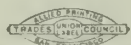
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## NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, JANUARY 19, 1916.

## A PERSONAL TALK.

Organizing work among seamen on the Atlantic Coast is progressing and wages are on the upward grade. The Seamen's law didn't do it, because the law has not been long enough upon the statute books to bring such results. Indirectly, of course, that legislation has had a tendency to help along. It has given men new hope and courage. It has brought men to the Union halls who had given up the struggle years ago because it seemed so utterly hopeless.

Perhaps the most encouraging phase of the situation is to be found in the general appreciation of the fact that laws of this character are enforced only when there is organization. Without organization a labor law is an inanimate thing despised and ignored with impunity. With organization a labor law invariably becomes a powerful and most effective weapon in the hands of the workers.

Fellow workers of the sea, the Seamen's law, for which we labored so many years, is not going to stop Asiatic competition nor help us very materially unless we have the intelligence and the desire to help ourselves. Self-help, self-reliance and self-dependence mean "organization" and "more organization"!

With a compact organization composed of men who will do their full duty, the Seamen's law will soon become what it was intended to be—a means to enable seamen to help themselves, to live like men instead of slaves, to earn sufficient to decently support a wife and family, to secure aboard ship some of the ordinary comforts which are enjoyed by the workers ashore, to leisure for mental cultivation, to healthy quarters, sufficient food, and finally to be treated in a respectful manner by those in command.

All these modest demands can be had if you, Comrade, will do your duty as a seaman, a man and a trade-unionist!

Are you doing it?

Organization and "more" organization is the only kind of "preparedness" over which the workers have a right to become enthused.

## "FIGURES CAN'T LIE, BUT——"

While dealing with the relative wage-rates of white and Chinese crews, it is interesting to note the facts concerning another phase of the general subject, namely, the relative wage-rates of seamen in American and foreign vessels.

In this connection, as in the case of the difference between the wage-rates of Chinese and white seamen, there has been much speculation but very little definite information. The estimates of "increased wage-cost of operation due to the higher wages paid seamen on American vessels" have varied from 50 to 200 per cent., and even more. In the absence of bit or bridle in the form of actual fact the authorities (?) on the subject have gamboled over the multiplication table like so many colts in a field of clover. The difference between the estimates of these authorities is in reality the difference in the number of bars each can take "at a jump."

"Lightly they frolic o'er the vacant mind,  
Unenvied, unmolested, unconfined."

However, there is an end to everything, even to the pastime of "proving by statistics" a case previously determined solely upon the strength of the imagination. The Ship Registry Act has put an end to the riot and established reason where formerly delirium held full sway. In other words, the Ship Registry Act has brought to light the exact rates of wages paid on certain foreign vessels prior to their transfer to American registry.

The records of the former and present wage-rates paid on vessels transferred at San Francisco are on file in the office of the United States Shipping Commissioner at this port. An inspection of these records shows that the average increase of wages under American registry, as compared with the wages paid on the same vessels under foreign registry, is less than 20 per cent. In most instances part of this increase is due to the different character of the voyage following the change of registry.

Comparing only the respective wage-rates of those vessels which following their transfer continued in the same trade as before, the average increase in wages amounts to 12 per cent.

A comparison between these figures and those presented by the authorities affords the measure of the latter's ability to cover a great deal of ground in a single leap from preconceived theory to predetermined conclusion.

About the Dollar fleet! We must not overlook the Dollar fleet, that invincible armada of the junk-pile. Certainly not. To overlook the Dollar fleet would be to argue ourselves unfamiliar with the recent history of American maritime affairs. Everybody knows all about the Dollar fleet. In fact, many people know a great deal that isn't so about the magnificent flotilla of blue-water bumboats which was transferred from the British to the American flag at the outbreak of the war. Good mothers send their bad boys to bed with a threat that if they don't behave, Captain Dollar, the patriarch and the patriot, will re-transfer his squadron of submersible road-rollers back under the Union Jack. Such a course would spell calamity for the American merchant marine. Let us endeavor to compass the amplitude of said calamity.

The Dollar fleet transferred to American registry consists of two vessels, the com-

bined tonnage of which is 9572, being just about one-ninth of 1 per cent. of the tonnage under the American flag. Anyone can see at a glance how serious will be the loss to our maritime prestige should the Dollar fleet be withdrawn from American registry "when the cruel war is over"—but not before.

But we are dealing here chiefly with the question of wages. That question as related to the Dollar fleet may be disposed of very shortly. The simple fact is that the Dollar fleet was and still is manned (except as to officers, of course) by Chinese, at the average rate of \$8 per month. No change has taken place in the rates of wages paid to any member of the crews of these two vessels. It costs Captain Dollar no more to operate his vessels under the American flag than it did to operate them under the British flag—and it could hardly cost him any less.

## FARMERS ON THE RIGHT TACK.

The current issue of the "Farmers' Open Forum" contains the following editorial note:

One of the great emergency measures which this Congress is called upon to pass is that providing for the re-establishment of an American merchant marine. The right settlement of this question is not only vital to the development of our commerce and to prevent the robbery of producers through extortionate ocean freight rates and grain exchange gambling, but it is the first step in a rational system of insuring the highest efficiency of our navy. An American merchant marine manned by able, loyal American seamen is absolutely necessary to provide a naval reserve of skilled men as well as the auxiliary ships needed in war time. The first step in insuring this was taken by the last Congress by the passage of the Seamen's bill, and if the Department of Commerce shows as much wisdom and statesmanship in administering this law as Congress did in enacting it, we need fear no serious trouble on that score. Now if Congress will enact a law providing for a merchant fleet of Government owned and operated ships, another great forward step will have been taken and we can all take a breathing spell to consider calmly the best source of procedure in further developments.

The farmers have evidently not been fooled or misled by the nation-wide press campaign against the Seamen's law. Like many Americans who refuse to let others do their thinking for them, the farmers' journal editor has views and opinions not at all popular along Wall Street, New York.

More power to his pen.

## MORE PREPAREDNESS.

In these days of "Preparedness" it would seem that the Nation can ill afford to neglect the children. Child labor is the great blighting curse of our country. And all thinkers acknowledge that there is no more deadly certain way to undermine national power than to deny its children the rights necessary to a complete development of heart, mind and body. The Federal Child Labor bill strikes at the very roots of the evil and it is the duty of every true American to do everything within his power to have that measure enacted into law at this session of Congress.

Cod fishermen at San Francisco and Seattle are organizing and demanding a minimum price of \$40 per thousand fish, with \$50 additional per man for taking the vessel to and from the fishing grounds. It is high time that the cod fishermen learned their lesson from the organized salmon and halibut fishers, who have so forcibly and conclusively demonstrated that it pays to get together, talk it over and present a joint bill of grievances.

For fair products of all kinds consult the JOURNAL's ad columns.



## THE BATTLES OF TO-MORROW.

Replying to a complaint made by the British Transport Workers' Federation with reference to the continual increase in the number of Chinese employed on British ships, the Chief Industrial Commissioner asserted that there had been no such increase.

The Executive Committee of the National Sailors' and Firemen's Union of Great Britain and Ireland thereupon made an inquiry involving an examination of the articles of British ships suspected of carrying Chinese, or partly Chinese, crews.

An editorial summary of the results of this inquiry appears in the current issue of "The Seaman," from which we learn "that on 29 ships there has been, since the outbreak of war, an increase of 620 Chinese on British-owned vessels."

In commenting upon these "facts" our contemporary says, in part:

We cannot imagine a greater scandal than that British seafaring men, and British workers generally—men who are daily offering their lives on the altar of their country—should find their places being taken by Chinese. There are certain well-intentioned people who at the present time are engaged in a great press campaign with a view to fighting the Germans on economic lines when the war is finished, but we would suggest to them that considerable strength would be given to their arguments if they were to pay just a little attention to the efforts of a section of shipowners to enhance already inflated profits through the employment of cheap Eastern labor. That is a subject which must be gone into, and very fully gone into, if an economic struggle is to be successfully waged, and the sooner it is tackled the sooner British people will realize the sincerity of the campaign.

The experience of our fellow workers in Great Britain with regard to cheap labor competition during war times ought to be sufficient to settle one or two disputed points. Both the German and the British workers who face each other on the firing line seem to be convinced that they are fighting for certain fundamentals. True, these fundamentals are not easily defined in concrete terms, and for the purpose of this argument it is wholly unnecessary to attempt such definition. The point is that the German and the British workers, for the present, seem to have lost sight of the fact that, regardless of the settlement of this war, they will still be on the firing line as competitive wage-earners.

When this awful slaughter upon the battlefields has come to an end, and end it must sooner or later, we are told there will be some equally strenuous, if less bloody, battles on economic lines. And then, just as now, the workers in each country will be asked to be loyal and patriotic, to make willing sacrifices in accepting shorter wages and longer hours. If the Germans should make those sacrifices and the British should refuse, or vice versa, the economic struggle will become a very one-sided affair unless cheap labor and more cheap labor is brought in from the three quarters of the globe.

But the workers of either country can ill afford to be led into economic battles against each other. The day is not far distant when the British and the German workers will again have to sit side by side and pool their common interests as workers against the interests of the exploiters. This line of thought may not be acceptable just now to many of our English and German comrades, but as surely as the night follows the day there is only one weapon with which the workers of the world can hope to give successful battle to their common enemy. And that weapon is International Unionism.

Demand the union label upon all purchases!

## EQUALIZATION EXPLAINED.

Everybody's Magazine Quotes Andrew Furuseth and Thinks He May Be Founder of New American Merchant Marine.

One possible effect of the new Seamen's law has been widely overlooked. The owners of American ships complain about the high wages which they say they are obliged to pay their crews. They say they pay American wages, and compete with foreign ships paying foreign wages. Andrew Furuseth, president of the Seamen's Union, claims that the provision in the new law which permits seamen to "desert" their ships will tend to "equalize" wages. It will have consequences, according to Mr. Furuseth, as follows:

A Greek ship comes to New York. Certain members of its crew take half of their wages, forfeit the other half, and quit. The captain of the ship must replace them. He must hire new seamen out of New York boarding-houses.

At what wages will he be able to hire them? Apparently only at the wages which are current in New York harbor—that is, at wages that are American.

Similarly, an American ship goes to Odessa. It there loses, by "desertion," a certain part of its crew. The captain of the ship must hire new seamen out of the boarding-houses of Odessa. Will he not get them at Odessa wages—that is, at wages that are Russian?

In time, then, according to Mr. Furuseth, there will be a free and open market for seamen in all the ports of the United States, and in all the ports at which American ships touch in foreign countries. The wages paid on American ships and the wages paid on foreign ships will tend to become "equalized."

It may be remarked that a similar "equalization" in another part of the cost of owning and operating ocean ships will be accomplished by the provisions which oblige American ships and foreign ships equally to make certain arrangements and to install certain apparatus for safety.

This idea of "equalization" might perhaps be carried still farther. If every foreign ship sailing from an American port were obliged to conform in every particular to all requirements imposed on American ships, what difference could there be between them in cost of operation and maintenance? The need of subsidies to American ships would then vanish. Mr. Furuseth may hold a place in history some day, not only as a benefactor of the sailor-man, but as one of the founders of the new American merchant marine.

## ALASKA FISHERMEN'S UNION.

Headquarters, San Francisco, Cal., Jan. 14, 1916.

Regular weekly meeting came to order at 8 p. m., Joe Faltus presiding. Meeting was addressed by Mr. Chas. Tanner of the Western Federation of Miners, urging assistance for the Clifton-Morenci-Metcalf Miners now on strike in Arizona. Secretary reported that as the Department of Commerce had ruled that the Alaskan salmon fleet were fishing vessels; Section 13 of the new Seamen's Act, approved March 4, 1915, relating to qualifications of language, experience and physical test as therein prescribed, would therefore not apply to the Alaska salmon fishermen, that they would this year go north as in the past.

That on December 17, 1915, a petition drafted by the Alaska Fishermen's Union, and signed jointly with the principal Alaska Salmon Packers, urging Government regulation of gill-nets in Alaska salmon fishing, limiting the size of mesh used in the red-salmon fisheries of Bristol Bay and Bering Sea, Alaska, to a minimum of five and three-quarters (5¾) inches stretched mesh, had been mailed to the Secretary of Commerce; that Mr. William Redfield, Secretary of Commerce, in a letter dated Washington, D. C., Dec. 24, acknowledged receipt of same and promised that the petition would receive immediate attention, that we will be advised in the near future as to the action contemplated by the Department.

Seattle cod fishermen in mass meeting decided to demand \$50 for the run, and \$40 per 1000 codfish caught and delivered.

Mass meeting of the San Francisco Cod Fishermen will be held in the Alaska Fishermen's Union Hall, Maritime Building, 49 Clay St., Wednesday evening, Jan. 19, at 7 o'clock, to consider the Seattle action.

All cod fishermen in port are urgently requested to attend this meeting.

I. N. HYLEN, Secretary.  
Maritime Hall Building, 49 Clay St. Phone Sutter 6452.

Well, the "China" did sail away under the American flag and the Seamen's law, didn't she? Mr. Schwerin has not yet qualified as an AI prophet.—San Francisco Star.

No, he has not qualified as an AI prophet, but he is surely entitled to a decoration for his demonstrated ability to make the "common" people believe a great many things "that ain't so." Schwerin is "all the same John Chinaman." He sabees plenty!

## OFFICIAL.

## SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Jan. 17, 1916.

Regular weekly meeting came to order at 7 p. m., Joe Faltus presiding. Secretary reported shipping continuing dull. A resolution to donate \$250 to the Danbury Hatters was referred to a vote of the coast.

JOHN H. TENNISON, Secretary pro tem.  
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., Jan. 10, 1916.

No meeting. Shipping and prospects poor.

REGINALD TOWNSEND, Agent.  
Room 11, De Cosmos Block, 1424 Government St.

Vancouver, B. C., Jan. 10, 1916.

Shipping fair; prospects uncertain.

W. S. BURNS, Agent.  
213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Jan. 10, 1916.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.  
2218 North 30th St. Tel. Main 808.

Seattle Agency, Jan. 10, 1916.

Shipping and prospects poor.

P. B. GILL, Agent.  
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Jan. 10, 1916.

Shipping dull; prospects poor.

J. PEARSON, Agent.  
P. O. Box 6. Tel. Main 557.

Portland Agency, Jan. 10, 1916.

Shipping dull; prospects poor.

JACK ROSEN, Agent.  
44 Union Ave. North. Tel. East 4912.

Eureka Agency, Jan. 10, 1916.

Shipping dull; prospects uncertain.

OTTO DITTMAR, Agent.  
227 First St. P. O. Box 64. Tel. 159.

San Pedro Agency, Jan. 10, 1916.

Shipping fair; prospects uncertain.

HARRY OILSEN, Agent.  
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Jan. 3, 1916.

Shipping dull; prospects poor.

JACK EDWARDSON, Agent.  
P. O. Box 314. Tel. 2526.

## MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Jan. 13, 1916.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping slow, plenty of members ashore.

EUGENE STEIDLE, Secretary.  
42 Market St. Phone Kearny 5955.

Seattle Agency, Jan. 6, 1916.

Shipping dull; plenty of men ashore.

LEONARD NORKGAUER, Agent.  
Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Jan. 5, 1916.

No meeting. Shipping slow; prospects fair.

HARRY POTHOFF, Agent.  
P. O. Box 214.

Portland Agency, Jan. 10, 1916.

No meeting. Shipping very quiet; few members ashore.

THOMAS BAKER, Agent.  
89 Second St. N. Phone Broadway 2306.

## DIED.

Christian Emanuelsen, No. 429, a native of Norway, age 36, died at San Francisco, Cal., Jan. 16, 1916.

Otto Sigurd Mahle, No. 1751, a native of Norway, age 29, died at Rosario, Argentina, 1911.



## A WEIRD PACT.

(By Hawserlaid Bill.)

Few persons meeting Andrew Calkins for the first time would ever have suspected that beneath the case-hardened exterior there ran a distinct vein of romantic sentiment. Tall, wiry, thin-faced, gray-eyed, level-browed, he looked like a typical New England Yankee—the type we commonly associate with “hoss” trades, wooden nutmegs, and that sort of unromantic thing. Thirty-odd years of life before the mast had, moreover, left their scars upon a mind none too serene by nature: had made him a social rebel, hating authority and despising the paltry conventions of a paltrier world.

My first view of the real self of the man came on the fourth day out from Liverpool, when we were breasting the waves of the Bay of Biscay. Which reminds me that it is due to the readers of the JOURNAL to inform them that the events hereinafter narrated occurred on board the American ship “Daniel Treadwell,” then bound for Callao with a general cargo.

It was in the second dog-watch. A stiff nor'wester was blowing, flecking the dancing waves with snowy, gleaming foam. The “Treadwell,” closehauled on the starboard tack with to'gallant sails and fore and main royals set, was bowling along at a 10-knot clip, her decks wet and slippery fore and aft from the salty sprays that leaped over the weather bow and bulwarks like miniature cascades.

The port watch, included in which were Andrew and myself, was below getting supper. As often happens in a gathering composed solely of men the talk anon drifted around to the eternal feminine and her incomprehensible ways.

Gradually and perhaps inevitably, considering the makeup of the company, the remarks bandied back and forth took on a ribald turn, easier understood than touched upon. “Spud” Murphy, a Liverpool-Irishman and a tough-looking customer, became particularly and coarsely offensive; so much so that I had difficulty in restraining myself from throwing a pot of scalding hot tea at him.

I could see Andrew wince as the sallies of “Spud” grew more and more circumstantial and pointed in their nastiness. Suddenly he put down his plate and pot, and leaped to his feet. With one bound he was upon Murphy and grabbed that worthy by the throat with both hands, shaking and choking him until I almost fancied I heard something snap.

“You big, miserable, foul-mouthed skunk,” he thundered, “if I ever hear that sort of talk from you again I’ll ram your teeth down your filthy throat, damn your black soul.”

But “Spud” was just about as tough as he looked. It wasn’t the first fore-castle scrap by a good many that he had been in. By a tremendous effort he wrenched himself free from Andrew’s grip and bounced up, a little wobbly on his pins, but full of fight. Panting for breath he snarled:

“Aw, you go to hell, you ——— Yankee son ———.”

That was as far as he got when Andrew’s fist landed flush on the point of his jaw with the speed and heft of a Missouri mule’s kick. With a convulsive quiver he crumpled in a heap and sank, face down-

ward, to the deck, knocked out as neatly and “scientifically” as though John L. Sullivan himself had turned the trick.

That ended the fracas. For the next two weeks “Spud” Murphy carried his jaw in a sling and took his meals through a quill. Incidentally he profited from the lesson, ever after strictly minding his p’s and q’s when Andrew was around.

As the days and weeks went by Andrew and I became fast friends. After the first reserve had worn off I found him quite a likable sort of chap. Best of all, I made the pleasing discovery that, like myself, he had been an omnivorous reader, and that we had many ideas and beliefs in common. If he was a bit more radical-minded than I, it was a temperamental difference which made him an all the more agreeable companion.

One Sunday forenoon, near the line, Andrew and I were sitting on the fore-castle-head enjoying the cooling draughts of air gently wafted our way from under the foot of the foresail.

“Great Jumbo!” exclaimed Andrew, lazily stretching his brawny arms over his head, “this weather makes a fellow feel like a lotus-eater.”

As he let his arms fall I noted the letters A and B, interwoven into a runic-looking monogram, tattooed on the left forearm.

“What do those letters stand for, Andy?” I asked, pointing to the monogram—“able seaman?”

Andrew smiled in an amused sort of way. He was evidently on the point of saying something droll, when he suddenly became grave and lapsed into silence.

“No,” he answered slowly at last, his face clouding as with a painful memory, “they stand for Andrew—my name—and Benjamin.”

Again he sank into a reverie, his thoughts plainly roaming far from his present surroundings.

After a while he looked up and away out upon the blue waters, where the dancing sunbeams played sportive hide-and-seek with the shadows of the deep. Then, seeing the but illy concealed look of curiosity in my eyes, he clasped his hands around his knees, tilted his head back a bit, and said:

“If you care to hear it I will tell you the story of these two letters, and who Benjamin was. It may interest you, and the telling of it—well—here his face lit up with the ghost of a smile—“confession is good for the soul, you know.”

I assured him that I would like very much—was eager, in fact—to hear his story.

“You must know, then,” he began after a pause, “that I was born in New Haven, Connecticut, and that my mother died in giving me birth. My father was a locomotive engineer. An elder maiden sister of his, Aunt Jemima, kept house for us, and mothered me in an old-fashioned sort of way.

“Our next door neighbor was Si Thatcher, a retired non-commissioned naval officer. Like my father he was a widower. He had two children, Ben, a lad about my own age, and Rebecca, a girl four years younger.

“From our infancy and up the Thatcher children and I were inseparable companions and playmates. Together we played the games of childhood and shared its

sorrows. No brothers were ever bound by stronger ties of affection than Ben and I. Rebecca was even more than a sister to me. She was my boyhood sweetheart—the only sweetheart I have ever had.”

For the fraction of a minute Andrew buried his face in his hands as one who is stirred by a deep emotion. Then he resumed:

“Ben and I attended the same school. Like most venturesome-minded and imaginative boys we early developed a pronounced taste for reading tales of travel and daring adventures. Fenimore Cooper, Captain Marryat, Mayne Reid, Jules Verne, Daniel Defoe, Cervantes, Dumas—all these master romancers, and scores of lesser note, we studied with the avidity of boyish imaginations afire with passionate longing for adventure and stirring action.

“The upshot of all this reading and day-dreaming was that we both resolved to be sailors. It seemed the only course which would enable us to see and sense that great, wondrous world which was only known to us through books.

“Old man Thatcher rather liked the idea of his son going to sea. Having been a seaman himself, and having achieved some measure of success in his chosen profession, it seemed to him but fitting that his only son should follow in his footsteps.

“Not so with my father. He was of that old-fashioned class of people who have a congenital horror of ‘the water.’ To him the sea suggested mainly shipwrecks and watery graves. And so when he found that I was bent on going to sea he promptly nipped the scheme in the bud by apprenticing me to a master machinist.

“I don’t know where Ben got the idea from, but about this time he made a proposal to me so odd, so out of the ordinary, that its very strangeness irresistibly appealed to me. His proposal, in brief, was that we two enter into a pact that the first to die should appear in spirit form to the other twenty-four hours before his death. He further suggested that we ratify the pact by tattooing a monogram of our combined initials on our left arms, he to do the tattooing on my arm, and I on his.

“I entered into the spirit of the thing with true boyish fervor, intensified by the fascination which the occult always has for the immature mind. Anyway, that was how these two letters—A and B—came to be tattooed on my arm.

“There isn’t much more to tell; and what there is I would fain forget, were it possible. Ben finally got a berth as deck-boy on a little bark—the ‘Hiram Jackson’—going down to Mexico. Two weeks after she sailed the news came that she had been lost off Hatteras with all hands.

“You may imagine how the news affected us who had known and loved Ben from his babyhood up. It was one of those tragedies of life for which nothing can ever compensate us. Poor Ben!”

Andrew’s voice grew husky, and there was a faraway look in his eyes.

“Misfortunes never come singly, ’tis said,” he went on. “Three months after Ben’s death my father was killed in a collision while out on one of his runs. It was the last straw. The old place began to look hateful to me. I decided to go to sea.

“I can still see myself, a green lad of sixteen, kissing Becky goodby at the front gate. We had it all arranged. I was to go out in the world and make my fortune.



Then we would get married and live happily ever after—just like the old-fashioned novels used to end.

"To cut a long yarn short, I went to sea. For two or three years I knocked around from pillar to post, working for the crimps most of the time. Then I drifted around to the China coast where I shipped on a bark belonging to a San Francisco firm. In two years I was mate of her, with a promise from the owners that as soon as I had my master's license I would be put in command of a bigger and better ship.

"All these years I received letters from Becky at more or less regular intervals. Whenever one of these messages reached me I feasted my soul upon its contents with the ravenous relish of a famished traveler in the desert devouring manna from Heaven. They were the beacon lights in my life that guided my course true to the best instincts of my nature.

"Then one day there came a rather bulkier letter than usual. Something had happened, and—well, here I am, an old shellback, working up another dead horse for those cursed crimps."

He rose abruptly to his feet. A grim, hard frown, tinged with despair, mantled his features. Thrusting his hands deep into his pockets he began pacing back and forth across the fore-castle-head. Then, seemingly realizing that some sort of explanation of his strange behavior was expected, he turned and said:

"Some day I may tell you the rest of this story, but just now I am in that mood when—hang it all, old man," he burst out, fiercely, "your understand."

I nodded my head in token that I understood. There are moments in every man's life when silence is the quintessence of eloquence. This was one of them.

Nothing much worth recording happened during the next four or five weeks. At the end of that time we were down off the Horn in the "roaring fifties," lying to in a howling sou'wester under the fore and main lower topsails. A mountainous sea was running. Thick snow flurries alternated with wicked squalls that all but hove the old hooker down on her beam-ends. Icebergs and broken floes added their quotas of danger and dismalness to a region perhaps the most dreary and desolate in all the world.

The gale continued with unabated fury for more than a week. Once a day, usually at noon, we wore ship, standing twenty-four hours on each tack. That, and pumping ship, constituted practically the sum total of the day's work—and 'twas a-plenty. Wearing a deep-loaded ship in a gale of wind off Cape Horn is a job that tries both mettle and muscles to their utmost tension.

Misery loves company. We had a "chum" with us to share the loneliness and dangers of the great, raging waste around us. The "chum" was a big German bark lying to, like ourselves, under lower topsails. Like ourselves, also, she wore ship once a day. And regularly every day we would pass one another on opposite tacks. And always, whether at night or in the day time, the sighting of our "chum" had a cheering, comforting effect on our spirits, only understood by those who have spent weeks and months on end battling with the elements in the most God-forsaken of the seven seas.

One morning about five o'clock Andrew

and I, and two or three more of the watch on deck, were sitting in the carpenter-shop getting our coffee. One of the fellows had just remarked that he thought he had heard a groan from somewhere, when Andrew startled us all by dropping his pannikin on the deck, splashing the hot coffee over us.

Strangely enough he evinced not the least sign that he was aware of what had happened. Instead he leaned back against the carpenter's bench—or fell, rather. His frame seemed to become rigid as though seized with a cataleptic stroke. On his face was a mingled expression of horror and blank astonishment. His usually calm, steady eyes were staring wildly at the half open doorway, as if fascinated by something he saw there.

His whole aspect was so terrifying that I rushed over to him and grasped him by the arm, exclaiming:

"What's the matter, Andy? Are you ill?"

With a powerful effort he pulled himself together. Averting his eyes from the door he replied in a weak, unsteady voice:

"Yes; I guess I had a turn of something or other."

Casting an uneasy glance over his shoulder in the direction of the door, he added:

"I'm all right now, though; I'll soon be myself again."

That was all the information he would vouchsafe us. For the balance of the watch he remained taciturn and moody, smoking almost incessantly.

After breakfast, instead of turning in for a sleep, Andrew got out writing materials and began to write, using for a desk a short board laid across his knees. Once as I drowsily turned over in my bunk after maybe two or three hours' sleep, I saw him still writing.

When we came below at four o'clock that afternoon Andrew drew me to one side and handed me what looked like a letter enfolded in an old newspaper tied around with sailtwine.

"Bill," he said, "please take care of this for me. If anything should happen to me you'll find, inside, a letter properly addressed which I want you to mail for me when you reach Callao."

"Happen, happen," I repeated, mystified. "Why, what do you suppose is going to happen to you?"

He did not reply for a minute or so.

"Bill," he said at last, sinking his voice a little, "this morning when we were getting our coffee in the carpenter-shop I saw Ben!"

I looked sharply at Andrew. Could it be—no; he appeared normal and sane.

"Yes," he went on in an abstracted sort of way, much as if speaking to himself. "I saw Ben standing in the doorway for a full minute, looking just as of old, only that he was dressed in wet, dripping oilskins, sou'wester and seaboots—the way, probably, that he was dressed the night he was drowned. Yes, there is no doubt about it. Ben kept the pact."

Abruptly he turned away and went out on deck before I could think of anything to say. And, what could I say? I couldn't very well make light of Andrew's fears. Only fools pooh-pooh things which they don't understand. Besides, I knew Andrew well enough to know that no words of mine would influence his judg-

(Continued on Page 10.)

## NOTICE TO SEAMEN.

### IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,

V. A. OLANDER, Secretary.

## LAKE DISTRICT, I. S. U. of A.

### HEADQUARTERS:

#### LAKE SEAMEN'S UNION.

570 West Lake Street, Chicago, Ill.

### BRANCHES AND AGENCIES:

|                        |                            |
|------------------------|----------------------------|
| BUFFALO, N. Y.         | 55 Main Street             |
|                        | Telephone Seneca 936 R.    |
| CLEVELAND, O.          | 1401 W. Ninth Street       |
|                        | Telephone Bell Main 1842.  |
| MILWAUKEE, WIS.        | 133 Clinton Street         |
|                        | Telephone South 240.       |
| ASHTABULA O.           | 21 High Street             |
|                        | Telephone 552.             |
| NORTH TONAWANDA, N. Y. | 152 Main Street            |
|                        | Telephone Bell 2762.       |
| DETROIT, MICH.         | 15 Twelfth Street          |
|                        | Telephone 3724.            |
| SUPERIOR, WIS.         | 1721 N. Third Street       |
|                        | Telephone, New, Broad 385. |
| BAY CITY, MICH.        | 108 Fifth Avenue           |
| OGDENSBURG, N. Y.      | 70 Isabella Street         |
| CONNEAUT, O.           | 922 Day Street             |
| SOUTH CHICAGO, ILL.    | 9142 Mackinaw Avenue       |
| PORT HURON, MICH.      | 517 Water Street           |
| ERIE, PA.              | 107 E. Third Street        |

### MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

#### HEADQUARTERS:

71 Main Street, Buffalo, N. Y.  
Telephone Seneca 48.

#### BRANCHES:

|                   |                         |
|-------------------|-------------------------|
| CLEVELAND, O.     | 1185 W. Eleventh Street |
| CHICAGO, ILL.     | 445 LaSalle Avenue      |
| MILWAUKEE, WIS.   | 151 Reed Street         |
| DETROIT, MICH.    | 27 Jefferson Ave., East |
| SUPERIOR, WIS.    | 1814 Fourth Street      |
| OGDENSBURG, N. Y. | 70 Isabella Street      |
| BAY CITY, MICH.   | 108 Fifth Avenue        |

### MARINE COOKS AND STEWARDS' UNION.

#### HEADQUARTERS:

406 N. Clark St., Chicago, Ill.  
Telephone Main 365.

#### BRANCHES:

|                 |                        |
|-----------------|------------------------|
| Buffalo, N. Y.  | Toledo, O.             |
| Cleveland, O.   | North Tonawanda, N. Y. |
| Milwaukee, Wis. | Superior, Wis.         |
| Ashtabula, O.   | Erie, Pa.              |

### UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

#### MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

#### RELIEF STATIONS:

|                      |                         |
|----------------------|-------------------------|
| Ashtabula, Wis.      | Ogdensburg, N. Y.       |
| Ashtabula Harbor, O. | Oswego, N. Y.           |
| Buffalo, N. Y.       | Port Huron, Mich.       |
| Duluth, Minn.        | Marquette, Mich.        |
| Escanaba, Mich.      | Marquette, Mich.        |
| Grand Haven, Mich.   | Milwaukee, Wis.         |
| Green Bay, Mich.     | Saginaw, Mich.          |
| Houghton, Mich.      | Sandusky, O.            |
| Ludington, Mich.     | Sault Ste. Marie, Mich. |
| Manistee, Mich.      | Sheboygan, Wis.         |
| Erie, Pa.            | Superior, Wis.          |
| Menominee, Mich.     | Toledo, O.              |



## A WEIRD PACT.

(Continued from Page 9.)

ment once he had, as it seemed in this case, made up his mind. Just the same, it was with an uneasy foreboding that I awaited further possible developments.

At four o'clock next morning the "Treadwell" was on the port tack, and making worse weather of it than ever. There had been some talk of taking in the fore lower topsail when the starboard watch should come on deck. But evidently the old man expected the weather to moderate with the coming of day, for when the other watch had turned out we were sent below with the usual injunction to "stand by for a call."

A few minutes before five o'clock I was awakened from a fitful slumber by hearing "Big Steve," a Dane in the starboard watch, roaring in stentorian tones:

"A red light on the lee bow. Hard up with the helm! Hard up! Hard up!"

At the same instant the door of the fore-castle was flung wide open, and a voice yelled, frantically:

"Tumble out on deck, boys, for your lives! Quick, for your lives!"

We piled out through the door, pellmell, on to the deck. There, through the darkness, we saw, about a point and a half off the lee bow, and not more than two or three ship-lengths distant, a bright, red light rising and falling with the giant seas like some plutonic jack-o'-lantern portending destruction. It was our "chum," the German bark, on the starboard tack, about to cross our bows!

"Jump out there, somebody, an' cut the gasket on the fore topmast staysail," roared the second mate. "Stan' by to hoist it. Lay hold of the sheet quick, some o' youse. Work for your lives now, bullies."

Even as he was shouting his orders Andrew leaped up on the fore-castle-head and out upon the bowsprit, and began hacking away at the gasket of the fore topmast staysail with his sheath-knife. I leaped after him to lend what assistance I could.

I got as far as the knight-heads when, above the howling of the gale, I heard a dull roar. Looking up to windward I beheld a white-crested, wall-like wave, as high as our lower mastheads, bearing down on us like a titan avalanche.

"Look out, Andy," I bellowed, as I shinned half way up the fore stay.

"Too late! Almost before I had ceased shouting the wave was upon us. With her timbers groaning from the strain the ship buried her head in the onrushing waters up to the sheerpoles in the fore-rigging. When she rose again, a-tremble from stem to stern, I looked down from my perch on the fore stay toward the bowsprit. Andrew was gone, washed over-board!

He had evidently succeeded in cutting adrift the gasket before the sea swept him off the bowsprit, for the wind was blowing the sail up the stay faster than the fellows in on deck could take in the slack of the halyard.

And not a second too soon! As her head began falling off the German swept slowly by our weather cathead, less than thirty yards away. Rolling yardarm to yardarm, now up on the crest of a wave, anon down in the trough of the next, the two ships forged past each other so close that a biscuit could have been tossed across from one to the other.

Gradually the distance between us lengthened until the hull of the bark was swallowed up in the darkness astern. The tenseness of the situation gave way to a feeling of weariness akin to apathy, mingled with sadness over the death of Andrew. After commenting desultorily on the narrowness of our escape, we of the port watch went below again to finish our broken sleep.

When we were called at seven bells the day was breaking. The weather had moderated considerably. The wind also had hauled around more to the south'ard. Little by little during the day we piled the muslin on her, until by sundown she was plowing along on her course with the main to'gallant sail set.

In about a month more we dropped anchor in the harbor of Callao. Not till then did I open the package entrusted to my keeping by Andrew, and look at the letter within. It bore the superscription—

Mrs. Rebecca T. Moulton,  
No. 68 West —th Street,  
New York City.

## PETROLEUM PRODUCTS OF 1915.

Preliminary estimates by the United States Geological Survey of the total yield of petroleum for 1915 indicate a slight increase over the record-breaking yield in 1914. This condition does not agree with the currently reported reason for the exceptionally high prices now prevailing for motor fuel.

As a result of the over-load put on the transporting and refining phases of the petroleum industry by the excess output of crude petroleum in 1914, the year 1915 may be characterized as a period of readjustment in which production activity was purposely retarded as far as practicable. The small increase therefore is more significant than the simple figures suggest.

According to John D. Northrop of the United States Geological Survey the marketed production of petroleum in the United States in 1915 approximated 267,400,000 barrels, and the total yield approximated 291,400,000 barrels, about 24,000,000 barrels of oil brought to the surface during the year being placed in field storage by the producers.

The following table shows by States the marketed production of petroleum in 1914 and an estimate of the corresponding production in 1915, in barrels:

| State.              | 1914.       | 1915.       |
|---------------------|-------------|-------------|
| California .....    | 99,775,327  | 89,000,000  |
| Oklahoma .....      | 73,631,724  | 80,000,000  |
| Texas .....         | 20,068,184  | 26,000,000  |
| Illinois .....      | 21,919,749  | 18,500,000  |
| Louisiana .....     | 14,309,435  | 18,500,000  |
| West Virginia ..... | 9,680,033   | 9,000,000   |
| Pennsylvania .....  | 8,170,335   | 8,700,000   |
| Ohio .....          | 8,536,352   | 7,900,000   |
| Wyoming .....       | 3,560,375   | 4,200,000   |
| Kansas .....        | 3,103,585   | 3,000,000   |
| Indiana .....       | 1,335,456   | 1,000,000   |
| New York .....      | 938,974     | 900,000     |
| Kentucky .....      | 502,441     | 450,000     |
| Colorado .....      | 222,773     | 200,000     |
| Other States .....  | 7,792       | 50,000      |
|                     | 265,762,535 | 267,400,000 |

The apparent increase in the quantity of marketed production in 1915 is accounted for by the continued output of oil in large quantities from the Cushing field, Oklahoma, during the first half of the year, and from the Humble pool, Texas, during the entire year, as well as by the discovery and rapid development of new pools in Louisiana and Texas.

The stocks of crude petroleum held by

pipe line companies at the end of 1915, amounted to approximately 195,000,000 barrels including the oil retained in storage by certain oil companies that conducted a pipe line business at the beginning of the year but which business was taken over and later conducted by separate pipe line companies. This reserve is approximately 50,000,000 barrels greater than at the end of 1914.

## JUST PLAIN IGNORANCE

Some people either do not know or will not learn the truth about the Seamen's Act.

It is probable that most of those who attack it so viciously as occasional correspondents in Eastern papers are unaware of the facts. Numbers of dailies constantly have given only one side of the subject, and constantly have failed to devote any space to the other, save for its misrepresentation.

And readers of such journals cannot be blamed if they view it as a "vicious, unpatriotic piece of legislation aimed at the large Western interests"; a federal statute principally infamous now because of its "attempted destruction of the remnant of our once glorious merchant marine."

That, and more like it, is the language of Eugene Huber of Paterson, N. J., in a communication to the New York Sun.

Probably Mr. Huber knows no better because his "favorite journal" has always refused to show him the other side of the shield.

It is a fact, however, that wherever unbiased minds—yes, in some instances minds previously prejudiced against this measure—have had it explained to them clearly and fairly by one thoroughly familiar with all its angles, they have become advocates of the principle of the Seamen's Act and of most of its provisions.

Right here in Sacramento dozens of names could be given of citizens prejudiced against this law because of the unfair and untruthful statements of steamship companies and the unjustifiable editorials of certain newspapers—citizens who subsequently listened to Andrew Furuseth take up the objections and accusations one by one, and who became convinced of the justice, the humanity, the propriety, if not the necessity for the Seamen's Act.

No sensible man should quarrel with anybody who disagrees with him on any great public topic—provided that person had taken the pains to look upon both sides of the question.

But certainly every fair-thinking citizen has a right to be angry with public bodies and public journals which create and increase antagonism to great humanitarian measures by methods of misrepresentation and suppression.—Sacramento Bee.

Let us grasp the hands of those who are trying to ascend the ladder of freedom, no matter what the reasons may be, for only when we shall appreciate those who are endeavoring to live up to their convictions, instead of sneering at their attempts, will we be on the path which shall free us from mental and economic slavery. We are born slaves, still groping in the dark, and will yet often stumble before we learn to walk straight ahead.—Esther Minkin.



## SENATORS TALK WAR.

The Senate of the United States has entered upon a discussion of the President's treatment of the situation growing out of submarine activity with a freedom that has caused considerable surprise. Senator Jones of Washington started the discussion by reading an editorial article from a newspaper which held it to be unpatriotic for an American citizen to invite complication by taking passage on a belligerent ship. Senator Nelson of Minnesota, Republican, inquired whether Senator Jones meant to say that it was unpatriotic for American Consul McNeely to have boarded the "Persia" to travel to his post. Senator Owens of Oklahoma, before Senator Jones could reply, interposed with the remark that "if an official of the Government had no other way of getting to his post, the United States should send him on a warship," whereupon Senator O'Gorman said: "There was a neutral ship on which Mr. McNeely could have gone. He should have taken the Dutch ship sailing in that direction, as recommended by his superiors, but our citizens continue to take these needless chances."

Senator Borah, of Idaho, Republican, a member of the Foreign Relations Committee, arose at this point and said: "The right of neutrals to travel in safety on merchantmen, even of belligerent countries, is unquestioned, and as long as this Government did not warn against the practice certainly it cannot be called unpatriotic."

It was admitted by Senator Owen that "unpatriotic" was too strong a word, "but it is alleged," he continued, "that the 'Persia' had a mounted gun, capable of carrying many miles, easily able to sink a submarine. Of course, it was alleged likewise that the 'Lusitania' carried a mounted gun, but in that case the German government was misled by a false affidavit."

A lengthy controversy ensued over a statement made by Senator Works to the effect that in not properly warning them of their peril, in the light of information in its possession, the United States government, through its officials, was morally responsible for citizens lost by the torpedoing of the "Lusitania." In the course of the debate, Senator Works declared he was opposed to the shipment of munitions to any of the belligerent nations. He expressed the hope "that the time may soon come when the administration itself or Congress will reach that point where they will put an end to this traffic."

At this point Senator Lodge of Massachusetts took occasion to uphold the neutrality policy of the administration. He contended that the markets of the United States are open to all the world to-day. "We have taken no action," he said, "to prevent any belligerent or any one else from buying in our markets, and we are at peace with the world. A condition has been created by this war, and by the war alone, which prevents one or more of the belligerents from buying in this market. Now, if we undertake to reverse a condition created by the war we at once pro tanto enter into the war and endeavor to restore a condition existing before the war, and that is an act of unneutrality." Asked by Senator Fall if it were not an historical fact that the policy of the Uni-

ted States with reference to the sale and shipment of arms for all countries was first announced by Thomas Jefferson, Secretary of State, in answer to a protest of Great Britain that this country was furnishing arms to France, Senator Lodge replied, "That is my recollection."

## TAKE CARE OF YOUR EYES.

In view of the fact that a great many of the applicants for able seamen certificates were rejected on account of defective eyesight, the following note of warning from the Journal of the American Medical Association would seem particularly timely:

"Sight being quite as valuable as life itself, the admonition would seem to be unnecessary that the eyes should be scrupulously cared for. Yet, as a matter of fact, the waiting rooms of city and country oculists alike, are crowded, day after day and week after week, by people who have been criminally negligent of their vision. Reading too fine print, unleaded and often on glossy paper, is responsible for much of the mischief. Poor illumination is another destructive agency. Over-indulgence in tobacco or alcohol and reading too soon after recovery from an acute illness, play also a part in the throwing away of sight. One of the least excusable of agencies is the use of proprietary nostrums, both made and sold by men who know little or nothing about the eye, and, in addition, have never examined the eyes of the individual patient. These nostrums are generally advertised as "great discoveries," but consist of substances well known to educated oculists, and which are useful or harmful according to whether the person who employs them does or does not understand the diseases of the eye and the effects of medicines thereon in all their varying stages. Spectacles, too, are bought by many people who should know better, of quacks whose only education consists of a six weeks' correspondence course under the ignorant auspices of a diploma mill. The deplorable results are seen by educated oculists daily. The eye is, in fact, so valuable an organ, and is so frequently diseased in its deeper parts, while, externally, it seems to be absolutely sound, and, furthermore, is so frequently affected by the diseases of various other portions of the body, that no one should be entrusted either with its treatment or with its fitting by means of lenses, save those who have properly graduated from a first-class medical college, and, afterwards, have made a long, careful and scientific study of this priceless organ."

What is claimed to be the most wonderful clock in the world is to be seen in Petrograd. There are ninety-five faces to this colossal timepiece, which indicates simultaneously the time of day at thirty different places, besides the movement of the earth around the sun, the phases of the moon, the signs of the zodiac and the dates according to the Gregorian, Greek, Musselman, and other calendars. The works took two years to put together after the clock had been sent in detached pieces from Switzerland to Russia.

For fair products of all kinds consult the JOURNAL'S ad columns.

## Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

## International Seamen's Union of America

(Continued from Page 5.)

### MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

#### Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

#### Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.

PORTLAND, Ore., 242 Flanders St.

SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

### MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

#### Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

#### Branches:

SEATTLE, Wash., Room No. 203, Grand Trunk Dock, P. O. Box 214.

PORTLAND, Ore., 89 Second St. N.

SAN PEDRO, Cal., P. O. Box 54.

### ALASKA FISHERMEN'S UNION.

#### Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

#### Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

## The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia  
29 ERSKINE STREET, SYDNEY, N. S. W.



## Labor News.

The United States Supreme Court has upheld the constitutionality of a Nebraska statute requiring hotel proprietors to employ watchmen to awaken each guest in the event of fire.

The Plasterers' Union of Seattle, Wash., has notified employers that its rule will henceforth be enforced which forbids its members from working overtime while other members are unemployed.

An arbiter in St. Louis has sustained the Teamsters' Union that smaller express companies must improve working conditions, and now these drivers work one hour less a day, have no Sunday work and are paid an additional rate of fifty cents a week.

In the annual report of the United States Bureau of Mines prediction is made that the railroads of this country will be operated by electricity during the present generation. It is stated that the power to create the electricity will be obtained from gigantic plants at big coal mines.

Striking boiler makers and shipbuilders have won their strike against the Seattle Construction and Dry Dock Company. Wages are increased 25 per cent., with pay for overtime. Another gain is abolishing the practice of seeking employment at this plant through the Metal Trades Association.

The thousands of unorganized employees in furniture factories in Grand Rapids are now working ten hours, with no wage increases. The companies have simply announced that "hereafter employees will work ten hours a day," and these non-unionists are helpless. At no time in recent years has the furniture business been more prosperous.

Thirty women lawyers of Chicago have formed an organization for the purpose of preventing any girl from being sent to jail for a first offense, subsequently to become the prey of professional bondsmen. The women attorneys are urging the creation of a special court for these cases and agree to give one day a month free to defend young women offenders.

Professor Pierce, of the Iowa State University, is not impressed with the kind of welfare work that provides spotless kitchens for workers to eat their lunches, while these same employees are forced to labor under dangerous conditions. "Welfare work," he says, "consists not merely in equipment and organization; its success or failure depends upon the spirit which pervades it. It is not a substitute for wages, unions or legislation."

Business Agent Jones of the Cigar-makers' Union told the Detroit (Mich.) Federation of Labor delegates that non-union cigar plants in that city give certificates of "competency" after one year's work, instead of six months, as formerly. "A child works in a place of this kind for \$1 a week," he said. "That is, she gets that dollar a week if she first works a year. At the end of her year she is given back pay at the rate of a dollar. During her apprenticeship she receives a certificate each week which entitles her to a dollar for each certificate at the end of the year. Yet some men smoke the product of these places, though they could get excellent cigars made under union and humane conditions."

## SEATTLE, WASH.

Office Phone  
Elliott 135

## MARSHALL'S NAVIGATION SCHOOL

DAY AND NIGHT

Up-to-date methods in Modern Navigation and Nautical Astronomy.  
Compasses adjusted.

301-2 P. I. BUILDING, Next to Post Office  
Established 1890 SEATTLE, WASH.

## THE HUB

Shoe and Clothing Company

UNION MADE HEAD TO FOOT  
OUTFITTERS

615-617 First Ave. Opp. Totem Pole  
SEATTLE, WASH.

## ALASKA HOTEL

CORNER WESTERN AVENUE AND  
SENECA STREET

New Building—New Furniture

25 cents and up per Day

Special Rates Per Week

FREE BATHS

PETER DESMORE, Proprietor  
SEATTLE

## DANIEL LANDON

Attorney and Proctor in Admiralty  
1055 Empire Building

Second Ave. and Madison St.  
Seattle, Wash.

## Union Store

Best Line of Men's Suits  
Overcoats, Raincoats, Shoes, Hats  
and Men's Furnishings

## CARL SCHERMER

103-107 First Avenue South  
Near Yesler Way SEATTLE

## Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

|                    |                       |
|--------------------|-----------------------|
| Andersen, Walter   | Karell, J.            |
| Andresen, Jorgen   | Krager, C.            |
| Abrahamson, Halp-  | Karlson, Ingoald      |
| tan                | Kylander, Herman      |
| Aggaard, A.        | Larsen, L. A.         |
| Andersen, Alfred   | La Follette, James    |
| Andersen, Hjalmar  | Le Mins, Aug          |
| Andersen, A. C.    | Larsen, T.            |
| -1108              | Lorsten, J. O.        |
| Andersen, Albert   | Louwain, Eric         |
| Berg, Johamus      | Lundgren, Carl        |
| Batrell, Geo.      | McIntyre, James       |
| Bohin, Franz       | Mikkelsen, K. -16-0   |
| Bongquist, Gus     | Mjones, John          |
| Bakker, Geo.       | Mathisen, Sigurd      |
| Brewer, Geo.       | Moore, C. R.          |
| Brokow, Albert     | Mikkelsen, A. W.      |
| Carnozzi, M.       | McLeod, N.            |
| Chamberlain        | Mathisen, Nels        |
| Connouton, T. H.   | Martinsen, C.         |
| Carlson, John -861 | McNeill, R.           |
| Daklin, Gus        | McMangal, T. E.       |
| Dazell, James      | Mortensen, J. R.      |
| Engstrom, Ch.      | Molony, K.            |
| Erikson, Chr.      | Moore, R.             |
| Edsen, F.          | Moore, J. M.          |
| Engli, I.          | Nelson, Henry         |
| Erikson, E.        | Nesse, A. K.          |
| Ergsen, N. P.      | Nielsen, Alfons       |
| Fox, John          | Nilsen, Alf           |
| Fredricksen, B. I. | Nurminen, J. E.       |
| Fredricksen, T. D. | Norlin, Georg         |
| -529               | Olsen, Harald         |
| Furber, C. W.      | Olsen, Herman         |
| Gustafson, Jh. K.  | Olsen, J. E.          |
| Gustafson, Karl    | Olsen, Albert         |
| Gustafson, Martin  | Olsen, Henrik         |
| Hans, W.           | Olsen, E. -2376       |
| Hansen, Alex M.    | Olsen, A. M. -944     |
| Hill, C.           | Olsen, Johan          |
| Hendriksen, Harry  | Peterson, J. P. -920  |
| Herman, Axel       | Paulson, C.           |
| Hornes, K.         | Potterson, Harry      |
| Haltnes, M.        | Poterson, W. -1447    |
| Hall               | Potterson, O. P. -819 |
| Hansen, Fred       | Rosenbald, Albin      |
| Hansen, N. S.      | Silbert, Henry        |
| Hansen, Ingvald    | Stalsvik, J.          |
| Hahn, H. P.        | Schwelstous, W.       |
| Holln, P.          | Shimwighim, G.        |
| Hagger, F. W.      | Samuelson, Hugo       |
| Holmberg, Karl     | Soppola, Emil         |
| Hunter, Ernest     | Smith, Geo. J.        |
| Johnson, P. M.     | Smith, John           |
| Jacobsen, A.       | Skidsmo, A.           |
| Jensen, H. -2014   | St. Clair, Thos.      |
| Jensen, Hans       | Trichert, Karl        |
| Jensen, Simon      | Thune, H.             |
| Jensen, L.         | Thomsen, Einar        |
| Johanson, Ernest   | Thostrup, Indvig      |
| Johanson, Andrew   | Verner, K. J.         |
| Johanson, J. S.    | Ursen, J.             |
| Junge, Hanwick     | Wennecke, A.          |

Phone Main 1202

## L. V. WESTERMAN CLOTHIER

FURNISHER and HATTER

ALASKA OUTFITTER

220-222 First Avenue South, at Main  
SEATTLE

## BONNEY-WATSON CO.

FUNERAL DIRECTORS AND  
EMBALMERS

Private Ambulance Service  
Crematory and Columbarium in  
Connection

Broadway at Olive St. East 13

## PUGET SOUND

## NAUTICAL SCHOOL

Conducted by CAPTAIN H. S. SMITH  
Four years Assistant Inspector of Steam-  
boats, Puget Sound District. Formerly  
Instructor in New York Nautical College.

Room 4187 ARCADE BUILDING  
Next Room to Masters, Mates and Pilots  
Association  
SEATTLE, WASH.

## K. K. TVETE

Dealer in

Clothing, Shoes, Hats and  
Gents' Furnishing Goods

108-110 MAIN STREET

Squire-Latimer Block, Seattle, Wash.

## INFORMATION WANTED.

Hugo Carlson Ljung, age 29, a native of Gothenborg, Sweden, was last heard from in a Cable Boat on the Atlantic Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Carlson Ljung, Jungmangatan 5, Gothenborg, Sweden. 1-12-16

Fred Marjama, a native of Russia, age 36, has not been heard from since 1908, at Buffalo, N. Y. Anyone knowing his whereabouts please notify his brother, J. Marjama, 51 South St., New York, N. Y. 9-1-15

Hans Nilson, a native of Tonsberg, Norway, was last heard from at Mobile, Ala., is inquired for by his mother. Anyone knowing his whereabouts kindly notify Louis Donald, Norwegian Vice Consul, 77 St. Francis St., Mobile, Ala. 12-22-15

Anyone knowing the whereabouts of Peter Ljung, age 40, a member of Alaska Fishermen's Union, will please communicate with Mrs. Peter Ljung, 2342 East 16th Street, Oakland, Cal. 1-5-16

## Tacoma Letter List.

|                      |                    |
|----------------------|--------------------|
| Cords, W. A.         | Olsen, Martin E.   |
| Evertsen, Olof       | Paterson, John     |
| Farrell, William     | Person, Fritz Leo- |
| Haugan, Arthur       | nard               |
| Johannsen, Christian | Schmidt, Louis     |
| Linea, W.            | Thomas, Paul       |
| Line, Victor         | Ullman, Emil       |
| Murphy, Daniel       |                    |

## KELLEHER & BROWNE

## The Irish Tailors

716 MARKET STREET, at Third and Kearny  
SAN FRANCISCO

## January Reductions

SAVE 10% TO 20%

On Your Suit Now Made by Skilled  
Union Tailors



## Eureka, Cal.

## MERCANTILE LUNCH

is the place for a good and quick service

233 Second Street, Eureka, Cal.

## Teddy & Hagan

Proprietors

## SMOKE

The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by

C. O'CONNOR

612 Fourth St. - Eureka, Cal.

## CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

## A GOOD CUP OF COFFEE

— or —  
A SQUARE MEAL

## EUREKA CHOP HOUSE

Cor. Second and D Sts., Eureka, Cal.  
A. R. ABRAHAMSEN, Prop.

## SEA FARING MEN

CLOTHING — SHOES — HATS  
SAILORS' SINGLETs

Everything Union made at

## PAGE'S

Successor to PAGE & SCHWARTZ  
Cor. Second and E Sts., EUREKA, CAL.

## SEAMEN'S HEADQUARTERS THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers.

## BARBER SHOP

125 D. St., Eureka, Cal.  
ED. SWANSON, Prop.

## Eureka, Cal., Letter List

|                  |                   |
|------------------|-------------------|
| Contreras, Julio | Kustel, Victor J. |
| Kyrkslatt, Lars  | Klowsky, A.       |
| Lawrence, Harry  | Ingebretsen, Alf. |
| Melander, G. L.  |                   |

## INFORMATION WANTED.

P. J. Timeny, a native of England, is inquired for by his sister. Anyone knowing his whereabouts please notify Miss H. J. Timeny, 56 Rutland Gardens, Hove, Sussex, England. 11-17-15

Karl Johan Arvid Gardell, a native of Wisby, Sweden, age about 60, who has not been heard from by his relatives, is inquired for by his son and brother. Anyone knowing the whereabouts of the above named will please communicate with Chris Gardell, 116 Drumm street, San Francisco, Cal. 12-15-15

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15



## Portland, Ore.

## WM. JOHNSON

TRANSFER AND STORAGE

For Quick Service Call East 4441. Residence Phone Tabor 3. I give you a Claim Check for your baggage at home. Give me your work or we both lose money.

Office:

41 UNION AVE. - PORTLAND, ORE.

NEW AND SECOND HAND CLOTHING

## WEINER'S BARGAIN HOUSE

Shoes, Hats, Suitcases  
Furnishings and ToolsFrench Dry and Steam Cleaning  
UNION SHOP35 NORTH THIRD STREET  
Corner of Cauch PORTLAND, ORE.

P. ROSENSTEIN J. G. WOOD

## Workingmen's Store

Importers and Dealers in

FINE CUSTOM AND READY MADE CLOTHING

Gent's Furnishing Goods, Hats, Caps, Boots, Shoes, Rubber and Oil Clothing, Trunks, Valises, Etc.  
23 N. 3d St., nr. Burnside, Portland, Ore.  
Tel. Main 8295 ROSENSTEIN BROS.

## Willamette Cigar Store

H. SORENSEN, Proprietor

CIGARS, TOBACCO,  
CONFECTIONERY, FRUIT AND  
SOFT DRINKSCorner Front and Burnside,  
Portland, Ore.

## Portland, Or., Letter List.

Anderson, John Martin, J. C.  
Anderson, John E. Moen, T.  
Benson, S. Miller, E.  
Bartells, Otto Munchmeyer, H.  
Bernahrdsen, Chas. Morgan, Tim  
Bugge, Mr. Muller, P.  
Carly, Carl Metts, John  
Lybball, Olaf Moller, L. D.  
Decas, O. McConnell, David S.  
Dokany, Willie Meckermann, Ernst  
Erickson, Eric Nilsson, Axel -1176  
Engen, Paul Nielsen, M. P.  
Ellisen, Sam Ohlsson, K. W.  
Edstrom, John Osterberg, Henry  
Ekberg, Hugo Oglive, Wm. A.  
Farrel, W. Pohland, M.  
Fernandez, Frank Palm, P. A.  
Gundersen, Fredrik Perkins, Paul  
Hecker, Wm. Peterson, M.  
Hulbeck, J. O. Roos, Oscar  
Hennriks, Waldemar Rabel, John  
Ingelbrigsten, O. Reskran, George  
Johnson, E. D. Storvik, Ingvald  
Jorgensen, Robert Slocum, Ernest  
Johnsen, A. Shallies, K. G.  
Jensen, Christ Schneider, Fritz  
Jensen, Wm. Swanson, Emil  
Johnson, Nils Soderlund, Uno  
Jonsson, Karl Sorensen, Jorgen  
Koster, Eric Shea, Oscar  
Kosel, Harry Schacht, H.  
Karlsen, Arnt Schultz, John N.  
King, J. L. Selin, Joe  
Kelly, Patric Salmelin, H.  
Kjer, Magnus Saarinen, W.  
Knudsen, Richard E. Tuhkanen, J. J.  
Larsen, L. K. Urso, Geozeep  
Livingston, E. J. Vege, Wm.  
Larsson, Ragnar Vinx, H.  
Larsen, H. Welt, M. P.  
Leonhard, George Windblad, M.  
Letchford, A. Wheatcroft, L. E.  
Lindblad, Konrad White, Harry  
Lindberg, A. C. Westengren, C. W.  
Lindholm, John Zickerman, Hugo  
Loeschler, Joseph Zunk, Bruno  
Miller, Winford

## Aberdeen, Wash., Letter List.

Andersen, -1113 Norling, Reinhold  
Andersen, Andrew Paaso, Andrew  
Burmeister, T. Petterson, Karl  
Bjorklund, G. Petersen, J.  
Bleibe, Ernest Peterson, Nels  
Carlson, Sven Peterson, Hans  
Christiansen, Didrich Risenius, Sven  
Clifford, Pat Rudt, Walter  
Cronitz, F. Schmidt, Heinrich  
Davis, Frank Simensen, Isak  
Gronros, Oswald Schefstner, Bernhard  
Gueno, Pierre Sandqvist, Gunnar  
Geschwendt, W. Skottol, A.  
Holmroos, W. Steinhauer, Alvin  
Hansen, Ove Max Stenwall, Sigurd  
Hylander, Gustaf Thorn, A. L. -70  
Johnson, Alex Toves, H. C.  
Karlsen, Victor Toren, Gustaf A.  
Lindke, Emil Udby, Harold  
Lindholm, John Walder, Olsen N.  
Lindgren, Ernst Wendt, Walter  
Machado, Henry Westerland, Albert  
Magnusson, Walde- Williams, T. C.  
mar Packages.  
Munsen, Fred Glazer, Y.  
Nilsen, Harry Gogensen, Olaf  
Nordgren, Chas. Hansen, John  
Nielsen, C. MacGuire, O. F.  
Stanners, W. S.

## INFORMATION WANTED.

Oscar Olsen, age 37, a native of Hallerna, near Gothenborg, Sweden, who was sailing on the Great Lakes about three years ago, is inquired for by John V. Olsen, Sun Company, Marcus Hook, Pa. 5-26-15



Named shoes are frequently made in  
Non-Union factories

## DO NOT BUY ANY SHOE

no matter what its name, unless it bears  
a plain and readable impression of this  
UNION STAMP.

All shoes without the UNION STAMP  
are always Non-Union.

Do not accept any excuse for absence  
of the UNION STAMP.

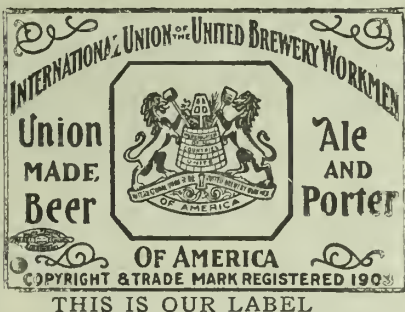
## Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

## VOTE AGAINST PROHIBITION



DEMAND

## PERSONAL LIBERTY

IN CHOOSING WHAT YOU  
WILL DRINK

Ask for this Label when  
purchasing Beer, Ale  
or Porter,

As a guarantee that it is  
Union Made

## Aberdeen, Wash.

## HUOTARI &amp; CO.

Below Sailors' Union Hall, Aberdeen  
GENERAL MERCHANDISE  
and MEN'S FURNISHINGS

Everything Guaranteed

Union Made Goods

Orders taken for Made-to-Measure  
Clothing

HUOTARI &amp; CO.

320-322 So. F. St., Aberdeen, Wash.

212 Eighth Street, Hoquiam, Wash.

209 First Street, Raymond, Wash.

When in Aberdeen Trade at

BEE HIVE

Very best union made Hickey Shirts,  
Oil Clothing, Eureka Boots, Hats,  
Shoes, Underwear, Beddings, Tobac-  
cos, and notions for seafaring men.

NYMAN BROS.

304 South F St., Aberdeen, Wash.  
Near Sailors' Union Hall  
Open Evenings

## Port Townsend, Wash.

## FRANK STHEVENS

Deals exclusively in Union-Made

CIGARS, TOBACCO, ETC.

Call at his old Red Stand on

Water Street, Port Townsend

Next door to Waterman &amp; Katz

## ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL  
STOCK OF

UNION MADE CLOTHING, HATS,  
SHOES, COLLARS, SUSPENDERS,  
GLOVES, OVERALLS, SHIRTS

A. M. BENDETSON

321 East Heron Street - - - Aberdeen

Exclusive Owner of "The Red Front"

When making purchases from our  
advertisers, always mention the Coast  
Seamen's Journal.

Summary of Receipts and Disbursements of the  
Maritime Hall Association

MARCH 31, 1915 TO DECEMBER 31, 1915.

## CAPITALIZATION.

The capitalization of the Corporation remains the same, viz.: \$114,000.00  
authorized capital, divided into 11,400 shares of the par value of \$10.00 each, and  
which are held in equal amounts by the Sailors' Union of the Pacific, and the  
Alaska Fishermen's Union.

## RECEIPTS.

March 31, 1915 to December 31, 1915.

Rents—Alaska Fishermen's Union, 9 months.....\$1,350.00  
Sailors' Union of the Pacific, 9 months.....1,350.00  
\$2,700.00

## DISBURSEMENTS.

Taxes—Real estate, second installment, 1914 and 1915.....\$217.46  
Real estate and improvements, first installment, 1915 and 1916.. 395.50  
United States Internal Revenue Income tax..... 3.10  
Corporation tax, first and second installment, 1915 and 1916.... 9.67—\$625.73  
Insurance—On Maritime Hall (\$36,000.00), insurance paid to expire  
July 20, 1918.....183.40  
Plate glass and art glass policy, paid to expire July 20, 1916.. 25.30— 508.70  
Insurance policies are taken out in amounts by various com-  
panies as follows:  
Phoenix Assurance Company of London.....\$ 8,500.00  
London & Lancashire Fire Insurance..... 7,500.00  
Northern Assurance Company..... 5,000.00  
The Home Insurance Company of New York..... 5,000.00  
Springfield Fire & Marine Insurance..... 5,000.00  
American Insurance Company, Newark, N. J..... 5,000.00  
Total.....\$36,000.00

Salaries—Secretary I. N. Hylan, nine months at \$10.00..... 90.00  
Special police, M. Jones, ten months at \$2.50..... 25.00  
T. A. Atkinson, public accountant..... 17.50  
M. Jonson, cleaning of building..... 15.00— 147.50  
Operation—Spring Valley Water Company..... 143.45  
Pacific Gas & Electric Company..... 9.65  
Rent on treasury safe deposit box..... 5.00  
One minute book..... 2.05  
Correcting defects on third floor..... 3.00  
One new faucet on second floor..... 2.80  
Repairs on Rector system gas heaters..... 5.00— 170.95  
Breakage and Damage—Placing of new toilet bowl, third floor..... 7.95

## RECAPITULATION.

## Receipts.

March 31, 1915, cash on hand in bank.....\$1,556.10  
December 31, 1915, total income by rent..... 2,700.00

## Disbursements.

To taxes..... 625.73  
To premiums on insurance..... 508.70  
To salaries..... 117.50  
To operation..... 170.95  
To breakage and damage..... 7.95— 1460.83  
December 31, 1915, balance cash on hand..... 2,795.27

Total.....\$4,256.10 \$1,256.10

Respectfully submitted, I. N. HYLEN, Secretary Maritime Hall Association.  
San Francisco, December 31, 1915.

## Home News.

Several men were killed and others were seriously injured as a result of an explosion that wrecked the engine-room of the Norwegian oil-tank steamer "Aztec" at a Brooklyn dock on January 3.

After a stirring debate, the United States Senate adopted Senator Fall's resolution, calling upon the President for full information regarding all the facts surrounding the recognition of the Carranza government in Mexico.

Among hundreds of measures introduced on the reassembling of Congress after recess was a resolution by Representative Steenerson, Republican, of Minnesota, to empower the President to prohibit exports of war munitions to any belligerent controlling the seas and preventing exports of foods or food products from the United States.

Secretary of Labor William B. Wilson reported that for the fiscal year ending June 30, 1915, his department had found employment for 11,871 persons through its newly established system of labor exchanges. Arrangements for doing this were not in working order until the preceding February, so that the results noted were but for little more than four months of operation.

California has 239 millionaires or multimillionaires. The State ranks seventh, Sacramento figures show. This is estimated by counting 5 per cent. as an average rate on investments, \$50,000 being the average annual income on \$1,000,000. One man in the State is worth at least \$10,000,000, admitting an annual income of \$500,000. Sacramento statistics give no indication as regards the number of paupers in California.

Wireless telegraphic apparatus is to be installed on thirty-six freight barges to be put in service on the Mississippi River. The barges, each of which will be of 1,400 tons, will ply between Minneapolis and New Orleans, in competition with the railroads. Their wireless equipment will be used to keep shippers advised of market conditions and direct the transshipment of cargoes to take advantage of favorable developments.

The Pan-American Congress has adjourned after two weeks devoted to almost every question of concern to the republics of the western hemisphere. About 1500 delegates were in attendance at the beginning. The congress in all its branches is said to have been most successful, and the results of the coming together of the delegates, it is predicted, will be felt beneficially throughout all the Americas. The next congress will be held in Lima, Peru, in 1921.

Tricks resorted to by foreign ship-owners to cut down their Panama Canal tolls were revealed by Representative Adamson of Georgia, chairman of the House Interstate Commerce Committee, in introducing a bill to authorize a new system worked out by the War Department for measuring vessels passing through the Canal. In some instances, Adamson said, the United States had been receiving under the present system only about one-third of the tolls to which it was entitled. One of the most effective schemes of beating the system, he explained, involved the use of unhinged doors on deck compartments to take advantage of the provision that no charge shall be made for open space on deck.



## Domestic and Naval.

The U. S. Navy Department has not yet determined the type of machinery to be installed aboard the new battleships authorized at the last session of Congress. The Bureau of Steam Engineering is likely to recommend either the electric drive or the turbine reduction gear.

Two fires on steamers on the Great Lakes have recently been reported, the "Majestic," of 2150 tons, built in 1889, and insured on a value of £20,619, has been burnt to the water's edge at Sarnia, and the "Saronic," of 1960 tons, built in 1882, and valued at £20,619, has been damaged \$25,000.

Complete rehabilitation of the historic frigate "Constitution," which has lain at the Boston Navy Yard since 1897, where she was launched a century before, is planned by the Navy, which asked Congress to appropriate \$150,000. The "Constitution," famed in song and story for daring exploits in the War of 1812, was once ready to be sold for junk, but the House, swayed by a recitation of Oliver Wendell Holmes' famous poem, changed its mind on the verge of voting, and determined to keep her as a relic.

At present there seems to be only eight available steamers to prosecute the Newfoundland seal fishery the coming spring. Five have recently been sold to the Russian Government, and their loss to the sealing fleet will be severely felt. It is reported that the "Stephano" and the "Florizel," of the Red Cross Line, will not, as heretofore, be employed in the seal fishery on account of the large amount of freight offering. Inquiries have been made from abroad about the "Erik" and the "Diana," with a view to purchasing, and it is said that if the owners can obtain the price asked the vessels will be sold.

Representative W. C. Adamson, chairman of the House Committee on Interstate and Foreign Commerce, has introduced in Congress a bill calling for two new cruising cutters, three harbor cutters, and three light draft river cutters for the coast guard service. The cruising cutters asked for are for use on the Pacific coast to replace the "Perry" and "Tahoma," both wrecked on Alaskan reefs. One of the harbor cutters is designed to replace the "Manhattan" in New York harbor, a tugboat that is forty-two years old. The other is to replace the "Hartley" in San Francisco harbor, a forty-year-old boat. The bill is approved by the coast guard officials.

The Secretary of Commerce has authorized conferences of lighthouse inspectors to be held in the office of the Commissioner of Lighthouses during the winter. These conferences are entirely informal in character and are devoted to discussions of technical and administrative problems of the Lighthouse Service, such as systematic improvement of existing aids; co-operation with maritime interests and other Government services; publications, Notices to Mariners, light lists, buoy lists; most efficient and economical method of maintaining minor lights, beacons, and buoys in rivers, bays, and sounds; complaints, how treated; suggestions, how dealt with; improvements in construction; new or improved devices; repairs and docking of vessels, etc.

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mand for leather, by reason of war  
conditions, the hunting of sea lions  
and the use of sea-lion hides for  
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tries for the Canadian Pacific coast.  
It is reported that a factory in  
British Columbia has made some  
excellent gloves, belting, and other  
leather articles from sea-lion hides.

The German merchant marine at  
the beginning of the war amounted  
to 5,459,296 tons. Of this 230,000  
tons have been captured by the  
British navy, 38,000 tons by her  
allies, 117,000 have been sunk and  
397,000 tons have been interned in  
British ports. A few ships are on  
the Baltic, and the remainder are in-  
terned in German and neutral har-  
bors.

In consequence of the sinking of  
vessels in the Mediterranean the  
war risk rate on shipments via Suez  
from this side has reached 10 per  
cent. and may go higher, unless  
steps are taken by the allies to cope  
with the submarine menace in the  
vicinity of the canal. It is reported  
that Japan is sending warships to  
the Mediterranean and that Great  
Britain has offered a reward for in-  
formation concerning the supply de-  
pots of the submarines operating in  
the Eastern Mediterranean.

Canada's participation in the war  
was denounced in the Provincial  
Parliament of Quebec by Armand  
Lavergne, Nationalist member for  
Montmagny, during the debate on  
the address in reply to the speech  
from the throne. He declared that  
until Great Britain recognized Can-  
ada's right in imperial affairs, not a  
soldier or a cent of money should  
be contributed to the war. He as-  
serted that if Canadians wanted to  
fight for liberty and tolerance their  
place was in their own country.

Reviewing the history of the war  
in the British Parliament Sir Edward  
Carson said the lack of men had  
been the chief reason for the failure  
in the Dardanelles and the Serbian  
expedition. "The fact is," he urged,  
"we cannot win the war without  
conscription." He said the opponents  
of consulsion had failed to realize  
the difficulties with which the allies  
are faced. The Dardanelles had been  
abandoned, he said, because the  
country had not had enough men to  
carry through the enterprise, which  
he characterized as "an admirably  
conceived undertaking."

Representations of the United  
States Government regarding the  
massacre of foreigners near Chihua-  
hua City have been presented to  
General Carranza in Queretaro by  
United States Consul John R. Silli-  
man. Official comment from Gen-  
eral Carranza was lacking, but other  
officials of the de facto Government  
expressed regret over the wholesale  
killings, which they are quoted as  
saying were due to the premature  
entry of Americans and other foreign  
mining men into territory just re-  
cently conquered by the de facto  
Government. The murders, they say,  
were due to General Francisco Villa's  
animosity toward the United States  
as a recognition of General Car-  
ranza.

### INFORMATION WANTED.

Anyone knowing the whereabouts  
of Thomas Rowe (now aged about  
74), who was at one time a seaman  
and longshoreman on the Pacific  
Coast and also served in the Pacific  
Coast Navy Yards, will greatly oblige  
inquiring relatives by supplying such  
information. Address, Editor, Coast  
Seamen's Journal. 5-1-16

Any information regarding Wilhelm  
Kuhme, age 27, a native of Germany,  
who was supposed to have been  
drowned in the wreck of the steam  
schooner "Francis H. Leggett," Sep-  
tember 18, 1914, will be thankfully re-  
ceived by the German Consul, San  
Francisco, Cal. 1-19-16

Iwar Westerberg, age about 50,  
sailing second mate on some steam  
schooner on the Pacific Coast, is in-  
quired for by Gus Englund. Any in-  
formation regarding the above named  
will be gladly received at 214 Jack-  
son street, San Francisco, Cal. 1-27-15

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### With the Wits.

Other Intentions.—Recruiting Officer—And now, my lad, just one more question—are you prepared to die for your country?

Recruit—No, I ain't! That ain't wot I'm jining for. I want to make a few of them Germans die for theirs!—Tit-Bits.

Retaliation.—A singer who recently passed an evening at the house of a lady stayed late. As he rose to go the hostess said:

"Pray, don't go yet, Mr. Basso; I want you to sing something for me."

"Oh, you must excuse me to-night; it is very late, and I should disturb the neighbors."

"Never mind the neighbors," answered the lady, quickly; "they poisoned our dog yesterday."—Tit-Bits.

Getting Even.—"There's a church near," said the country farmer to his paying guest; "not that I ever puts my nose in it."

"Anything the matter with the vicar?"

"Well, it's this way. I sold the old vicar milk and eggs and butter and cheese, and seeing as he patronized me I patronized 'im. But this new chap keeps 'is own cow and 'ens. 'If that's your game,' I thought, 'we'll 'ave 'ome-grown religion too.'"—Tit-Bits.

Higher Economy.—Among the Japanese economy is held to be a high virtue. Two old misers of Tokyo were one day discussing ways and means of saving.

"I manage to make a fan last about twenty years," said one, "and this is my system: I don't wastefully open the whole fan and wave it carelessly. I open only one section at a time. That is good for about a year. Then I open the next, and so on until the fan is eventually used up."

"Twenty years for a good fan!" exclaimed the other. "What sinful extravagance! In my family we use a fan for two or three generations, and this is how we do it: We open the whole fan, but we don't wear it out by waving it. Oh, no! We hold it still, like this, under our nose, and wave our face!"—Everybody's.

### Secure and Profitable

The wise man keeps part of his money in a reliable savings bank. If you are making money now, why not put aside something for a rainy day?

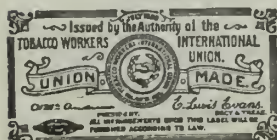
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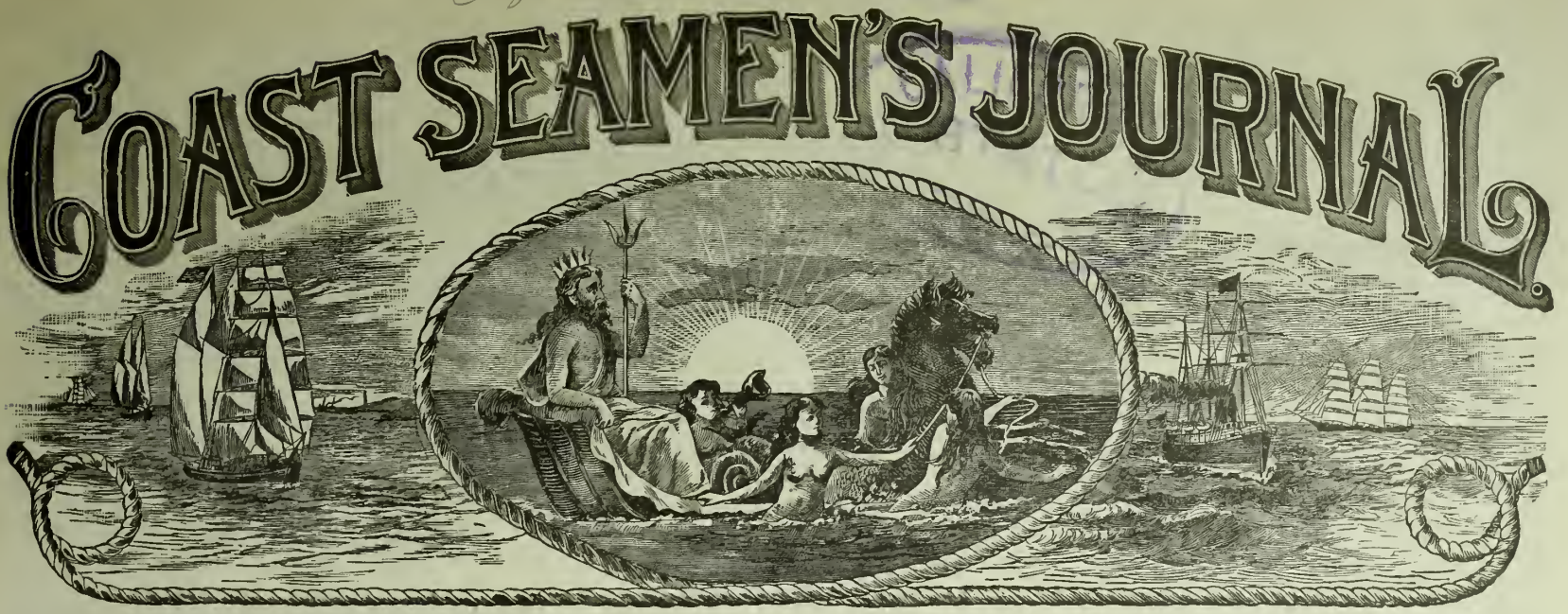
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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXIX, No. 20.

SAN FRANCISCO, WEDNESDAY, JANUARY 26, 1916.

Whole No. 2366.

## "TO FREE THE LAND."

### An Argument for the Initiative to Abolish Land Monopoly.

A movement "to free the land of California" is assuming State-wide proportions.

There is a slight difference of opinion as to the exact wording of the Initiative measure about to be circulated, but apart from this there is more enthusiasm and solid determination to "free the land" than has ever been witnessed before.

In the center of this page will be found the Initiative as proposed by the more radical and aggressive leaders in the ever-growing army which would abolish land monopoly.

An argument for the Initiative, prepared by Luke North, follows:

It is difficult to believe that those who oppose this measure on the ground of its "extreme radicalism" would ever approve any measure that actually proposed to abolish land monopoly.

Now when the whole world is in turmoil of murder or murder preparedness; now that the devastating cruelties of privilege and monopoly are publicly known to be more fatal and dehumanizing than the actual slaughter in Europe; now that the three differing reports of the United States Industrial Relations Commission have agreed on the one circumstance that land monopoly lies at the base of the economic cruelties—

Now when the fertile earth lies idle on every hand and threatened or actual hunger devitalizes the disemployed thousands who beg, starve, or steal in the cities—

And a few title holders reap the enormous values that accrue to city lots from the mere presence of people—

While human labor and industry must pay the landlord's toll—

While men and women toil and save and scrimp all their lives to gain a bit of unmortgaged earth for a home, and mostly die of the struggle without obtaining it—

Now when these things are so apparent that none may plead ignorance of them—

It is difficult to believe in the sincerity and humanness of those who oppose this initiative measure to free the land of California on the ground that it asks too much.

If upon returning from afar you found your daughter had been robbed of the means you left her and forced into a brothel or a sweatshop to get food, would you feel it too radical to demand her instant release? Or your son's property had been stolen from him, and he starving, would you deem it too drastic, too disturbing of conditions, to require its immediate return?

If any apology is due for this measure it is not on score of its radicalism, but because it demands too little. It does not demand the immediate restoration of the unused earth to the whole people, the instant release of the monopolized mines, forests, and waterways now held idle for speculation. It does not at once abolish landlordism and absorb for public uses the enormous land values created by the whole people—

But it is a vigorous, determined, frank step in that direction.

It takes from the State its constitutional power to confiscate the earnings and products of labor through the subtle machinery of taxation.

It concentrates the taxing power of the State on privilege and monopoly.

It constitutionally enables the full absorption of the unearned increment, and thus the entire freedom of land, as rapidly as an enlightened and awakened people may care to take it.

So it is not so very conservative, you

#### THE PROPOSED INITIATIVE.

To shift the tax burden from labor to privilege and monopoly;

To secure every adult power to own his own home and direct his own life and work;

To abolish landlordism, pauperism, and disemployment—

As the first step to these basic conditions of freedom, the undersigned electors of California, demand that there be submitted to the voters of the State, the following Amendment to the Constitution:

The People of the State of California do enact as follows:

Article XIII of the Constitution is hereby amended to take effect January 1st, 1917, by the following Section:

Public revenues, state, county, municipal, and district, shall be raised by taxation of land values exclusive of improvements, and no tax or charge shall be imposed on any labor product, occupation, business, or person; but this shall not prevent the assessment of incomes and inheritances to provide funds for old age pensions, mothers' endowments, and workingmen's disemployment and disability insurance. Conflicting provisions are repealed.

"blood raw" radicals who would bolt all at a mouthful—rent, interest, profit and the whole capitalistic scheme—regardless of indignation. Yet it lays the ax at the root of the evil tree and is so radical to the inch-by-inch reformers that they call it "blood raw." Very well; it is not bloodless at any rate, with no heart for the cries of cold and hungry children, homeless men, and the hunted women of the street who must earn not only bread for themselves but luxuries for the police department! It would stop that.

They ask if its form is legal—so many are perturbed on that score. Is its verbiage legal?

It is not. Only the verbiage of confusion is legal. But we can make it legal—if we can

stamp its holy purpose on the hearts and minds of the Manhood of California. We care nothing about its precise form—that has been altered a number of times, and may be again before final printing on the initiative petition. But its intent shall not be smothered in the feeble phrasing of the lawyers. It shall be bold, clear-cut, legible at a glance to the man in the ditch.

No, it is not legal—not yet.

Privilege and monopoly are legal—prostitution, destitution, wage slavery, disemployment—these are legal!

But we can make it legal when we stop quibbling. We could change the land tenure of America, we, its Intelligent Minority, if we could stop haggling and unite on essentials.

Evidently some of us do not want to change the land tenure of America. Our concern is not for the disinherited, but for the non-disturbance of property rights and titles.

God! They can see nothing but property! The millions of distorted, broken lives produced every year by land monopoly and its attendant tyrannies, they cannot see.

But can't they feel? Have they no hearts?

It seems not. The fountain of sympathy is dried within them. Their only passion is—single tax. Their only emotion is—fear lest property rights be ignored. Who espouse this bill hope to reach the heart of the dull, unthinking mass and stir it with hope and idealism. But who shall reach the heart of economic dogmatism? What shall stir the hero in the doctrinaire and make him a worker to open the land?

Idealism, he reminds you, has no standing in politics.

It is time that it should have. Either idealism will enter politics and use it for human advancement—or sweep it off the board. Must women and children continue to starve in a land of plenty because idealism is out of place in politics?

But there are court decisions, precedents, procedure. Your bill must be couched in language to meet their requirements.

There are mortgaged homes, destitute families, disemployed thousands, a monopolized earth. The bill is framed to meet their requirements.

The mechanized intellect is shocked at the thought of idealism entering legislative halls. It is as wild a thing as if man's Natural Religious Impulse should seek to enter the church!—but perhaps it is not so impossible. We shall see. Above all, politics needs idealism and must gain it or die—for at last only the ideal (the better) can persist. Institutions impregnable to idealism are doomed.

Political procedure seems to be a normal human trend—a convenient way for human tribes to group themselves into societies. It leads away from tyranny toward democracy—for all its present banality and trickery. It is now the instrument of privilege, but only the instrument. Can it be made the instrument through which an awakened people shall abolish privilege? Can the legislature and the



ballot be used by the people instead of as a club over them? Yes, when the Intelligent Minority shall unite to have it so—and on this basic land issue they are uniting.

The taxing power is the chief function of politics. It is this power that degrades and impoverishes the people. By the taxing power labor is stripped of its earnings and billionaires created. This bill is to halt that—not by inches while women and children starve—but at once. By concentrating taxes on the parent privilege (the "right" to seize the rental value of land), the production of both millionaires and paupers will be halted. No more "swollen fortunes," no more involuntary poverty.

Many are not content merely to prevent pauperism, but would take away from the over-rich, by taxing incomes and inheritances, enough to provide pensions for the unfortunate victims of privilege. Small blame to them for that, and the bill has been amended to place no obstacle in their way, but the base of the bill, its single mandate that only privilege and monopoly shall be taxed and thus, without violence and bloodshed, the earth be rid of them and the land become free to whoever will use it—free to all on equal terms; this heart and meaning of the bill remains unchanged.

And if the manhood of California be aroused to enact it into a statute, the same manhood will defend its provisions against the juggleries of the judiciary.

### SEABIRDS OF PERU.

The innumerable hosts of seabirds which frequent the rocky islets off the coast of Peru are described by Millicent Todd, in her book, "Peru, Land of Contrasts." She writes:

"Far out, a low cloud is skimming the surface of the gray water, advancing in waves of blackness. From one end a shower falls; at the other, a column rises from the water to meet the on-rushing mass, 'A great oval, rolling forwards over the sea.' It comes nearer and nearer, till the shore shimmers as through heat waves. The quiet is complete except for the noise of millions of laboring wings.

"A cloud of birds! Now they fall to the water with close-clapped wings, hundreds at a time, each a tiny splashing fountain."

"The appearance of this coast could not have been different in antediluvian days, with the screeching birds and the mammoth terrapin off-shore, those associates of the dodo.

"The birds fly out at sunrise and spend the day in fishing . . . and at sunset return to their giant stone islands for the night. Alone, the call of a seabird would be lost in the fury of the meeting of cliff and sea. But as a mass of white gulls can assume blackness by mere quantity, so their mingled voices can take on an overwhelming poignancy of sound. Louder than the crash of breakers, louder than the barking and snorting of the bald, fat seals loping over them in droves, surges the great cry of the birds, as, in a shower of wild calls diverse as themselves, they settle upon the rocks; pelicans, cormorants, mollyhawks, gannets, sea-mews, osprey, occasional tropical flamingoes lost among . . . stormy petrels, wild ducks, Inca terns, and the weird, amphibious 'bird-child,' which tries to stand erect, fluttering its cartilaginous wings, braced by its indistinguishable tail."

Although various estimates place the number of cattle in Paraguay all the way from one to four million head, the cattle industry, with untold possibilities, is scarcely out of the stage when the animals are slaughtered for their hides alone. While all the world is clamoring for meat, cattle in Paraguay sell for but little more than what their skins will bring.

### PUTTING IT STRAIGHT.

Here's Frank P. Walsh's confession of faith. Walsh, you know, was the chairman of the United States Industrial Relations Commission. In the following short talk to the workers, made while the Commission was still in existence, he stated what he believed, and didn't mince words:

"I am a great believer in agitators and agitation. I believe with the person who defined an agitator as a man with a strong voice who did not have a party to save or a living to make, but tried to tear every question open to the heart so that the light might flow freely in.

"Now, I want you to understand why I am talking to you, the people, while I am serving as chairman of the Industrial Relations Commission. It is because the commission is made up of various elements. Some members represent the capitalists—the employers. Some members represent the labor unions. I represent the people.

"It is serious business for the people when the capitalist gets in a fight with the labor union over the coal. A baby of the people—the consumer—may freeze to death while labor and capital quarrel and the supply of coal is shut off. For that reason I am in favor of taking over the coal mines and putting them under public control.

"Now, they say in criticising me for speaking while I am chairman of the Industrial Relations Commission that I ought to maintain a judicial pose. Well, I say that the two greatest foes to the bringing about of an enlightened understanding of our economic rottenness are the 'judicial pose' and the 'trimmer' attitude of so many of our public officials. I mean the attitude of those who dodge the whole economic issue.

"I would like to see every schoolhouse thrown open for public forum meetings of the people and a ballot-box in every schoolhouse on election day, so that they may educate themselves on their economic plight, for at bottom all our evils are due to low wages. A great employer who knows this is true testified that he would just as soon take every prisoner out of Sing Sing and put him to work and trust him. This man knew that if he put into the hands of those men more money than enough to keep them together body and soul they would for the most part be normal human beings.

"The best way to help the needy is to pay them enough money to help themselves. Give them a chance to work and to enjoy the product of their toil. I am accused of saying the charities do not help. Of course they help. If there was not something that helped we would be in the midst of revolution.

"If you want to know what embezzled fortunes we should take back go to the reports of the Department of Commerce for 1913 and read the whole shameful story of coal and timber land embezzlements. If I am to be called a 'confiscationist' for urging that such fortunes be refunded to their rightful owners, then I'll have to stand for that designation. I am opposed to all violence, but when you try to push the worker off the life-raft, then you're bound to get violence. It is inevitable."

### NOTICE TO CODFISHERMEN.

As per instruction of the meeting of Alaska Codfishermen held on January 22, communications have been addressed to the various Cod-fishing companies in San Francisco as follows:

Gentlemen:

By instruction of meeting of the Alaska Codfishermen, Jan. 22, 1916, I beg to submit herewith for your kind consideration propositions as agreed upon by these men for 1916, as follows:

1. Fishermen wintering in Alaska, and other fishermen engaged in fishing at the winter stations, each to receive \$42.50 per 1,000 codfish measuring 27 inches in length and over, caught, delivered and dressed by them; it being left to the discretion of the captain or any other agent of the company in charge, as to whether fish of a lesser length than 27 inches shall be accepted, with this understanding, however: that if fish under 27 inches in length be accepted, the regular price of \$42.50 per 1,000 shall be paid therefor as above stated.

2. Fishermen signing from the various Pacific Coast ports for the season's cruise, each to receive in addition to \$50 for the run, \$40 per 1,000 codfish caught and delivered by them, under conditions same as those of the wintermen.

3. In connection with these wages and percentages, all fishing gear and other necessary paraphernalia in connection therewith must be supplied by the company free to the men.

4. The first splitter and first salter, each to receive in addition to regular fishermen's percentages for all codfish caught and delivered by them, \$100 per month from date of departure from San Francisco until return to San Francisco.

5. Second splitter and second salter, each to receive in addition to the regular fishermen's pay for all codfish caught and delivered by them, \$90 per month from date of sailing from San Francisco till date of returning to San Francisco.

6. Headers and throaters, each to receive in addition to regular fishermen's percentages on all codfish caught and delivered by them, \$45 per month from date of sailing from San Francisco till return to San Francisco.

7. Dressgang, each man to receive in addition to regular fishermen's percentages on all codfish caught and delivered by them, \$35 per month from date of sailing from San Francisco till return to San Francisco.

8. All monthly men shall do their share in sailing vessels, etc., to and from the fishing grounds.

9. If any fisherman is put at any other work than fishing during the fishing time, or is prevented from fishing through some injury sustained while at work for the company through no fault of his own, he shall receive the average of the men fishing for the vessel to which he is assigned. Low liner to be selected for such work.

10. In case of shipwreck or necessitated abandonment of the vessel, then all wages shall cease at the date of such casualty, except for such men as are paid for the run; if such disaster occurs after vessel has arrived at its destination in Alaska, these men shall receive the full run money.

All men assigned to such abandoned or wrecked vessel to be given free return passage, and on return to San Francisco, be paid in full for all money earned up till date of disaster, be it money earned as monthly wages, percentages, or otherwise.

Commending to your impartial consideration, we respectfully submit this communication, trusting that a hearing may be granted us on these questions at your earliest convenience.

Respectfully,

I. N. HYLEN, Secretary,  
Alaska Fishermen's Union, and Agent of the  
Alaska Codfishermen's Union at San Francisco, Cal.  
Maritime Hall Building, 49 Clay street, San Francisco, Calif.

An estimate of Portland cement produced in the United States in 1915, just made by Ernest F. Buchard, of the United States Geological Survey, indicates that the shipments from the mills amounted to 86,524,500 barrels, compared with 86,437,956 barrels in 1914, an increase of 0.1 per cent.; the production was about 85,732,000 barrels, compared with 88,230,170 barrels in 1914, a decrease of 2.8 per cent.; and the stocks of finished cement at the mills were about 11,583,000 barrels, compared with 12,893,863 barrels in 1914, a decrease of 10.2 per cent. The slight decrease in production and the considerable decrease in stock indicates greater caution in the industry, which in the preceding few years showed a tendency toward overproduction.



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## Workmen on Boards.

The Kansas City "Post," published by Frank P. Walsh, agrees with President Gompers' suggestion to President Wilson that workingmen should be placed on various government boards.

"If workers were appointed," says the "Post," "they might be able to give new insight to many problems which now are managed in a one-sided way."

"The clash of ideas between different interests in any body of men clothed with power is the first step toward curing and ending disagreements. There are but few men not susceptible to the power of truthful argument. The world has been trying for centuries to bring peace between widely separated factions through a plan of each meeting by itself and cementing its opinions all the tighter."

"A healthful brush between men of varying opinions would result in mutual recognition of the rights of all concerned."

## Missionary Work Necessary.

In an open letter to Colorado organized workers, President McLennan of the Colorado State Federation of Labor, calls on every union man and woman to act as a self-appointed, energetic organizer.

"The story of unionism and its beneficent results should not be told so much in the union halls and at the union meetings," he says. "The telling is needed much more in the streets, in the factories, workshops, mines and on the jobs—where it can reach the ear of the non-union man who attends no meeting. The union gathering will take care of itself. None but union men and union women are there. They are already converted. The missionary work must be done on the outside."

## Report Refutes Anti-Union Bugaboo.

The United States Department of Commerce, in a report on "Our Share in International Trade," explodes the favorite bugaboo of anti-unionists that "American labor is too high priced to compete with European cheap labor."

The report is issued by the Bureau of Foreign and Domestic Commerce, connected with the Department of Commerce. It discusses reasons why American manufacturers are not a factor in foreign trade. Among the more prominent is "the unfamiliarity of many of our bankers with the methods of international finance," and also because "of our profitable investments at home we have chosen to invest here rather than abroad."

Another reason, which the report declares to be "most discouraging," is that our schools and colleges seem unable or unwilling to see the need for training the youth to meet new conditions. The report says that in most schools "the language work is inadequate and no opportunity is provided to acquire the requisite practical experience."

"The big prizes in foreign trade," continues the report, "is the public and private developments of large proportions, as, for example, the building of railroads, the con-

struction of public service plants, the improvement of harbors and docks, the digging of canals and many others which demand capital in large amounts. They look to older and richer countries to supply them with the capital to make their improvements and to develop their resources. The country which furnishes the capital usually sells the materials and does the work. In the last analysis it comes to this: The country that wants the business must finance the purchases, since the improvements will be made and the materials paid for out of the money loaned."

It is recommended that if business men are to compete with other nations these two problems must be solved: Financing foreign trade and educating men to carry on such trade.

In view of the persistent efforts of anti-unionists to blame organized labor for present conditions, the above declarations are both interesting and educational, coming as they do from such an authoritative source.

## High Dues Means Progress.

Under the caption, "Union Preparedness," the "Union Leader," official magazine of the electric railway employees of Chicago, says:

"One of the great drawbacks to our unions is the lack of spirit among our members to properly finance them. The merchant or manufacturer who is conducting a growing business, ever seeking to expand and cover new fields, puts more and more money into his business to protect what he has and to reach out for more. It is different with the average trade union. Wage movements are instituted and won, great gains are realized by the membership and not a dollar of the thousands and millions of wage increases is added to the union treasury to help protect advanced conditions and to forge ahead for something better."

"Shoestring financing of unions has been responsible for many defeats. The union with a good treasury, properly safeguarded, is a power to be reckoned with and is sure to bring results. If we are to advance and establish conditions in industry which will guarantee the workers more of the better things of life we must build up our union treasuries. We must prepare to meet the opposition that has to be overcome before we can make advances, and it takes money to put up the fight."

"A cheap people make no progress. China is an example. A cheap union is no different. Proper standards allowed for, the progress of a union can be measured by the amount of money its members are willing to pay into it. The low-fee union gets small results, just as the high-fee union gets large results. Each is enabled to make a fight in proportion to its finances."

"When the members of the Amalgamated Association were paying fifty-cent dues they were getting all that fifty cents would bring. Since they have been paying dollar dues they have made great progress, both

(Continued on Page 10.)

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

### AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

### GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekland Bldgs., 22 Canning Place, Liverpool.

### BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

### GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

### FRANCE.

Federation National des Syndicats des Inscriptions, Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

### NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

### SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgaten 1 B., Sweden.

### DENMARK.

Somandenes Forbund, Toldbogade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restauration Forening, Nyhavn 17, Kobenhavn.

### HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

### ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

### AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

### SPAIN.

Sociedad Sindical de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

### URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

### ARGENTINA.

Federacion Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

### BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

### SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



## World's Workers.

An industrial dispute has arisen at the steel works at Port Waratah, N. S. W. The members of the Amalgamated Society of Engineers, to the number of 200, have left work. They have been contending for some time for an increase in wages over the award rates. The men out of work are principally turners and blacksmiths.

The dispute between the ironworkers employed at Walsh Island (N. S. W.) and the management of the workshops has been amicably settled. The members of the Federated Ironworkers' Association employed on the island demanded an increase in wages from 9s. to 10s. per day. Conferences resulted in a compromise of a sixpenny increase, which was accepted.

During the ten months ending October, 1915, 67,465 British subjects left the United Kingdom to take up permanent residence out of Europe as compared with 200,978 in the corresponding period of last year. British subjects leaving for foreign countries numbered 28,683, of whom 25,866 were destined for the United States, as compared with 70,365 and 64,614 respectively for the corresponding period of 1914. Those leaving for parts of the British Empire numbered 38,782, of whom 15,402 were destined for British North America, as compared with 130,613 and 76,235 respectively in the same ten months of last year.

According to the Canadian Labor Gazette the Department of Labor of Canada began during the past month the distribution of the separation allowances granted by the British Government to Canadian workmen who, by arrangements made with the British Munitions Mission which visited Canada during the summer, have been working now for some months in British munitions concerns. The separation allowance is fixed in most instances at 17s. 6d., this amount being paid to the dependant named by the workman, subject to certain regulations laid down by the British authorities having the matter in hand. The classes of men chiefly concerned are machinists, molders, shipwrights, blacksmiths, etc. At the close of the month separation claims had reached the department in about 600 cases and the allowances were paid accordingly, the necessary steps being taken for verification.

Australian Labor exchanges contain the following announcement: "Those who intend leaving Australia should remember the recent order issued by the Department of External Affairs, by which all males, who are British subjects, over 18 years of age and under 45 years of age, must obtain from the Collector of Customs a permit to leave the country, before passage tickets can be issued. As the securing of permits takes any time from three to four weeks, applications should be put in in good time. It frequently happens that passengers leave these arrangements until the very last moment, and suffer keen disappointment when their arrangements for sailing are upset. Intending passengers of a nationality other than British must obtain a passport from their respective consuls before passage tickets can be issued. It is also advisable for all passengers to have ready for inspection certificates of birth."

## SAN PEDRO, CAL.

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A. E. BLAIZE

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SAN PEDRO, CAL.

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who has been established since 1904 on Beacon Street, between 6th and 7th  
**IS NOW** located on the 2nd floor **BANK OF SAN PEDRO BLDG.**,  
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Where he is better prepared, because of Much lesser rent, to give the trade the  
advantage of lower prices and as formerly, special care is given to garments entrusted to him for cleaning, Repairing and Pressing.  
Note—Clothes also cut, trimmed and made from your own cloth with the  
Union Label too. The new woollens are now ready for your inspection, how about your order?

### San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

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STATIONERYLos Angeles Examiner and All San  
Francisco Papers on Sale. Agents  
Harbor Steam Laundry

### Mills, Elbert & Nash

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FIFTH AND BEACON STREETS

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UNION LABEL CIGARS

GIVE US A TRIAL

### ALASKA FISHERMEN.

San Francisco.

|                       |                     |
|-----------------------|---------------------|
| Anderson, Hans        | Johannsen, Luls     |
| Andersen, Hans A.     | Johanson, Edward    |
| Anderson, W. V.       | Karlson, J.         |
| Anderson, W.          | Koning, D.          |
| Anderson, Andy C.     | Lund, Ju.           |
| Bush, William W.      | Larson, Lauritz O.  |
| Blucker, John         | Nilsen, Martin      |
| Brattelvedt, Hans     | Nilsen, Chris.      |
| Nilsen                | Nielsen, John G.    |
| Cox, Jas. G.          | Nielsen, Andrew     |
| Davi, Frenchi         | Osterlunn, Albert   |
| Erksen, Ben.          | Olander, Ed.        |
| Ekelund, Will Hy.     | Petersen, William   |
| Gilbertsen, Reldar    | Rasmussen, Jacob    |
| Greene, H.            | Sorensen, Edward    |
| Hubertz, Emil         | Sivertsen, Ed.      |
| Hansen, Henry         | Stoltenberg, Gustav |
| Hokansson, Ingvar     | Schoeder, Otto      |
| Hansen, Hans The-     | Smith, Max          |
| dor                   | Thomson, John       |
| Holelen, Olaf Sivert- | Thlgerson, John     |
| sen                   | Thoresen, A.        |
| Hansen, Axel          | Thorstensen, H.     |
| Iversen, Knut         | Ulappa, Kosli       |
|                       | Wing, Martin -41    |

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SAN PEDRO, CAL.

### INFORMATION WANTED.

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

Vencelus Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolamo Durbich, Zurich, Switzerland. 7-28-15

Herman Sigfrid Persson, a native of Malmo, Sweden, supposed to be sailing on the Pacific Coast, who has not been heard of for two years, is inquired for by his brother, Gustav Persson. Address 13 Stenbarksgatan Malmo, Sweden. 7-28-15

Adolph Krakan, last heard of at Port Pirie, January, 1912, and again in March, 1913, from Warumbo, 118 miles from Adelaide, South Australia, is inquired for by his mother at Hamburg, Germany. 8-25-15

### San Pedro Letter List.

|                     |                     |
|---------------------|---------------------|
| Ahl, Einar The      | Lindberg, Ernst     |
| Andersson, Oskar    | Manso, Pete         |
| Aene, T.            | Monsen, C.          |
| Alexander, P.       | McGulre, W. T.      |
| Anderson, John      | Melson, Wm. E.      |
| Anderson, Martin    | Mennicke, Fritz     |
| -1894               | McGlashan, W. T.    |
| Blutcher, John      | Martinel, Walter    |
| Billington, Martin  | Mikalsen, Andreas   |
| Brady, J. F.        | Mahn, Gustaf        |
| Brusbard, E.        | Mesak, E.           |
| Barrell, George     | Nelson, Chas. R.    |
| Berg, Charles       | Nelson, A. W.       |
| Berggren, Gus       | Nurni, Victor       |
| Bergh, Borge        | Niejahr, Oskar      |
| Brefn, Hans         | Owens, Jack         |
| Bergman, Leo        | Owen, Fred          |
| Benrowitz, Felix    | Plutz, Johan        |
| Carlson, Fred       | Persson, H. W.      |
| Carlson, Johan Al-  | Parsons, HERNIAN    |
| got                 | Poppe, George       |
| Carera, Pete        | Peterson, Hans      |
| Cook, Harry         | -1064               |
| Danielson, John     | Peterson, N.        |
| Danielson, Iave     | Peterson, Otto      |
| Erickson, John      | Poscet, P.          |
| Eriksen, Otto       | Parsons, Olaf       |
| Eklund, Sven        | Silvalia, J.        |
| Fisher, Wm.         | Schultz, Albert     |
| Gunther, The        | Sjohom, Gustav      |
| Geiler, Fred        | -1542               |
| Gallenberg, Martin  | Salvesen, Svedrup   |
| Gilholm, Albin      | Svensen, S. -1714   |
| Gronlund, O. -414   | Sanseter, Paul      |
| Hendrikson, Henry   | Soderlund, Anton    |
| Hansen, B.          | Schmidt, Lauritz P. |
| Heide, Tom          | Svenson, Paul       |
| Haupt, Fritz        | Tamiskar, P.        |
| Hansen, Charly      | Trovik, Harald      |
| Hansen, Hilmar      | Thorsen, Charles    |
| Hannus, Alex.       | Uappa, Koste        |
| Johansen, Emil      | Ublig, Richard      |
| Johnson, Gunnar E.  | Warkkala, John      |
| Jonson, Leonard     | Wlak, J.            |
| Johansson, Victor   | West, J. W.         |
| Johanson, Geo.      | Zayan, G.           |
| Johnson, Edward A.  | Newspapers and      |
| Kolodzie, George    | Packages            |
| Kalser, Richard     | Ahl, Einar The      |
| Lvbeck, Thos.       | Anderson, David C.  |
| Lindeman, Gust      | Bergh, Borge        |
| Lindroth, Gustaf    | Billington, Martin  |
| Lundin, Chas. -1054 | Persson, H. W.      |
| Lindberg, G. W.     | Swanson, Hugo       |
| Lauritzen, Ole      | Schmidt, Lauritz P. |
|                     | Larsen, James Chr.  |

### Honolulu, H. T.

|                      |                   |
|----------------------|-------------------|
| Anderson, John E.    | Nelsen, C. F.     |
| Burk, Harry -1284    | Petersen, Carl    |
| Crantly, C. W.       | Peters, Walter    |
| Eugenlo, John        | Reither, Fritz    |
| Ekelund, Rickhard    | Solberg, B. P.    |
| Ivertsen, Sigvald B. | Strand, Conrad    |
| Lengvenus, W. L.     | Thompson, Emil N. |
| Moller, F.           |                   |

### INFORMATION WANTED.

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio. 3-24-15

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Any one knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St. 8-11-1915

Olai Ingebrigtsen (Brock), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American bark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469—49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Steuart street, San Francisco, Cal. 8-4-15

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# Pacific Coast Marine.

The steamer "St. Helens," which has been under charter to W. R. Grace & Company, is reported to have been sold by Comyn, Mackall & Company for \$225,000. The name of the purchaser has not been announced.

The Seattle Construction & Drydock Company is said to have booked orders, through J. V. Patterson, its president and general manager, now in New York, to build ten steel freighters for service on the Atlantic.

The U. S. Steamboat Inspectors have suspended for six months the license of Captain C. C. Graham, master of the steamer "Fort Bragg," lost off the coast of Lower California. Captain Graham was tried on charges of negligence and unskillfulness.

The steamer "Columbia," formerly operated on the Seattle-Colby Harper run, was sold recently at public auction to satisfy a lien. The vessel was bid in by Captain Harry W. Crosby at \$1100. The "Columbia" was owned by the Columbia Transportation Company.

Settlement of the salvage claim of the crew of the port of Portland tug "Wallula" and the commission itself against the Peruvian barkentine "Judith" for the rescue of the vessel from the breakers last October has been made for a sum of \$1500, and the barkentine has sailed for Callao.

Karl J. Johnson, master and pilot of the steamer "Kitsap," was ordered suspended for ten days by Captain Bion B. Whitney and Harry C. Lord, United States Steamboat Inspectors, on a charge of having run down and collided with the steamer "Puget" on the run from Irondale to Port Hadlock last October.

Comyn, Mackall & Company are said to have purchased the schooner "Omega" from the Inter-island Steam Navigation Company, of Honolulu, for \$18,500, subject to inspection. The vessel was built at North Bend, Ore., in 1894, being of 522 tons net, with a lumber-carrying capacity of about 700,000 feet.

According to a report from Oakland, Cal., eastern capitalists interested in the recently organized Standard Shipbuilding Corporation of New York would invest \$25,000,000 in a shipbuilding plant to be established in that city. W. A. Boole, Jr., of Oakland, formerly at the head of a shipbuilding concern, was said to have accepted an offer of the presidency of the new company.

The Alexander bill for eleven supervising inspectors of the United States Steamboat Inspection Service, which provides for two supervising inspectors on the Pacific Coast, at San Francisco and Seattle, Wash., has been favorably reported by a sub-committee to the House Committee on Merchant Marine and Fisheries. There is now only one supervising inspector on the Pacific Coast, at San Francisco.

The Shipowners' Association of the Pacific Coast has petitioned the Board of Supervisors of San Francisco to have the channel dredged between Third and Sixth streets, so that coasting vessels may pass up this waterway at ordinary tide, thus facilitating the handling of lumber. The association states that the Harbor Commission and Southern Pacific Company will probably consent to share the dredging cost with the city.

The following bids have been received by the superintendent, Coast and Geodetic Survey, Washington, D. C., for the purchase of the Coast Survey steamer "Gedney": Neider & Marcus, Seattle, Wash., \$1,888.88; Panama-Pacific Commercial Company, Seattle, Wash., \$3,100; Frank Schwartz, Seattle, Wash., \$1,135; Crowley Launch & Tug Boat Company, San Francisco, Cal., \$1,555.55; Charles Goldman, San Francisco, Cal., \$755; S. C. Barrington, Seattle, Wash., \$1,250.

There was a total increase of trade between San Francisco and Australia during the year 1915 of \$10,671,665, according to a report received by Niel Nielsen, trade commissioner for New South Wales, Australia, from J. O. Davis, Collector of the Port for San Francisco. The report shows that the total exports to Australia from San Francisco for 1914 was \$6,097,675, and in 1915 was \$9,965,940, an increase of \$3,868,265. The imports from Australia in 1914 totaled \$2,625,320 and for 1915 \$9,428,720, an increase of \$6,803,400.

As the result of a great scarcity of tonnage and the high price of copper, the Nome steamer "Victoria" was taken from her winter moorings in the east waterway and put on the Prince William Sound run, loading 1,000,000 ties at Port Blakeley and other freight in Seattle for the Copper River and Northwestern Railroad at Cordova, direct via the outside passage. The "Victoria" will be kept on the run all winter in place of the freighter "Seward," which has been chartered to Frank Waterhouse & Co., for the Vladivostok trade.

Two sales of locally-owned sailing vessels, reported during the week are of special interest owing to the price that the two vessels brought. The craft were the barkentines "John Palmer" and the "John C. Meyer," and they were sold by Sudden & Christensen to eastern parties. The "Palmer" was built on this coast in 1911, is of 1080 net tons and brought \$50,000. The

"Meyer" was built on the Pacific in 1903, is of 794 net tons and brought \$45,000. Both vessels have been on the Atlantic for some months, having taken lumber cargoes from this Coast.

Martin C. Erisman, a Seattle naval architect, has advised a number of Seattle lumbermen by whom he was retained to make an investigation, that the problem of getting ocean carriers for the export lumber trade now crippled by the shortage of tonnage will find a complete solution in the construction and operation of schooners equipped with auxiliary oil engines. He has worked out a type of vessel suitable for lumber manufacturers' control which he holds will enable coast millmen to lay lumber down in New York for \$6.81 a thousand feet board measure.

Orders for the construction of four lumber schooners to cost \$300,000 have been placed by A. F. Thane & Company, of San Francisco, with the Anderson Steamboat Company, of Seattle. The vessels, which will be equipped with auxiliary engines, will be 248 feet long, 47 feet beam and 19 feet deep and will have a capacity of 2,500,000 feet of lumber. Captain J. L. Anderson, president of the Anderson Steamship Company, says the company's shipyards will be enlarged at a cost of \$500,000. The improvements will include the construction of a large floating drydock.

The United States gunboat "Vicksburg," which has been sold to the Cuban government, was for a number of years used by the Washington naval militia as a training ship and for many months was stationed at Tacoma. The Cuban government will use the vessel as a training ship for officers and men of the naval forces. She will take the place of the "Patria," which has been used by the Cuban government as a training ship. It is believed that the "Vicksburg's" place as a training ship for the Washington naval militia divisions at Seattle will be taken by the cruiser "Charleston," now at the Puget Sound Navy Yard. The "Vicksburg" will make the voyage to Cuba by way of the Panama Canal.

Shipping men who bid on the collier "Justin," for which bids are to be opened in Washington soon, are advised by Assistant Secretary Roosevelt of the Navy Department that the vessel will not be able to engage in coastwise trade. This is on account of the fact that she was foreign built, and has not had the necessary money spent upon her in American yards to entitle her to all the privileges of American registry. The "Justin" is now at Mare Island Navy Yard, and several local shipping men have been looking her over with the idea of submitting bids to the department in Washington. Under the ruling of the department the "Justin" would be able to engage only in foreign trade.

During the past week the steamer "Eurana" made 13.5 knots over a measured course on her official trial trip and was in every way satisfactory, according to an official of the Union Iron Works. The vessel was built at the San Francisco shipbuilding plant and has since been turned over to F. D. Strachen of Savannah. The new freighter is 400 feet long and 56 feet beam, and is a sister ship of the "Pacific," which was launched recently and put under the Norwegian flag. This new steamer is of the same general build as the "Pacific," formerly the "Annette Rolph." On her trial trip the "Eurana" was in command of Captain Thomas Grant, who commanded the "Pacific" on her trials. Representing the Union Iron Works were Superintendent J. S. Millan and his assistant, H. H. Harris. Captain C. P. Marsten, who is to command the vessel, and her owner, F. D. Strachen, were also along on the trial run. Besides covering the regular course in the bay, the vessel went to sea for two hours.

By sustaining a demurrer to the suit brought against James B. Smith, vice-president of the Western Fuel Company, by the Harris-Irby Cotton Company, Superior Judge Graham of San Francisco held that Smith was not guilty of fraud in the transactions surrounding the sale of the steamer "Leelanaw" to the plaintiff company in 1914. The court's ruling throws the case out of court. Smith was sued for \$25,000, the complaint charging that he conspired with Sudden-Christensen Company, acting as purchasing agents for the Harris-Irby Company, to charge the latter company \$25,000 more for the steamer than the owners actually received. In sustaining Smith's demurrer Judge Graham held that the plaintiff must be able to prove some actual damage before a fraud action can be successfully prosecuted. In this case, he said, the fact that the plaintiffs subsequently sold the vessel for more than they paid for it proved that they had not been damaged in the transaction with Smith.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

## International Seamen's Union of America

Affiliated with  
AMERICAN FEDERATION OF LABOR  
and

INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary,  
570 West Lake St., Chicago, Ill.  
AFFILIATED UNIONS.

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#### SAILORS' UNION OF THE PACIFIC.

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Branches:

VICTORIA, B. C., .....1424 Government St.  
VANCOUVER, B. C., 213 Hastings St., E. corner of  
Hastings and Main, P. O. Box 1365, Tel. Seymour 8703.  
TACOMA, Wash., 2218 North 30th St.  
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.  
ABERDEEN, Wash., P. O. Box 6.  
PORTLAND, Ore., 44 Union Ave., North.  
EUREKA, Cal., 227 First St., P. O. Box 64.  
SAN PEDRO, Cal., P. O. Box 67.  
HONOLULU, H. I., Cor. Queen and Nuuanu Sts.,  
P. O. Box 314.

(Continued on Page 11.)



# Coast Seamen's Journal

Published Weekly at San Francisco

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBURG ..... Editor  
I. M. HOLT ..... Manager

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## NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, JANUARY 26, 1916.

## THE STATE MILITIAMAN.

In a recent address upon military preparedness, Henry L. Stimson, Secretary of War in the Taft administration, had occasion to make some very unfavorable comment on Labor's attitude toward the State militia.

To quote Mr. Stimson:

What is even worse, there has gradually grown up among our laboring classes the feeling that the only soldiers with whom they are practically acquainted represent a different class of the community and are maintained for the purpose of being used against them. Instead of regarding the militiaman as a citizen, training to perform his duty of defending the country in case of real war, the labor man has come to regard him as a representative of capital, being trained as a policeman against labor.

Mr. Stimson has stated the case clearly. The State militia has nearly always been "used" as a tool of capital to keep Labor in "proper" subjection.

In theory the militiaman may be a "citizen trained to perform his duty of defending the country in case of war," but in practice the militiaman is somehow always a defender of the vested interests and the labor crushers.

In the life of this nation there has been scarcely one war for each generation. On the other hand, there have been an increasing number of industrial wars in each succeeding generation. True, these industrial wars, known as strikes and lockouts, are not fought under the auspices of the nation. They are not wars of defense against other nations, but they are in many instances directed against the nation's more dangerous and most insidious enemies who, under the mask of patriots, seek to enslave the nation's workers and establish an industrial tyranny with all its attendant miseries.

And while these wars are not popular with the boughten press and the average politician, they are perhaps of more far-reaching consequence as far as the nation's future is concerned, than any battle ever fought between uniformed men under brass-bound generals.

Just as long as the State militia is being used for the purpose of making more difficult the workers' struggle for justice, just so long will the militiaman be regarded not as a "trained citizen soldier" but as a trained servant of capital.

## WAGES VS. DIVIDENDS.

In another column of this issue will be found an instructive article from the Mine Workers' Journal, entitled, "The Lesson of Youngstown."

It is a repetition of the old, old story. It proves again that unorganized labor will revolt if sufficiently oppressed.

In this instance, merciless oppression and cruel exploitation had become the settled policy and for years, until the present demand for unskilled labor gave them a choice of jobs, the steel workers were forced to accept whatever the Steel Corporation and its followers cared to give them, or to starve. This condition of helplessness and economic slavery was forced on them by a system that kept, with the aid of charity, two men for every job and that ruthlessly crushed any attempt of the employees to organize.

A few of the facts just made public upon the state of affairs at Youngstown are appalling.

According to United States census figures 41 per cent. of all the deaths in Youngstown during 1913 were children under five years of age. The reason so many children died is not difficult to find when one learns that the average head of a family among the foreign-born steel workers, who constitute over 70 per cent. of the entire force, earns less than \$500 a year.

Contrast this with the established fact that the corporation involved, the Youngstown Sheet and Tube Company, has paid for eight years 8 per cent. dividends on its \$10,000,000 of capital stock. In 1913 it cut a melon in the form of a 50 per cent. stock dividend. In other words, the stock has paid 12 per cent. during the past two years and a half. Its value is \$285 a share.

No wonder the Steel Trust magnates object to immigration restriction; for without a constant supply of ignorant and helpless immigrants it would not have been possible to adhere to their "policy" for so many years.

But then, it would be un-American to bar pauper immigrant labor from these shores. At least, that is what we have been told by countless patriots.

Is it not high time to ascertain what is the real meaning of "Americanism" and "patriotism"?

## "INDUSTRIAL RELATIONS DAY."

In common with the 673 other Central Labor Councils organized under the auspices of the American Federation of Labor the San Francisco Labor Council on Friday last set aside the day to begin an active educational campaign under the auspices of the newly organized Industrial Relations Committee, in order to show:

First, how and why collective bargaining through strong organizations makes for justice, industrial stability and individual development;

Second, how to maintain an organization to urge upon Congress and the State Legislatures a definite legislative program designed primarily to remove the obstacles which now prevent effective organization of employees and hamper their negotiations with employers; and

Third, how to furnish the means to employ a small staff of experienced investigators to secure the facts regarding labor conditions and industrial disputes, and an effective publicity organization to give the facts the widest possible circulation.

Realizing that the first and most im-

portant step toward progress in this direction will be the publication of the facts gathered by the late Federal Commission on Industrial Relations, the San Francisco Labor Council unanimously adopted the following resolutions:

"Whereas, By the institution of the Commission on Industrial Relations, Congress has wisely recognized the vital importance and timeliness of securing authoritative, definite and comprehensive information and knowledge concerning existing industrial unrest and the many diversified problems connected with the industrial life of the nation; and

"Whereas, Through the ability, determination and industry of said Commission, Congress has now at its disposal a mass of first-hand testimony obtained from both sides in the industrial struggles between capital and labor in various sections of the country, and also detailed and searching reports made by competent, special investigators, together with other pertinent documents and valuable data, all of which constitutes an inestimable source of information, study and inspiration for the use of persons interested in the solution of the vital problems of industrial relations; and

"Whereas, The original appropriation for the work of the Commission proved insufficient to provide for the publication according to custom of all this material and sufficed only to permit the publication of an abbreviated report and summary of findings and recommendations to Congress, of which now all copies are exhausted; therefore, be it

"Resolved, By the San Francisco Labor Council, representing more than 50,000 organized workers of San Francisco, that we hereby most earnestly urge upon the Senators and Representatives in Congress for California that they use their best endeavors to secure from Congress an adequate appropriation for the publication of at least 200,000 copies of the Manly and Colorado reports for general distribution, and 10,000 copies of all other material, including testimony and special reports, for distribution to libraries, economic associations, reading rooms and other depositories for the dissemination of information and knowledge."

Splendid work has already been performed by the unofficial committee which has taken up the stupendous and as yet unfinished task of the late Federal Commission.

As a current sample of the work actually done, under the able leadership of Frank P. Walsh, the JOURNAL quotes from a special news letter recently forwarded to the press of the country by the Committee on Industrial Relations:

Washington, Jan. 21.—Within a few months of the "Eastland" horror in the Chicago River, with the "Titanic," the "Volturno," and "Empress of Ireland" tragedies of greed still fresh in the minds of the world, the shipping trust is already battering at Andrew Furuseth's recently enacted legislation for safety at sea and fairness to American seamen.

Two bills in Congress to nullify the Seamen's Act have been introduced. One is in the Senate by Senator Gallinger of New Hampshire, the other is in the House by Representative Humphrey of Washington.

The whole labor movement is directly interested in protecting the Seamen's Act. Andrew Furuseth's success, with the especial help of Senator LaFollette, after twenty-two years of fighting, will, if left alone, restore another great employment to American workmen, restore American ships to the seas, relieve the seamen's occupation from Oriental domination, and lessen the competition in land work in American coast cities.

The two bills in Congress are dangerous, but the worst danger that threatens the Seamen's Act is the danger from what has been called "limiting and softening" the enforcement of the law under the rule of the Department of Commerce.

The pressure for the repeal of the Seamen's Act, or for its defeat by non-enforcement, is enormous. The concentrated wealth of the shipping interests of the world is back of the efforts to keep American seamen underpaid slaves, to drive them from the seas, and to recruit the sailors of all vessels of all nationalities from cheap Oriental labor and from the helpless, hopeless outcasts of the capitals of Europe and America.

American shipping interests have from 300 to 400 million dollars invested in vessels flying foreign flags. Their interests are tied up with the federated shipping interests of all the world on all the seven seas.

Most powerful interests, the combined shipping wealth throughout the world, are now assailing and trying to undermine the Seamen's Act. Will the people of the United States stand for it? Will Labor in the United States stand for it?

This is the kind of news service that



will bring results. If the seamen of America had, in the early days of their struggle, been able to spread the truth by the present effective means, the Seamen's bill would have been enacted years ago. And if it had been the law of the land for only ten years past thousands upon thousands of men, women and children, who found an early and untimely grave in the Great Lakes and the oceans, would be alive to-day.

Here's success to the new Committee on Industrial Relations!

#### UNCLE SAM AS AN EMPLOYER.

It is an old saying that a republic is neither a grateful nor an appreciative employer.

Nevertheless, it is to be hoped that the tragic explosion on the submarine "E-2" in the Brooklyn Navy Yard will serve to rouse the public and members of Congress to the need for immediately passing the Kern-McGillicuddy bill (H. R. 476) to establish an adequate compensation system for all civilian employees of the Federal Government.

Three of the five men killed and six of the nine injured were civilian employees, men excluded alike from compensation under the law of New York State and from the provisions made for enlisted men.

It is often overlooked, moreover, that as employees of the National Government they are working for an employer who is not liable for damages. All the protection these men have lies in the provisions of the Federal Compensation law of 1908, "the worst on record," which covers only one-quarter of the employees of the Federal Government, and that in a most inadequate fashion. It pays no funeral benefit. It provides no medical and surgical care for the injured. It limits all benefits for the disabled or for the dependents of the killed to one year's wages irrespective of the continuance of disability or dependency.

For example, the sum of \$600 is all that the widow of James H. Peck, age 64, killed on the submarine, will receive from the National Government to pay burial expenses and to provide for the rest of her life! Under the Kern-McGillicuddy bill she would have received 35 per cent. of her husband's wages during widowhood and \$100 for burial expenses.

The provisions of the Kern-McGillicuddy bill have been endorsed by the U. S. Bureau of Labor Statistics, the Department in charge of administering the present law; the American Federation of Labor, and the Civil Service organizations.

The Bureau of Labor Statistics points out that inasmuch as the bill, H. R. 476, following the best compensation experience, provides compensation at two-thirds of the worker's wages, instead of full wages as at present, and, as a maximum, \$66.66 per month is payable, the operation of this just and adequate measure would not, during its first years at least, cost the nation more than the present crude and inadequate law.

That our national government should continue to neglect its own employees, while thirty-three States have recognized the wisdom and justice of the compensation principle in dealing with the victims of industrial accidents, would seem almost unbelievable. Unfortunately, the facts are as stated and defy contradiction. And unless Congress is deaf to justice and reason it will promptly pass an effective compensation law for Federal employees.

#### IMMIGRATION PROBLEMS.

##### Commissioner-General Caminetti Holds That Conditions Arising From the War Make New Safeguards Imperative.

Chief among the recommendations of A. Caminetti, United States Commissioner-General of Immigration, in his annual report, just submitted to Congress, is the request for favorable action upon a new immigration bill. The features desired heretofore, he says, are made doubly necessary by the problems which have arisen owing to the state of war in Europe.

The following are given as the points in which the features as they were incorporated in the Dillingham bill, in the Burnett bill, and as they will be offered in the immigration bill of the present session, will improve the existing law:

Applying it to aliens coming from the insular possessions to the mainland, meeting a serious problem which for several years has confronted the immigration service.

Closing the enormous gap in the regulation of immigration, consisting of the ease with which undesirable aliens can enter the country by pretending to be sailors.

Making the collection of head tax more easy, more certain, and more equitable.

Adding to the list of aliens excluded several new classes shown by experience to be especially undesirable for moral, mental, physical, or economic reasons.

Making the exclusion of all the inhibited classes more thorough and certain.

Materially strengthening the provisions relating to the sexually immoral or white slave classes with respect both to exclusion and expulsion.

Extending the scope of the contract labor and related provisions so as effectually to exclude or expel induced and solicited immigrants and adequately to punish the importers, and at the same time making it really feasible for employers to import skilled help if such help is not procurable in the United States.

Including in the measure carefully devised and uniformly applied plans for the effective control of the activities of steamship companies, the principal feature of which is the use of the administrative-fine method with the power of refusal of clearance that has proven so effective in enforcing Section 9 of the existing statute, instead of the court prosecution method that has proven unsatisfactory in enforcing the present law.

Providing for the abatement of the evils, so serious in the past, growing out of the smuggling of aliens into the United States, the crime being properly defined and adequately punished.

Extending the use and effectiveness of those humane provisions of existing law which are intended to prevent the bringing of ineligible aliens to our ports.

Providing for a much more thorough examination by inspectors of aliens seeking admission, and clothing the officials with sufficient authority to insure proper performance of their duties.

Compelling steamship officials to return in quarters equally comfortable as those in which were brought aliens excluded at United States ports, abating a serious imposition.

Providing for the release under bond of, or the payment of witness fees to, aliens detained as witnesses, who under existing law have to be detained in confinement pending the bringing of prosecutions or suits.

Clarifying those provisions of the law of 1907 intended to give the department authority to remove smuggled Chinese from the country under the summary administrative process of the immigration law instead of using the cumbersome and often ineffective process of the exclusion laws.

Making possible the expulsion from the country of alien anarchists and criminals, even when they have become such after entry.

Fixing a definite and easily followed rule with respect to the conferring of citizenship upon wives and minor children of naturalized aliens.

Compelling railroad companies engaged in carrying aliens across our land boundaries to provide suitable sanitary detention quarters for the immigrants.

"The foregoing recommendations," Mr. Caminetti says, "were submitted long before the European war situation arose. They were much needed under normal conditions; and it is readily apparent that, whatever the general result of the war may be, the importance of adopting them can not be reduced, but, on the contrary, must be increased thereby to such an extent that their adoption becomes an imperative necessity."

The Commissioner-General declares that the drop from the million-a-year pace in immigration was not the sole unprecedented condition and problem of the year. Many aliens rejected at United States ports cannot be deported at present owing to the hazard of capture by an enemy country. This brought failure promptly to enforce the existing laws and regulations and at the close of the fiscal year there were 1328 aliens within the United States who had no right to be here. Such propositions as the control of the land boundaries, particularly the Canadian border (Canada being involved in the war); the handling of alien seamen, especially those employed on vessels of belligerent nations interned in United States ports; and the han-

(Continued on Page 10.)

## OFFICIAL.

#### SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Jan. 24, 1916.

Regular weekly meeting came to order at 7 p. m., Joe Faltus presiding. Secretary reported shipping continuing dull.

JOHN H. TENNISON, Secretary pro tem.  
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., Jan. 17, 1916.

No meeting. Shipping fair; prospects uncertain.

REGINALD TOWNSEND, Agent.  
Room 11, De Cosmos Block, 1424 Government St.

Vancouver, B. C., Jan. 17, 1916.

Shipping fair; prospects uncertain.

W. S. BURNS, Agent.  
213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Jan. 17, 1916.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.  
2218 North 30th St. Tel. Main 808.

Seattle Agency, Jan. 17, 1916.

Shipping and prospects poor.

P. B. GILL, Agent.  
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Jan. 17, 1916.

Shipping dull; prospects poor.

J. PEARSON, Agent.  
P. O. Box 6. Tel. Main 557.

Portland Agency, Jan. 17, 1916.

Shipping dull; prospects poor.

JACK ROSEN, Agent.  
44 Union Ave. North. Tel. East 4912.

Eureka Agency, Jan. 17, 1916.

Shipping dull; prospects uncertain.

OTTO DITTMAR, Agent.  
227 First St. P. O. Box 64. Tel. 159.

San Pedro Agency, Jan. 17, 1916.

Shipping fair; prospects uncertain.

HARRY OHLSEN, Agent.  
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Jan. 10, 1916.

Shipping dull; prospects poor.

JACK EDWARDSON, Agent.  
P. O. Box 314. Tel. 2526.

#### MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Jan. 20, 1916.

Regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping slow; plenty of members ashore.  
EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, Jan. 13, 1916.

Shipping very dull; plenty of members ashore.

LEONARD NORKGAUER, Agent.  
Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Jan. 12, 1916.

No meeting. Shipping fair; plenty of members ashore.

HARRY POTHOFF, Agent.  
P. O. Box 54.

Portland Agency, Jan. 17, 1916.

No meeting. Shipping poor.

THOMAS BAKER, Agent.  
89 Second St. N. Phone Broadway 2306.

#### ALASKA FISHERMEN'S UNION.

Headquarters, San Francisco, Cal., Jan. 21, 1916.

Regular weekly meeting came to order at 8 p. m., John Vance Thompson presiding.

Secretary stated having been advised by William Redfield, Secretary of Commerce, that Congressional action would be required to get Government regulation of size of mesh in gill-nets used in the catching of red salmon in the Bering Sea, Alaska.

That the Codfishermen after several well-attended meetings had agreed upon complete propositions to be presented to the various codfishing companies in San Francisco for 1916. (See notice on page 2.)

That another meeting of the Codfishermen will be held in the Alaska Fishermen's Union Hall, Maritime Hall Building, 49 Clay street, Tuesday, February 1, at 7 p. m., which all Codfishermen in port are urgently requested to attend.

I. N. HYLEN, Secretary.  
Maritime Hall Building, 49 Clay street. Phone Sutter 6452.



## TWO KINDS OF CONSCRIPTION.

Editor's Note—If there is to be conscription of men there should also be conscription of money. This is the attitude of Australian trade-unionists very ably voiced by "The Worker" of Sydney, New South Wales. As a clear and forceful presentation of the conscription issue, "The Worker's" article is to be commended for earnest perusal by all thinking workers.)

Whatever else may be said about Capitalism, it cannot be denied that it very thoroughly performs the task of imbuing us with a sense of its preeminence.

It seems incredible that we should permit ourselves to be persuaded into the belief that money is of more importance than men; that to LOAN the gold of our purses is as great a sacrifice as to GIVE the blood of our hearts.

Yet Capitalism has so educated us that this notion, which looks utterly impossible of acceptance when stated in black and white, is firmly implanted in the very fibre of our being!

The war that is raging in Europe has made tremendous demands on all the peoples of the belligerent countries. They have had to open their veins and let their blood gush forth in streams to satisfy it.

The cry for men, and still more men, has gone up, and the cry has been answered by the free offering of the young and virile manhood of the nations.

But when money was wanted, it did not seem to enter into anybody's head that a free offering should be made of THAT.

Men had to be given without thought of reward; but money!—money must be paid for; money must only be parted with in a binding obligation to restore it, with INTEREST ADDED!

And so completely has Capitalism done its work, that even here in Australia, where the ideas of democracy have made greater progress than anywhere else on earth, this horrible exaltation of money over men has excited no public indignation.

At the present time the Government of the Commonwealth is asking for 50,000 additional soldiers.

It doesn't propose to BUY them. It doesn't seek to obtain the 50,000 by means of bribes—by the dangling of gilt-edged inducements before their eyes.

Oh, no! It expects that the men will come forward willingly, and make a free gift of themselves. And it throws out a hint that, should they fail to do so, it will not hesitate to TAKE all the men it needs.

Now it happens that at the same time the Government requires more money for the prosecution of the war. Ten millions are wanted for immediate purposes.

How does it go about financing its share in the defense of the Empire? Why, by requesting the money as a LOAN ONLY, undertaking to return it in ten years, meantime paying usury upon it at the rate of 4½ per cent., with a special privilege thrown in, in the form of exempting from income taxation the amounts thus "earned."

Two widely different standards of patriotism are in this way set up.

There is the patriotism that rushes to give all it possesses—life, limb, home, happiness—in a splendid abandonment of self-interest.

And there is the patriotism that carefully calculates the profits, and perceives TONKIN—January 22

in the peril of its country nothing more appealing than a commercial opportunity.

The Government is not to blame for this. The Government acts upon the situation as it finds it, and money has universally been accorded such a superiority over men that while, in all the belligerent countries except Great Britain, men are taken without so much as "by your leave," in no country has any Government presumed to lay sacrilegious hands on a single piece of money.

Taxation there has been, of course. But it has only touched the fringe of the great fortunes of the rich, the amounts thus raised barely doing more than pay for the grease on the wheels of the gun carriages.

In every one of the nations at war the enormous sums needed to keep the saturnalia of slaughter going have been raised by loans, solicited by the Governments concerned in a most respectful tone of voice, what time they stand, cap in hand, humbly awaiting the pleasure and convenience of the Lords of Cash!

We have done that in Australia. The war taxes levied may have yielded enough to pay for the buttons on the soldiers' uniforms, but the millions required for the maintenance of our great armies in camp and field we have borrowed, offering high rates of interest to stimulate the patriotism of Shylock.

It is about time we put a stop to this degrading discrimination in favor of money.

It is up to Australia to tell its money-owning patriots what they really are, and expose them in their true colors.

"The Worker" has all along insisted that NO INTEREST SHOULD BE PAID ON LOANS FOR WAR PURPOSES. And there is a growing feeling in the country in favor of this course.

It is a shocking thing that people whose lives and properties are being defended on the battlefields should have to be paid to help in that defense.

It is something repugnant to all concepts of loyalty that people should only consent to render service to their country in its hour of peril on condition that they are permitted to grow rich on its necessities, and turn to their own selfish advantage the blood that is flowing from its wounds.

Let us have no more of this cannibalistic patriotism, that devours the flesh of its own mother, even while she fights to protect her unnatural offspring.

The cannibal press is teeming with threats against the unenlisted manhood of the Commonwealth. "If you do not GIVE yourselves," it fumes, "you shall be TAKEN!"

And as something in the nature of a step preliminary to the taking, the Government has prohibited males of military age from leaving Australia, and is about to force from every unwilling man who is eligible as a fighter his reason for not joining the colors.

And we want to know why these drastic methods are not applied to money as well as to men. Why are persons placed on a lower plane than property in this supreme crisis?

Let the Government say, "Ten million is needed for the war. It is asked as a loan, free of interest. Now, then, you rich patriots—GIVE. Fail to do so, and we shall TAKE!"

We are told that voluntaryism is on its trial as regards men. Put it on its trial as regards money.

It is an insult to Australian Democracy that gore should be so cheap, and gold so dear.

It is an outrage on human dignity that lucre should be treated as something so high above life that it is right to demand that the one shall be given for nothing, while the other is sued for as a loan, and its owners tempted with rich rewards.

## THE MIGRATORY WORKERS.

The warning offered the delegates to the San Francisco convention of the American Federation of Labor by that veteran in the labor movement—Andrew Furuseth, president of the Seamen's Union—the danger that threatens the great organized labor movement because of the millions of workers who drift from place to place in search of employment, merits the consideration it received in that convention, consideration, that we hope will be followed by strenuous and well-advised activity.

Possibly in no other country in the world is there a parallel for the method, or rather lack of method, in procuring men for temporary employment as there is here in the United States. The reason for its toleration here, so long, is because "Labor," especially the manual labor that builds railroads, gathers harvests, has heretofore come to this country, at its own expense, in seemingly endless quantities.

Such labor was considered fully paid if allowed the cost of its upkeep while working. No provision is deemed necessary to allow for replacement, for the family life that is necessary for perpetuation.

As soon as the job such men are brought in to accomplish is finished, the men who had been brought in, generally in more than sufficient numbers to do this necessary work, are turned loose upon the country to make the best of their way to other jobs, often thousands of miles away.

By the time they reach such jobs they are in no position to quibble at the prices offered; their immediate necessity makes of them a menace to the workers everywhere. Also, designing employers and their agents, recognizing the advantage of large numbers of unemployed workers in immediate need, take measures to induce the immigration of such; exploit them to their own gain, and when done with them demand that they be driven from that vicinity, with violence if necessary, or that they be forced to do work for the county or city without any remuneration, as a punishment for being in need; work that these very men would gladly do if offered a wage.

To organize these workers will require the best thought and action of the organized labor movement. It will first be necessary to appreciate their point of view. That will require men who have lived the life of the migratory workers.

But whatever effort it may take, it will be necessary to put forth. Too long have these men been justified in believing that there was no law, no institution of any kind that recognized they had any right upon earth.—Mine Workers' Journal.

It is officially estimated that the Crowsnest coal fields in British Columbia alone contain coal sufficient to supply five million tons of fuel a year for seven thousand years.



## THE LESSON OF YOUNGSTOWN.

The unprecedented activity in the steel industry, brought about by orders for implements of destruction to be used in the war in Europe, has resulted in great appreciation of the values of stocks and bonds that represent ownership in the plants.

In spite of the fact of the great increase in cost of the necessary commodities that even the poorest must have to preserve life, the wages of the workers in the steel mills, always low since the suppression of the organization of the steel workers, were not raised; so that in effect the purchasing power of the workers were forced below the point of subsistence by the very causes that made for the wonderful prosperity of the mill owners.

It has long been the policy of the managers of the steel plants, in every part of the country, to carefully exclude all English-speaking laborers; and furthermore, in order that they might hinder all efforts toward organization, to carefully mix the nationalities of those whom they select to employ, and to carefully weed out such of the employes as showed signs of restlessness; of intelligent discontent.

In the last few years attempts have been made to reorganize the workers in the steel industry. Organizers of the American Federation of Labor have cooperated with the Amalgamated Association in an attempt to organize the steel workers.

But their efforts were met by the managers of the steel plants with the usual instruments of obstruction, spies among the workers; hired sluggers, to beat up or murder any of the organizers they could lay hands upon, or any of the workers in the mills who showed an inclination to heed the advice to organize.

And, when eventually the increased cost of living with no increase in the rate of wages drove these unorganized men of many nationalities to resistance, to strike for a wage that would give them sufficient to buy the bare necessities of life in return for the twelve hours of arduous labor demanded of them, the answer to their cry of despair was an army of hired thugs who it was hoped could be used to drive these rebels back to their tasks.

And, as ever, these mercenaries, whose business is violence, sought to justify their selection by beginning the work of terrorizing that was expected of them. In the press reports there are columns describing the work of the frenzied mob. In some of the daily papers there are a few lines to the effect that there was an encounter between strikers and guards outside of the plants. In others, not a word of the causes that drove the unorganized mob to senseless riot.

The facts, as they are known by all who were present, are that the men and women who had assembled with the purpose of attempting to dissuade and shame those who had taken their places from continuing at work, were fired upon by the imported thugs and several men and women were hit and seriously wounded.

What followed was the frenzied attempt of a mob, unled, because systematically deprived of leaders, inarticulate, because systematically restrained from any attempt at expression, furious because of realization of past and present wrongs, reckless because of the realization of having no stake

in the community, no rights that were recognized, to express its hatred; its despair.

We realize that it was absolutely necessary to suppress this mob driven wild. We also recognize the absolute necessity of correcting the horrible conditions that drove these people to senseless frenzy. We can plainly see the danger looming; the possibility of such desperate, hopeless, senseless outbreaks of greater scope that may be difficult to suppress; that may threaten our very civilization.

For we also realize that no progress for the cause of the workers can result from the unreasoning fury of a mob, or from the work or destruction that was the expression of their despair. It is, however, just what can be expected as a result of a policy that denies to the workers consideration as human beings while employed, or any hope for the future.

The policy of keeping the workers divided; of repressing by brutal force any intelligent attempt of expression of discontent, of refusing to recognize their right to be heard on questions that concern them most intimately, can only result in just such furious, senseless, leaderless, mad outbreaks as that of East Youngstown.—United Mine Workers' Journal.

## BRITISH COLUMBIA HERRING.

A feature of the fishing industry in British Columbia, which leads all other Provinces in the Dominion in the quantity and value of the fish taken from its waters, is the preparation and marketing of herring, which are in greater demand at this time than ever before, due to the fact that the prevailing prices for other staple breakfast commodities such as bacon, eggs, etc., are much higher than usual.

The kippered herring represents the choicest fish from the catches, carefully cleaned, salted, and smoked. A large number of people are employed in their preparation, and the industry, which is in its infancy in British Columbia promises to develop into one of considerable importance. When the herring are brought into port they are sorted according to size, condition, and general fitness for various purposes. The most perfect of the catch are selected for kippers, the others being frozen and kept for bait. The sorting is done by means of a long chute into which the fish are dumped from the boats and directed by sorters to their proper classification.

After being scraped and thoroughly cleaned the fish are placed in brine of varying density, which is automatically regulated in its application. After remaining in the brine for the required length of time, depending upon the market for which they are intended, the fish are placed in a tightly inclosed room where for ten hours they are subject to a dense smoke from kiln-dried sawdust, or alder wood.

The wholesale price of kippered herring in the Vancouver market averages about 7 cents per pound, the price to the consumer being 10 cents per pound.

The due-paying feature of the members in this union is considered an unreasonable one on the part of a few of them. Yet, what other investment did you ever make that you derived as much financial and other protection from?

## NOTICE TO SEAMEN.

### IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,

V. A. OLANDER, Secretary.

## LAKE DISTRICT, I. S. U. of A.

### HEADQUARTERS:

#### LAKE SEAMEN'S UNION,

570 West Lake Street, Chicago, Ill.

### BRANCHES AND AGENCIES:

|                        |  |
|------------------------|--|
| BUFFALO, N. Y.         | 55 Main Street<br>Telephone Seneca 936 R.          |
| CLEVELAND, O.          | 1401 W. Ninth Street<br>Telephone Bell Main 1842.  |
| MILWAUKEE, WIS.        | 133 Clinton Street<br>Telephone South 240.         |
| ASHTABULA O.           | 21 High Street<br>Telephone 552.                   |
| NORTH TONAWANDA, N. Y. | 152 Main Street<br>Telephone Bell 2762.            |
| DETROIT, MICH.         | 15 Twelfth Street<br>Telephone 3724.               |
| SUPERIOR, WIS.         | 1721 N. Third Street<br>Telephone, New, Broad 385. |
| BAY CITY, MICH.        | 108 Fifth Avenue                                   |
| OGDENSBURG, N. Y.      | 70 Isabella Street                                 |
| CONNEAUT, O.           | 922 Day Street                                     |
| SOUTH CHICAGO, ILL.    | 9142 Mackinaw Avenue                               |
| PORT HURON, MICH.      | 517 Water Street                                   |
| ERIE, PA.              | 107 E. Third Street                                |

#### MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

### HEADQUARTERS:

71 Main Street, Buffalo, N. Y.

Telephone Seneca 48.

### BRANCHES:

|                   |                         |
|-------------------|-------------------------|
| CLEVELAND, O.     | 1185 W. Eleventh Street |
| CHICAGO, ILL.     | 445 LaSalle Avenue      |
| MILWAUKEE, WIS.   | 151 Reed Street         |
| DETROIT, MICH.    | 27 Jefferson Ave., East |
| SUPERIOR, WIS.    | 1814 Fourth Street      |
| OGDENSBURG, N. Y. | 70 Isabella Street      |
| BAY CITY, MICH.   | 108 Fifth Avenue        |

#### MARINE COOKS AND STEWARDS' UNION.

### HEADQUARTERS:

406 N. Clark St., Chicago, Ill.

Telephone Main 365.

### BRANCHES:

|                 |                        |
|-----------------|------------------------|
| Buffalo, N. Y.  | Toledo, O.             |
| Cleveland, O.   | North Tonawanda, N. Y. |
| Milwaukee, Wis. | Superior, Wis.         |
| Ashtabula, O.   | Erie, Pa.              |

#### UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

### MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

### RELIEF STATIONS:

|                      |                         |
|----------------------|-------------------------|
| Ashland, Wis.        | Ogdensburg, N. Y.       |
| Ashtabula Harbor, O. | Oswego, N. Y.           |
| Buffalo, N. Y.       | Port Huron, Mich.       |
| Duluth, Minn.        | Manitowoc, Wis.         |
| Escanaba, Mich.      | Marquette, Mich.        |
| Grand Haven, Mich.   | Milwaukee, Wis.         |
| Green Bay, Mich.     | Saginaw, Mich.          |
| Houghton, Mich.      | Sandusky, O.            |
| Ludington, Mich.     | Sault Ste. Marie, Mich. |
| Manistee, Mich.      | Sheboygan, Wis.         |
| Erie, Pa.            | Superior, Wis.          |
| Menominee, Mich.     | Toledo, O.              |



**WEEKLY NEWS LETTER.**

(Continued from Page 3.)

in wage return and union benefits. Some day our members will be educated to the necessity of two-dollar dues; then progress will be greater than ever.

"All our older unions have passed through the low-due stage. They have learned in the school of bitter experience that a low-due organization cannot be progressive."

**That New Immigration Plan.**

The National Americanization Committee has opened headquarters in Philadelphia and is preparing details for a State-wide campaign to Americanize the thousands of immigrants that have been poured into this commonwealth by the steel and coal trusts.

The National Americanization Committee was recently organized in New York by the Astors, the Vanderbilts, railroad officials and other influences whose swollen fortunes have been made possible by the exploitation of immigrants and the lowering of American workmen's living standards. These influences are alive to the danger of increasing agitation against immigration, and the committee is preparing the stage for a general movement which it terms, "Americanize the immigrant," while totally ignoring the evils of stimulated immigration so necessary to cheap labor advocates.

These evils are referred to in a special report to the Federal Department of Labor in 1914 by W. W. Husband, who made this declaration after a six months' study of immigration in eastern Europe:

"The difficulty, in the situation, however, arises chiefly from the fact that the economic law is constantly interfered with by artificial influences, back of which is the desire for gain on the part of those who profit through the movement. Chief among these influences are the army of steamship agents and brokers operating in Europe and to some extent in the United States; the transatlantic transportation companies, and the railways and lesser steamship lines which serve as feeders for them, and employers in the United States who demand an exhaustless supply of cheap labor."

Despite the praiseworthy declarations of the National Americanization Committee, trade unionists and other advocates of immigration restriction are skeptical of the announced purposes of the backers of this organization, who, it is shown, make no reference to closing the flood gates of eastern and southern European immigration. It is also pointed out that the railroad and steamship companies, together with cheap labor employers, will assist any educational movement of this character if they are permitted to swamp the labor market with their hordes of illiterates through stimulated immigration.

It is said that the men who gave large financial support last year to the National Liberal Immigration League have transferred their allegiance to the newly-formed National Americanization Committee because of the publication by President Gompers, January 30, 1915, of the contributions various trusts and employers of cheap labor made to the league. This exposé destroyed the league's usefulness

and a change of tactics was necessary in the fight to maintain what Federal Investigator Husband terms "an exhaustless supply of cheap labor."

**"Jurisdiction Disputes Are Inevitable."**

Jurisdiction disputes accompany growth and organization, says President Gompers in this month's American Federationist, who writes, in part:

"It is essential to an understanding of the form of the organization of the labor movement to have in mind that the labor movement is a voluntary institution, and that it is what the workers desire. They are guided in their desires by what they think best serves their needs and interests. A particular form of organization cannot be forced upon them against their volition.

"Under the laws and principles of the American Federation of Labor, international unions have absolute jurisdiction over all matters affecting the interests of their own members only. Each organization adopts that form of organization best adapted to protecting its members and to securing for them increasing benefits, even should the A. F. of L. assume the attitude of dictating to any group of workers that they 'must' organize along so-called industrial lines. No edict will eliminate jurisdictional disputes no matter by whom such an edict is proclaimed. As has occurred in the past, the members of any organization would refuse to obey a direction that did not conform to their conceptions of their best interests.

"Even should they obey, jurisdictional disputes would continue, because they are an accompaniment of change and life in industry.

"As the lines separating industries change, changes become necessary in the organization of the workers. Jurisdictional disputes would develop between industrial unions for the same reasons that they arise between trade organizations. In addition, production within one industry generally involves more than one trade. Those of different trades have different problems; they have problems and interests that are frequently not identical with the other workers in the industry. It is inevitable that disputes would arise within the industrial union, and would be more acute than those now existing.

"Perhaps one of the most incisive comments upon the practicability of industrial unionism was made by a fraternal delegate who was keenly interested in understanding the fundamentals of the American labor movement. He remarked that the only basis for industrial organization that would be in any degree permanent would provide for three organizations; a union of midwives, a union of grave-diggers, and all between belonging to the third.

"Industrial unionism is not a cure for disputes or differences between organizations of workers. That form of organization would only transfer disputed questions to other boundaries and other terms. Jurisdictional disputes develop from necessary changes in organization and differences of opinions as to the best way of meeting the difficulty. They are an inevitable accompaniment of growth and organization. The problem is not to eliminate jurisdictional disputes, for that would eliminate life, but to meet them in the best possible way.

"The element essential to the adjustment of these disputes is the spirit of fraternity among the workers, mindful of common interests and desirous of reaching adjustments. The workers must be willing to go along together and to work out practical agreements. This spirit was one of the distinguishing characteristics of the San Francisco convention. Although there were proposals to use compulsion, to revoke charters, to dictate terms of adjustment, yet the true spirit of voluntary organization prevailed and the workers agreed to remain within the American labor movement and to work out their differences with regard for common interests and for the maintenance of the power and effectiveness of the organization.

"This spirit is essential to fraternity and solidarity within the labor movement. It is an assurance of continued growth and increasing progress for the cause of labor."

The losses to British shipping caused by the war have been considerably below what was expected. According to "Fairplay" (London), it was calculated that the initial loss at the outbreak of the war would be 5 per cent., a loss of £4,325,000. For the first six months a further loss of 5 per cent. was calculated. From the outbreak of the war till the end of November, 1915, 272 vessels have been lost, out of a total of 4,421 entered for insurance under the British Government scheme, a percentage of 6.14. The losses in money total £9,269,072 out of £153,469,068 in values entered, a percentage of 6.04. In the first six months the losses totaled £2,732,000, 1.78 of the values entered. The calculations as to losses did not include the possibility of passenger ships being sunk at sight. From the lists issued each month by the Liverpool Underwriters' Association, it is calculated that the losses of steamships and sailing vessels, British and foreign, together with their cargoes, during the first fifteen months of the war, amounted to £23,756,251.

A collection of 10,960 bottles, containing specimens of the ocean bottom secured by vessels of the United States Coast and Geodetic Survey on the Atlantic, Gulf and Pacific Coasts has recently been transferred to the Smithsonian Institution.

**IMMIGRATION PROBLEMS.**

(Continued from Page 7.)

dling of aliens of an extremely undesirable type impelled to come to the United States from belligerent countries because of the very situation arising from that status of their native land, were but a few of the larger problems with which the bureau was confronted.

Statistically the report shows that during the fiscal year 1914 aliens to the number of 1,218,480 migrated to the United States. During the decade of which the year 1914 was the close, immigration averaged 1,012,194 aliens per year. With the fiscal year 1915 and its unusual conditions, immigration dropped to 326,700. During the same time 107,544 non-immigrant aliens entered the country, making a total of 434,244 admissions; but during the year 204,074 aliens emigrated from the country and 180,100 non-immigrant aliens left, making the total departures 384,174; so that the actual increase in population through immigration was only 50,070, compared with an increase for the fiscal year 1914 of 769,276.

In the fiscal year 1914 aliens to the number of 33,041 were rejected. This was 2.3 per cent. of the number who applied. In the past fiscal year 24,111 aliens were rejected, the rejections thus amounting to 5.3 per cent. of the applications.

The Commissioner-General asks for a signal service, and a director of the same, to stop smuggling of Orientals.



## CERTIFICATED ABLE SEAMEN.

In connection with the compulsory examination of American seamen under the Seamen's law, the "Shipping and Mercantile Gazette" (London) mentions that in 1878 certificates were issued in certain British ports to sailing-ship sailors who came forward voluntarily for examination. That system of examination was instituted by the Local Marine Board, London. At that time there were a good number of incompetent men shipping before the mast in sailing ships. It was a common grievance among seamen who did know their duty that they had, as soon as the ship towed away to sea, to do the work of the incompetents.

There existed at that time an association known as the Amalgamated British Seamen's Protection Society, which worked on friendly lines with employers. The society was closely concerned in the movement for securing certificates for really competent A. B.'s, but passed out of existence about the time the Shipping Federation came into existence.

There was a special room at Green's Home, Poplar, which was fitted with all the various tools used by men in sailorizing work—marlin-spikes, fids, and serving mallets and all the other oddments. The men had to show their capabilities in all kinds of splicing—including wire rope—parceling and serving, repairing sails, and other kinds of sailor's work that could be carried out in a room. They had to box the compass, show efficiency in steering, know all about the handling of ropes and sails, give evidence of their skill in bending and unbending sails, and sending yards up and down, and also the handling of anchors and chains.

Altogether it was a fairly stiff examination for a man before the mast. Sailors had to show their knowledge of sail-handling by the use of models. Then there was a provision that any man who liked could sit for examination in Morse signaling, and, if he passed, that fact was endorsed on his certificate.

The indoor test was only part of the business, for the candidates had to show practical ability in boat-handling and heaving the lead. This part of the test was carried out from the old "President," moored in the South West India Dock. Candidates had to go through a rowing and sculling test. Having done all this to the satisfaction of the examiners, the successful candidates had to present themselves before the Local Marine Board, when they received a small parchment certificate as A. B.

Before they were allowed to go in for that examination, men had to give evidence of four years' sea service. However, some of the sailors opposed the scheme, and probably not more than 100 men took up certificates.

The fault really was that the examination was a voluntary one. Had it been compulsory, it would have weeded out the wasters. The scheme died a natural death through want of support.

The greatest force for the betterment of the workers' condition lies in the worker himself. Not by independent effort, but by uniting with his fellow worker and presenting a solid front.

## CITIZENS OF THE WORLD.

"Among all the famous sayings of antiquity, there is none that does greater honor to the author, or affords greater pleasure to the reader (at least if he be a person of a generous and benevolent heart), than that of the philosopher who, being asked what countryman he was replied, that he was 'a citizen of the world.' How few are there to be found in modern times who can say the same, or whose conduct is consistent with such a profession! We are now become so much Englishmen, Frenchmen, Dutchmen, Spaniards, or Germans, that we are no longer citizens of the world; so much the natives of one particular spot, or members of one petty society, that we no longer consider ourselves as the general inhabitants of the globe, or members of that grand society which comprehends the whole human kind.

"Did these prejudices prevail only among the meanest and lowest of the people, perhaps they might be excused, as they have few, if any, opportunities of correcting them by reading, traveling, or conversing with foreigners; but the misfortune is, that they infect the minds, and influence the conduct, even of our gentlemen; of those, I mean, who have every title to this appellation but an exemption from prejudice, which, however, in my opinion, ought to be regarded as the characteristic mark of a gentleman; for let a man's birth be ever so high, his station ever so exalted, or his fortune ever so large, yet if he is not free from national and other prejudices, I should make bold to tell him, that he had a low and vulgar mind, and had no just claim to the character of a gentleman. And, in fact, you will always find that those are most apt to boast of national merit, who have little or no merit of their own to depend on; than which, to be sure, nothing is more natural; the slender vine twists around the sturdy oak, for no other reason in the world but because it has not strength sufficient to support itself.

"Is it not very possible that I may love my own country, without hating the natives of other countries? that I may exert the most heroic bravery, the most undaunted resolution, in defending its laws and liberty, without despising all the rest of the world as cowards and poltroons? Most certainly it is; and if it were not—but why need I suppose what is absolutely impossible?—But if it were not, I must own I should prefer the title of the ancient philosopher, viz., a citizen of the world, to that of an Englishman, a Frenchman, an European, or to any other appellation whatever."—Oliver Goldsmith.

The United States Steamboat-Inspection Service has published a list of officers of merchant steam, motor, and sail vessels licensed during the year ended June 30, 1915, for a period of five years. The publication contains a list of all persons licensed, the names of all persons to whom certificates of lost licenses have been issued, the names of those whose licenses have been suspended, canceled, or revoked, and the names of those whose licenses have been withheld by the inspectors. The names are classed according to the local inspection districts in which the licenses were issued or where action was taken on them. Ten supervising inspection districts are represented.

## Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

## International Seamen's Union of America

(Continued from Page 5.)

### MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

#### Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

#### Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.

PORTLAND, Ore., 242 Flanders St.

SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

### MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

#### Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

#### Branches:

SEATTLE, Wash., Room No. 203, Grand Trunk Dock. P. O. Box 214.

PORTLAND, Ore., 89 Second St. N.

SAN PEDRO, Cal., P. O. Box 54.

### ALASKA FISHERMEN'S UNION.

#### Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

#### Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

## The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia  
29 ERSKINE STREET, SYDNEY, N. S. W.



## Labor News.

"In organized labor lies the hope of the world," declared Prof. J. N. Bowman in a speech in Seattle, Wash. "The labor element is making itself felt not only in politics, but in literature, art, music and the church."

It is announced that the Potter & Johnson Machine Company, of Pawtucket, R. I., has conceded a 5 per cent. increase to nine hundred employees. These workers struck last August for wage increase and a shorter workday.

The average salary of school teachers in West Virginia is \$344 a year, according to statistics compiled by the State Department of Free Schools. The highest average is \$63 a month, and the lowest is \$40. Of the 10,084 teachers, 4,318 are men.

Laundry workers in Springfield, Mass., are organizing to enforce the factory laws and the wage rates agreed to by the State Minimum Wage Commission. Some employers see the handwriting on the wall and promise that the demands will be granted.

The Sanitary and Street-cleaning Teamsters' Union continues its campaign against the contract system of collecting garbage and ashes in Boston. These workers charge that the provisions regarding the employment of citizens and the wages to be paid are continually violated.

The Illinois act providing for pensions for the blind took effect the first of the year. Under this law it is obligatory for counties to provide for their blind by appropriating money for their support. All males over 21 years and females over 18 years are to be awarded \$150 a year.

It is stated that 500 prisoners at the Western penitentiary in Pennsylvania have ceased work in the hat, broom and hosiery departments because of the new convict-labor law, which took effect the first of the year, and which provides that products of the penitentiary shall be consumed by State and county institutions. Until the prison labor commission has perfected its plans, work at the Western penitentiary will be apportioned among those made idle because of the law.

The Stereotypers' Union has signed a new contract with the Indianapolis Publishers' Association. The rates are: Evening papers, \$3.83 1-3; morning papers, \$3.91 2-3. After October 1, 1916: Evening papers, \$3.91 2-3; morning papers, \$4. After October 1, 1917: Evening papers, \$4; morning papers, \$4.08 1/2. Apprentices, one to each office, the office to regulate the rate of pay for the first two years. Beginning the third year, they shall receive \$2.25 per day; fourth year, \$2.50; fifth year, \$2.75.

Physicians are battering against a brick wall in their fight against ill health if they do not favor high wages, said Major General Gorgas, Surgeon General of the United States army, in a speech to the convention of the American Civic Association. "The best work that civic and social organizations can do now," he said, "is to declare for better wages, which will be followed immediately by better living conditions and better health." The army officer said one of the chief reasons why the health problem had been solved in the Panama Canal Zone was because there had been no cases of extreme poverty there.

## SEATTLE, WASH.

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and Men's Furnishings

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Near Yesler Way SEATTLE

## Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Andersen, Walter Karell, J.  
Andresen, Jorgen Krager, C.  
Abrahamsen, Halp- Karlson, Ingvald  
tan Kylander, Herman  
Aagaard, A. Larsen, L. A.  
Andersen, Alfred La Pollette, James  
Anderson, Hjalmar Le Mins, Aug  
Andersen, A. C. Larsen, T.  
-1108 Lersten, J. O.  
Andersen, Albert Louwain, Erle  
Berg, Johanus Lundgren, Carl  
Barrell, Geo. McIntyre, James  
Bohm, Franz Mikkelsen, K. -1620  
Bongquist, Gus Mjones, John  
Bekker, Geo. Mathisen, Sigurd  
Brewer, Geo. Moore, C. R.  
Brokow, Albert Mikkelsen, A. W.  
Camozi, M. McLeod, N.  
Chamberlain Mathisen, Nels  
Connouton, T. H. Martinsen, C.  
Carlson, John -861 McNeill, R.  
Daklin, Gus McManigal, T. E.  
Dazell, James Mortensen, J. R.  
Engstrom, Ch. Moleny, K.  
Erikson, Chr. Moen, R.  
Edsen, F. Moore, J. M.  
Eugh, I. Nelson, Henry  
Erikson, E. Nasse, A. K.  
Ergsen, N. P. Nielsen, Alfons  
Fox, John Nilsen, Alf  
Fredricksen, B. I. Nurmnen, J. E.  
Fredricksen, T. D. Norlin, Georg  
-529 Olsen, Harald  
Furber, C. W. Olsen, Herman  
Gustafson, Jb. K. Olson, J. E.  
Gustafson, Karl Olson, Albert  
Gustafson, Martin Olson, Henrik  
Haas, W. Olson, E. -2376  
Hansen, Alex M. Olson, A. M. -944  
Hill, C. Olson, Johan  
Henricksen, Harry Peterson, J. P. -920  
Herman, Axel Paulson, C.  
Hernes, K. Peterson, Harry  
Haltnes, M. Peterson, W. -1417  
Hall Petersen, O. P. -819  
Hansen, Fred Rosenbald, Albin  
Hansen, N. S. Silbert, Henry  
Hansen, Ingvald Stalsvik, J.  
Hahn, H. P. Schweistous, W.  
Holln, P. Schimminghjalm, G.  
Hagger, F. W. Samuelson, Hugo  
Hohnberg, Karl Seppola, Emil  
Hunter, Ernest Smith, Geo. J.  
Johnson, P. M. Smith, John  
Jacobsen, A. Skidsmo, A.  
Jensen, H. -2014 St. Clair, Thos.  
Jensen, Hans Trichert, Karl  
Jensen, Simon Thune, H.  
Jensen, L. Thomsen, Einar  
Johanson, Ernest Thostrup, Ludvig  
Johnson, Andrew Verner, K. J.  
Jobanson, J. S. Urson, J.  
Junge, Hanwick Wennecke, A.

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## INFORMATION WANTED.

Hugo Carlson Ljung, age 29, a native of Gothenborg, Sweden, was last heard from in a Cable Boat on the Atlantic Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Carlson Ljung, Jungmansgatan 5, Gothenborg, Sweden. 1-12-16

Fred Marjama, a native of Russia, age 36, has not been heard from since 1908, at Buffalo, N. Y. Anyone knowing his whereabouts please notify his brother, J. Marjama, 51 South St., New York, N. Y. 9-1-15

Hans Nilson, a native of Tonsberg, Norway, was last heard from at Mobile, Ala., is inquired for by his mother. Anyone knowing his whereabouts kindly notify Louis Donald, Norwegian Vice Consul, 77 St. Francis St., Mobile, Ala. 12-22-15

Anyone knowing the whereabouts of Peter Ljung, age 40, a member of Alaska Fishermen's Union, will please communicate with Mrs. Peter Ljung, 2342 East 16th Street, Oakland, Cal. 1-5-16

## Tacoma Letter List.

Burke, Andrew Olsen, Martin E.  
Farrell, William Olsen, Ole -288  
Hunter, Gilbert H. Peterson, John  
Johannsen, Chris- Person, Fritz Leon-  
tian and  
Johnson, Hans Persson, Herman  
Kathy, Albert Petterson, Charles  
Linea, W. -1287  
Line, Wictor Rimmer, C. M.  
Murphy, Daniel Schultz, M.  
Nielsen, Alf. W. Schacht, H.  
-1654

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## Eureka, Cal., Letter List

Contreras, Julio Kustel, Victor J.  
Kyrkslatt, Lars Klnowsky, A.  
Lawrence, Harry Ingebrethsen, Alf.  
Melandar, G. L.

## INFORMATION WANTED.

P. J. Timeny, a native of England, is inquired for by his sister. Anyone knowing his whereabouts please notify Miss H. J. Timeny, 56 Rutland Gardens, Hove, Sussex, England. 11-17-15

Karl Johan Arvid Gardell, a native of Wisby, Sweden, age about 60, who has not been heard from by his relatives, is inquired for by his son and brother. Anyone knowing the whereabouts of the above named will please communicate with Chris Gardell, 116 Drumm street, San Francisco, Cal. 12-15-15

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15



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## Portland, Or., Letter List.

|                     |                     |
|---------------------|---------------------|
| Anderson, John      | Martin, J. C.       |
| Anderson, John E.   | Moen, T.            |
| Benson, S.          | Miller, E.          |
| Bartells, Otto      | Munchmeier, H.      |
| Bernahrdsen, Chas.  | Morgan, Tim         |
| Bugge, Mr.          | Muller, P.          |
| Carty, Carl         | Metts, John         |
| Dybdal, Olaf        | Moller, L. D.       |
| Decas, O.           | McConnell, David S. |
| Dolany, Willie      | Meckermann, Ernst   |
| Erickson, Eric      | Nilsson, Axel -1176 |
| Engen, Paul         | Nielsen, M. P.      |
| Elisen, Sam         | Ohlsson, J. W.      |
| Edstrom, John       | Osterberg, Henry    |
| Ekberg, Hugo        | Oglive, Wm. A.      |
| Farrel, W.          | Pohland, M.         |
| Fernandez, Frank    | Palm, P. A.         |
| Gundersen, Fredrik  | Perkins, Paul       |
| Hecker, Wm.         | Peterson, M.        |
| Halbeck, J. O.      | Roos, Oscar         |
| Henriks, Waldemar   | Rabel, John         |
| Ingebrigsten, O.    | Reskran, George     |
| Johnson, E. D.      | Storvick, Ingvald   |
| Jorgensen, Robert   | Slocum, Ernest      |
| Johnsen, A.         | Shallies, K. G.     |
| Jensen, Christ      | Schneider, Fritz    |
| Jensen, Wm.         | Swanson, Emil       |
| Johnson, Nils       | Soderlund, Uno      |
| Jonsson, Karl       | Sorensen, Jorgen    |
| Koster, Eric        | Shea, Oscar         |
| Kosel, Harry        | Schacht, H.         |
| Karlson, Arnt       | Schultz, John N.    |
| Kling, J. L.        | Selin, Joe          |
| Kelly, Patric       | Salmelin, H.        |
| Kjer, Magnus        | Saarninen, W.       |
| Knudsen, Richard E. | Tuhkanen, J. J.     |
| Larsen, L. K.       | Urso, Geozzep       |
| Livingston, E. J.   | Vege, Wm.           |
| Larsson, Ragnar     | Vinx, H.            |
| Larsen, H.          | Welt, M. P.         |
| Leonhard, George    | Windblad, M.        |
| Letchford, A.       | Wheatcroft, L. E.   |
| Lindblad, Konrad    | White, Harry        |
| Lindberg, A. C.     | Westengren, C. W.   |
| Lindholm, John      | Zickerman, Hugo     |
| Loescher, Joseph    | Zunk, Bruno         |
| Miller, Winford     |                     |

## Aberdeen, Wash., Letter List.

|                       |                     |
|-----------------------|---------------------|
| Andersen, -1118       | Norling, Reinhold   |
| Andersen, Andrew      | Paaso, Andrew       |
| Burmeister, T.        | Pettersen, Karl     |
| Bjorklund, G.         | Petersen, J.        |
| Bleibe, Ernest        | Peterson, Nels      |
| Carlson, Sven         | Peterson, Hans      |
| Christiansen, Didrich | Risenius, Sven      |
| Clifford, Pat         | Rudt, Walter        |
| Crantz, F.            | Schmidt, Heinrich   |
| Davis, Frank          | Simensen, Isak      |
| Gronros, Oswald       | Scheftner, Bernhard |
| Gueno, Pierre         | Sandqvist, Gunnar   |
| Geschwendt, W.        | Skottol, A.         |
| Holmroos, W.          | Steinhauer, Alvin   |
| Hansen, Ove Max       | Stenwall, Sigurd    |
| Hylander, Gustaf      | Thorn, A. L. -70    |
| Johnson, Alex         | Toves, H. C.        |
| Karlson, Victor       | Toren, Gustaf A.    |
| Ludtke, Emil          | Udby, Harold        |
| Lindholm, John        | Walder, Olsen N.    |
| Lindgren, Ernst       | Wendt, Walter       |
| Machado, Henry        | Westerlund, Albert  |
| Magnusson, Walde-     | Williams, T. C.     |
| mar                   | Packages.           |
| Munsen, Fred          | Glazer, Y.          |
| Nilsen, Harry         | Gorgensen, Olaf     |
| Nordgren, Chas.       | Hansen, John        |
| Nielsen, C.           | MacGulre, O. F.     |
|                       | Stanners, W. S.     |

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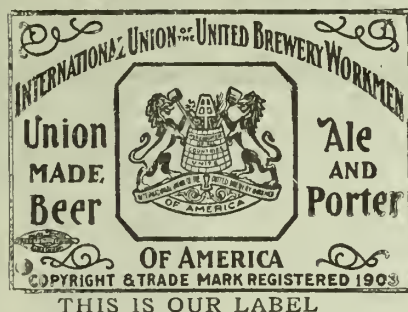
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## INFORMATION WANTED.

Theodore Krakan, last heard of in September 1911, at New Orleans, La., is inquired for by his mother. Any one knowing his whereabouts please notify Mrs. Ad. Krakan, Langenvehm 38 I, Hamburg 22, Germany.—8-25-15.

Knut Jensen, No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Tangemunde, A/Elbe Osternweg, No. 7, Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis. 4-14-15

Adolph Godfred Eriksen, born in Moss, Norway, is inquired for by his brother, Herman Eriksen. Any one knowing his whereabouts please notify W. Nielsen, 206 Moravian St., Philadelphia, Pa. 5-26-15

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## INFORMATION WANTED.

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

Anders C. Anderson, a native of Norway, who left his personal effects at Port San Luis, Cal., after leaving a ship at that place, is inquired for. Anyone knowing his whereabouts please notify D. R. Jacks, Deputy Collector of Customs, Port San Luis, Cal. 12-22-15

Oscar Olsen, age 37, a native of Hallarna, near Gothenborg, Sweden, who was sailing on the Great Lakes about three years ago, is inquired for by John V. Olsen, Sun Company, Marcus Hook, Pa. 5-26-15

Showing Off.—Colonel (of a very gallant Colonial regiment)—Now, boys, here's the English general coming to inspect you. Keep steady, no spitting, and, for heaven's sake, don't call me Alf!—Tatler.

Wrong Cue.—"Evidently that young man I met at your party does not know who I am," remarked Mr. Cumrox to his wife.

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## Home News.

Another movement has been set on foot in Michigan looking to a division of the State.

Representative Sabbath of Illinois has introduced an inheritance tax bill to affect all estates above \$10,000. The net revenue, he estimates, would be \$50,000,000 annually.

Five men were killed and nine others injured, five of them dangerously, in an explosion which occurred on January 15 on the submarine "E-2" while the craft was undergoing repairs in dry dock at the New York Navy Yard. Two of the men killed were enlisted in the Navy and the other three civilian workers.

California factories produce some 30,000 tons of refined salt annually, valued at \$300,000. This salt, in addition to what is consumed at home, is shipped to other States in the Union, as well as to Australia and other foreign countries. This industry has been developed within the last few years. Ten years ago practically all the table salt used in California came from Liverpool, as it was found that it could be brought in ships more cheaply than by rail from other States.

Congressman Sherwood of Ohio, Democrat, and only surviving general of the Civil War, has bitterly denounced the administration's preparedness plans. He declared the farmers and laborers opposed it and that it was favored by those who wanted "to give tone and polish to flamboyant Washington society." He said further that "a standing army means waste, depression, moral decay," and that "a nation can not be moving toward peace while definitely preparing for war."

Tentative agreement on the terms of the Administration Shipping Bill, which will be pressed in Congress this session, is said to have been reached at a conference between President Wilson and Chairman Alexander of the House Marine Committee. It includes provision for a shipping board to regulate rates in much the same way as the Interstate Commerce Commission regulates railroads, and also provides for acquisition of ships which can be used as naval auxiliaries. "The bill will be much better and stronger than that which failed in the last Congress," said Alexander after his conference with the President.

Advices from Phoenix, Arizona, say that a movement launched by various commercial organizations to secure the annexation, virtually by purchase, of sufficient land from Mexico to extend the boundary of Arizona and California to the Gulf of California, has been furthered by Governor Hunt, who has written Governor Johnson of California asking co-operation of the latter. The plan involves a proposed offer on the part of the United States to cancel all indemnity claims growing out of the Mexican revolution in return for the land which would straighten the southern boundary line of Arizona and give California a strip of Lower California. Such an arrangement, it is pointed out, would give Arizona a port on the Gulf of California and place the mouth of the Colorado River under United States control with the entire irrigation system of the Imperial Valley and many thousands of acres of agricultural land in the Mexican territory of lower California.



## Domestic and Naval.

A contract for furnishing self-bailing power surf boats for the United States Coast Guard has been awarded as follows: Five boats to Fred C. Beebe, Greenport, N. Y., at \$8,900, with horizontal engines, and 5 to the Camden Anchor-Rockland Machine Company, Camden, Me., \$8,750, with vertical engines.

The King of Prussia has approved the recommendation of the Minister of Commerce that the true German prefix "Seefahrt-" be henceforward employed to the exclusion of "Navigations-". As a result, the words "Navigationsschulen," "Navigationsschule" et similis are no longer known in the German tongue, and all dictionaries should be amended accordingly.

The steamship "Solveig," registered in the name of the American Transatlantic Co., New York (R. Wagner, president), has been condemned by the French prize court. The owners will appeal. Flying the Norwegian flag, the "Solveig" was seized while at Marseilles. Her American papers reached her commander a few days later. Suspected German ownership was given as the cause for detaining the vessel.

Estimates submitted to Congress disclose that the Navy Department proposes to spend \$205,000 each in remodeling the submarines "F-1," "F-2," and "F-3," sister ships to the "F-4," which sank in Honolulu harbor last year, with the loss of all on board. An estimate of \$1,250,000 for repairs to the battleships "North Dakota" and "Georgia" and estimates totaling \$1,360,000 for repairs to other warships were included.

Six steamships of the Creole line have been requisitioned by the Italian government, according to information received by F. H. Sage, Galveston agent of the line. The vessels requisitioned are the "Cerea," "Fert," "Val Salice," "Moncenio," "Il Piemonte" and "La Sicilia." It is expected that all of them will complete their present trips. The taking of these steamships for government service will have the effect of considerably shortening the present very scarce ocean freight room for cotton, and may even have an effect upon the rates.

The British steamer "Condor," bound from Philadelphia to Valparaiso, with a cargo of machine oil destined for various coast ports, was captured October 11, 1914, by the German cruiser "Karlsruhe." But before destroying the steamer the German commander took 150 tons of oil for his own requirements. The Hamburg Prize Court has just decided that the claim made by the owners of the cargo was not justified, but have allowed a period of six months for producing further evidence with reference to the 150 tons of oil which had been requisitioned.

"Light Vessel No. 102," built for the U. S. Lighthouse Service by the Pusey & Jones Company, of Wilmington, Del., has been launched and is being completed afloat. This vessel will be stationed at Southwest Pass, entrance to Mississippi River, La., and will be an all-steel vessel, about 102 feet in length over all with a beam of 25 feet, and a displacement of about 360 tons at a draft of about 11 feet. The vessel will be fitted with a tubular mast; with lantern for the characteristic light, and provided with internal combustion engines, using kerosene as fuel for the propelling

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### San Francisco Letter List.

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Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

|                       |                       |
|-----------------------|-----------------------|
| Abbors, Arne          | Anderson, E. -504     |
| Abrahamson, Anton     | Anderson, Fritz       |
| Acorn, Albert         | Anderson, Geo         |
| Adams, Hugo           | Anderson, Gust        |
| Ahlfors, Arthur       | Anderson, G. W.       |
| Ahlstrom, A.          | Anderson, Harry       |
| Ahlstrom, Ellis       | Anderson, John        |
| Ahlstrom, Gunner      | Anderson, Joseph      |
| Ahlstrom, Harry       | Anderson, K. E.       |
| Ainry, Karl           | Andersson, A. -1060   |
| Akman, Joseph         | Andersson, E. -1754   |
| Amundsen, Albert      | Andersson, L. Hen-    |
| Andersen, A. M.       | ning                  |
| Andersen, H. J.       | Andreassen, Karl      |
| -1620                 | Andresen, Oscar       |
| Andersen, H. V.       | Antonsen, H. -1372    |
| Andersen, N. -1549    | Apps, P. -1374        |
| Andersen, Ole A.      | Arztide, Albert       |
| Andersen, V. -992     | Arnesen, Andrew       |
| Andersen, Victor      | Arnesen, Arvid K.     |
| Andersen, W. J.       | Asp, Gust. L.         |
| Anderson, A. -1447    | Athanasellis, M.      |
| Anderson, Arvid       |                       |
| Backman, P. J.        | Blucker, John         |
| Bassen, George        | Boers, M.             |
| Behrens, W.           | Boylan, C. J.         |
| Bergquist, Wm.        | Brandt, B.            |
| Beijer, Fritz         | Brevik, Nils J.       |
| Bergholm, Edward      | Brekke, Hans          |
| I.                    | Brenner, Alfred       |
| Bergstrom, Axel       | Broberg, Chas.        |
| Bernhard, J. S.       | Brogard, N.           |
| Bertelsen, Kristian   | Brown, D.             |
| Beyerle, Rupert       | Brown, John           |
| Bickstrom, F.         | Brue, H.              |
| Billings, Kanute      | Brynhildsen, H. B.    |
| Bjorklund, Eric       | Buhle, Charles        |
| Bjorkstrom, Arten     | Burns, B.             |
| Bjorseth, K. B.       | Bush, P.              |
| Calnan, George J.     | Christensen, Otto     |
| Carlsen, Gust         | Christensen, W.       |
| Carlsen, Martin       | Christiansen, M.      |
| Carlsen, Knut         | Clark, J.             |
| Carlson, C. O.        | Claus, Charles        |
| Carlson, Julius       | Clausen, Chr          |
| Carlsson, Adolf M.    | Cloves, C.            |
| Carrera, Pedro        | Collier, H. S.        |
| Catt, Frederick       | Comstedt, Ernst       |
| Christensen, H. -1366 | Conrad, E.            |
| Christensen, Hans     | Contreras, J. C.      |
| Christensen, Laurist  | Courtney, Ed.         |
| Christensen, Louis    | Crawford, Fellm       |
| Danielsen, Dave       | De Bruin, B.          |
| Dahler, Henrik N.     | De Freitas, J. Inacio |
| Dahlkvist, Fred       | Deising, Ernest       |
| Davey, Chas.          | Deswert, William      |
| Davis, Frank A.       | Dodd, Thomas          |
| Day, William          | Dolan, Chas.          |
| De Barr, Hans         | Dunn, C. Walter       |
| Eckhoff, Otto         | Engelhardt, Ferd-     |
| Edmann, O.            | and                   |
| Egenes, Nils          | Erickson, John        |
| Eggers, J. O. V.      | Erikson, Olaf         |
| Elhardt, John         | Eriksen, Samuel       |
| Ekberg, Hugo          | Erikson, Sigurd       |
| Ellefsen, Otto        | Erland, Hans G.       |
| Emanuelson, Karl      | Erland, Oscar         |
| Fabrowski, T.         | Fischer, P.           |
| Fagerli, Ott          | Forsgren, Carl        |
| Falcon, M.            | Fredholm, Folke       |
| Farmdey, E.           | Freiberg, P.          |
| Farrell, Bernard      | Frige, W.             |
| Farridan, P.          | Fritsch, L.           |
| Figved, Sigurd        | Furlong, P.           |
| Flrst, Frank          | Furth, Rich.          |
| Gabrielsen, Peter     | Graugard, L. J.       |
| Geiger, Joe           | Grinthol, Artur       |
| Gerber, Fritz         | Grothman, H. R.       |
| Gibbs, James          | Grundberg, F.         |
| Gillgren, Tom         | Gundersen, Kristian   |
| Gilljere, I.          | Gunderson, J. C.      |
| Gindflood, C.         | Gurtman, H.           |
| Gjasdal, Eling        | Gustafson, Charles    |
| Gotz, Rudolph         | Gustafsson, Chas. P.  |
| Granberg, Fred        | Gustavsen, Olaf       |
| Grant, Dave           | Gulbransen, Bjorn     |
| Grantstrom, Nestor    | Gulxson, A.           |
| Ilaavre, Norval       | Hansen, N. S.         |
| Habedank, Fritz       | Hansen, P.            |
| Halbeck, O.           | Hansen, Peter         |
| Hall, H.              | Hanson, Chas. G.      |
| Hall, Sven C.         | Hansson, H. -1786     |
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| Hammerquist, A. C.    | Haugen, H. C.         |
| Hannus, Alex          | Hauschmitt, A.        |
| Hansen, Ben           | Hauge, Anton          |
| Hansen, Carl          | Hawkins, F.           |
| Hansen, C. F. -1576   | Heim, M.              |
| Hansen, E. A.         | Hellin, Paul          |
| Hansen, G. H.         | Hellman, H. W.        |
| Hansen, Holmer        | Helmert, Fred         |
| Hansen, H. O. -2418   | Henriksen, Torkild    |
| Hansen, J. -2156      | Henriksen, Wm.        |
| Hansen, M. -968       | Heyen, H.             |
| Hansen, Nick          | Hole, Alfred          |
| Hansen, Nicolai       | Hole, Sigvald         |
| Hansen, Nikolay       | Holm, Arthur          |
|                       | Holm, Carl            |

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|---------------------|-----------------------|
| Holmes, Chas. P.    | Hokanson, John        |
| Hool, Harry         | Howard, G. W.         |
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| Hoose, Frank        |                       |
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| Anderson, W. J.    | Muller, H.         |
| Berling, J. B.     | Olsen, Carl -1101  |
| Bode, Wilhelm      | Olsen, James       |
| Brandt, B.         | Olsen, O. J. -1020 |
| Christensen, Otto  | Pedersen, H. -1263 |
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| Fredriksen, B. D.  | Penninrud, Ludwik  |
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| M.                 | Raum, Henrik       |
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"Oh, isn't she a mean thing!" gasped Katherine. "Why, I told her not to tell you!"

"Well," returned Margaret, "I told her I wouldn't tell you she told me—so don't tell her I did."—Everybody's.



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INFORMATION WANTED.

Ingvald Andreas Hansen, alias Andrew Hansen, a native of Norway, age about 36; tall, dark; last heard of July, 1905. His address then was, Andrew Hansen, Karluk, Kodiak Island, Alaska. He is inquired for by his mother. Anyone knowing his whereabouts please notify Staff Captain Robert Smith, district officer, native work, Alaska. Box 925, Wrangell. 4-3-15

## News from Abroad.

Rebellion against the new Chinese monarchy has broken out in the province of Yunnan, where it is reported 50,000 men have joined the standard of revolt. Disturbances are reported from other points, but the extent of the uprising is not known.

Austrian submarines in the Mediterranean continue to sink vessels of the allies. Among recent losses are the British steamer "Clan MacFarlane" of 4823 tons, and the "P. and O." liner "Persia"; also the steamers "Brindisi" and "Citta di Palermo."

No news of moment comes from the Italian front. In Tripoli it is rumored that the Italians are having trouble with the natives. Italy is floating her third war loan. The amount is \$200,000,000 and is said to have been covered by local subscriptions.

Arrangements are said to have been made for the shipment of the 15,000,000 odd bushels of high grade wheat recently commandeered by the Canadian Government. This wheat is for Italy and is to be transported in Italian vessels. The Italian government has announced its ability to look after the shipment of its own wheat.

Another decisive stage in the Balkan situation has been reached with Montenegro now following Serbia in virtual absorption by the invading forces. It was reported that Austria and Montenegro had come to an armistice, this being construed as the last act of the little country after having its capital, Cetinje, dominated by the Austrian capture of Mount Lovcen.

Governor Enriquez, of the State of Chihuahua, Mexico, has promulgated a decree fixing the maximum profits a tradesman may charge, and requiring them to accept paper money on a par with silver. Wholesalers are permitted a profit of 10 to 25 per cent., according to the class of business and retailers are allowed a profit of 20 to 35 per cent. Grocers have the smallest rate, and drugs the highest. Hotels and restaurants are required to change their prices to conform to the paper money.

During fifteen months, from August, 1914, to October, 1915, the official registry of ships shows that 247 British and Colonial ships, with a gross tonnage of 507,830 tons, were sold to other countries. During past year 239 vessels were bought by British owners from abroad, but their gross tonnage was only 240,762. The net loss in tonnage to the British register is, therefore, 267,068. About 160 of the 247 vessels sold, with a tonnage of 400,000 have been bought by neutral countries.

Great interest has attached to the British conscription movement. The Government's bill, which passed its first reading in the House by a vote of 403 to 105, provides for the compulsory service of bachelors and widowers without dependent children, between the ages of 18 and 41. The bill is the fulfillment of a promise of the Premier to resort to enforced service for unmarried men if they did not voluntarily offer themselves in Lord Derby's recruiting campaign. Six million men have volunteered, and there is hope that the pending bill will not be used. Considerable opposition on the part of labor has been manifested. Ireland is excluded from its operations. 9-15-15

## INFORMATION WANTED.

Anyone knowing the whereabouts of Thomas Rowe (now aged about 74), who was at one time a seaman and longshoreman on the Pacific Coast and also served in the Pacific Coast Navy Yards, will greatly oblige inquiring relatives by supplying such information. Address, Editor, Coast Seamen's Journal. 5-1-16

Any information regarding Wilhelm Kuhme, age 27, a native of Germany, who was supposed to have been drowned in the wreck of the steam schooner "Francis H. Leggett," September 18, 1914, will be thankfully received by the German Consul, San Francisco, Cal. 1-19-16

Iwar Westerberg, age about 50, sailing second mate on some steam schooner on the Pacific Coast, is inquired for by Gus Englund. Any information regarding the above named will be gladly received at 214 Jackson street, San Francisco, Cal. 1-27-15

Wilhelm Ekelund, a native of Sweden, is inquired for by his brother, Axel Ekelund, New Harbor Hotel, Drumm street, San Francisco, Cal. Anyone knowing his whereabouts please notify the above address. 3-10-15

John Edstrom, alias Brynjulf Edstrom, born in Norway in 1879, was last heard from at Mobile, Ala., where his address was Norwegian Chapell, is inquired for. Anyone knowing his whereabouts please notify his mother. Address, 22 Pilestradet, Kristiania, Norway.—12-22-15

George Alexander Sharman, a native of Brooklyn, N. Y. About 28 years of age, height 5 feet 9 inches, supposed to have sailed on the Great Lakes in 1907, is inquired for by M. L. Kinvan, 1211 Mosher street, Baltimore, Md. 7-14-15

Patrick McFee, who was cook on board the schooner "Robert Henry" on a voyage to Mexico last year, is inquired for by the U. S. Shipping Commissioner, at San Francisco, Cal. 9-15-15



### With the Wits.

Unchecked.—"How did Teller get his cold?"

"All the drafts in the bank go through his cage."—Boston Transcript.

Perfectly Tame.—To say of a man that he will make a good husband is much the same sort of a compliment as to say of a horse that he is perfectly safe for a woman to drive.—Puck.

Shades of Hendryk!—Salesman—Why not try one of our Rip Van Winkle rugs, madam?

Prospective Purchaser—What kind are they?

Salesman—They have an unusually long nap.—Indianapolis Star.

Fortunes of War.—First Recruit—What do you think of the major, Bill?

Second Recruit—'E's a changeable kind o' bloke. Last night I says to 'im, "'Oo goes there?" An' he says, "Friend!"; an' to-day 'e 'ardly knows me.—Punch.

Last Resort.—A Scotch minister in need of funds thus conveyed his intentions to his congregation:

"Weel, friends, the kirk is urgently in need of sillar, and as we have failed to get money honestly we will have to see what a bazaar can do for us."—Tit-Bits.

Mean of Her.—Naomi—What do you think? Gwendolyn positively refuses to give a talk on Bergson at our club next week.

Diana—What reason did she give? Naomi—None at all! Only said she didn't know anything about Bergson!—Judge.

Where Safety Lies.—"I see when a man runs for office he has to put himself in the hands of his friends."

"Yes, my dear."

"If a woman ran would she have to put herself in the hands of her women friends?"

"I suppose so."

"Well, I don't imagine many women will run. Think of taking such chances!"—Louisville Courier-Journal.

### An Invitation

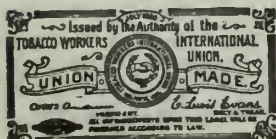
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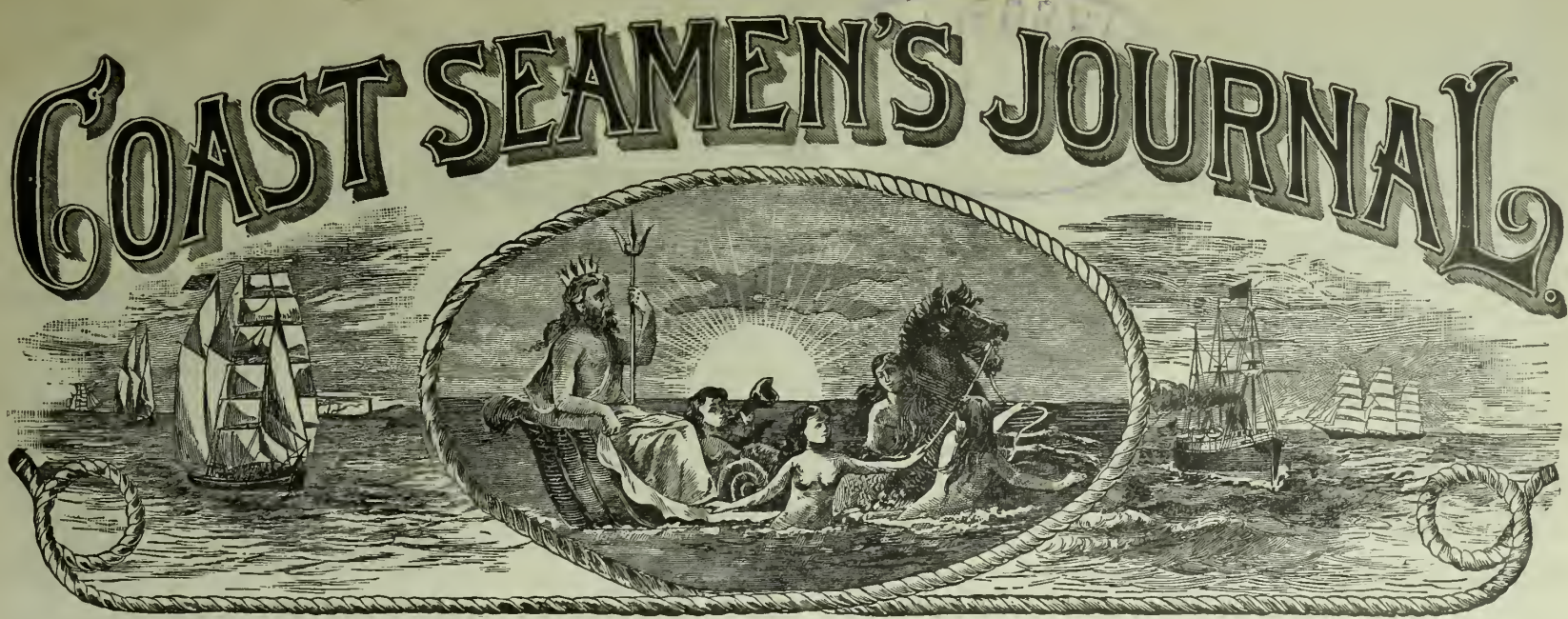
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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

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SAN FRANCISCO, WEDNESDAY, FEBRUARY 2, 1916.

Whole No. 2367.

# WORKERS' PHYSICAL EXAMINATION.

## Reasons Why Labor Has Opposed the Practice.

Since the enactment of the Seamen's law American seamen have become deeply concerned with the "whys" and "wherefores" of the physical examination which is exacted by the Government before issuing an able seaman's certificate.

The organized workers ashore have been fairly unanimous in opposing any compulsory physical examination. Their viewpoint, as well as a general discussion of the subject, has just been embodied in a paper prepared by John B. Andrews, Secretary of the American Association for Labor Legislation.

Mr. Andrews' timely and comprehensive presentation of the matter needs no lengthy introduction. It is entirely self-explanatory and has the additional merit of being brief and without the array of technical terms which are usually found in a written dissertation of this character.

To quote Mr. Andrews:

Perhaps no single practice in the field of health has excited more bitter opposition in the past few years than has the physical examination of employes. Although individual medical examination admittedly furnishes almost limitless possibilities for the promotion of personal and industrial hygiene, and although it is freely admitted that we are practically certain to have more physical examinations rather than less in the immediate future, the practice has recently aroused the bitter antagonism of organized labor. This opposition has come as a shock to many well disposed citizens, including some physicians and some employers. It is a matter of practical interest to those concerned with industrial hygiene to inquire "Why this opposition?"

### Beginning of the "Examinations."

Physical examination of employes was first instituted on a large scale in this country by those private employers who took the lead in developing what they once proudly called "welfare work." (The name has gone somewhat out of fashion of late.) The National Cash Register Company made physical examination of applicants for work as early as 1901. The practice spread, particularly among those large employers who like to do things for labor and are at the same time strong enough to ignore labor's desire to tell them what it wants.

A little later the popular interest in efficiency gave a "scientific" handle to the philanthropic welfare movement and labor became alarmed. But it was not until workmen's compensation laws furnished an obvious financial motive to some employers—especially the "self-insured"—to weed out the poorer risks that the practice of physical examinations became widespread and caused a determined outburst. The reason for the financial incentive is not hard to find. President De Leon of the Casualty Company of America has said medical examination of employes is the "preventive basic principle" of workmen's compensation insurance, and as such it serves to reduce the cost of insurance. The workers have sensed the relation between the two movements, and down in Ohio where they still have a compulsory accident insurance fund the State Federation of Labor last year went

so far as to order the introduction of legislation to make it a penal offense for any employer to ask or require a physical examination of his employes!

### A Unanimity of Opinion.

Last spring I wrote to about twenty friends who are prominent leaders in their respective labor organizations and asked them to tell me what they thought about the desirability of physical examination of the workers. Without exception a vigorous protest against medical examination came with every reply. Several of these correspondents admit the value of physical examination to workers in especially hazardous employments, as, for example, under compressed air and in the lead trades. But they are emphatically opposed to its general introduction because, they maintain, many workers would lose their jobs. Not only physical unfitness, they declare, but also activity in a labor union would cause the dismissal of employes under the pretext of safeguarding health. A prominent officer of the International Iron Molders' Union—one of the most conservative and active leaders in the labor movement—wrote me as follows:

"In a general way I am most emphatically opposed to any physical examination of employes. Physical examination conducted under private auspices, that is, by physicians in the employer's hire, should not be tolerated for a moment."

But note his conclusion:

"If the State would meet all of the necessary expenses of treating diseased workmen until their health had been restored . . . I might not have as strong objections."

Frequent reference is made to examinations forced upon their employes by employers who are "self-insured" under workmen's compensation laws. It is charged that each firm is a law-maker for itself when it makes its own rules relative to physical examination and establishes for itself the physical standard which workmen must have in order either to secure employment or to retain present positions.

### "In the Interests of Profits!"

A California labor editor wrote recently:

"There seems to be an epidemic on among employers for the physical examination of employes. . . . These examinations are conducted more in the interests of profits than for the improvement of health conditions, and labor must insist that there shall be a well-defined limit to them until such time as ample provision shall have been made for the safeguarding of the health of the worker and caring for those excluded from the privilege of working because of the examinations."

However, the pioneer work of physical examination has been pushed forward both scientifically and unselfishly by many American employers. Particular mention should be made also of the admirable work of education among employers accomplished through such organiza-

\* He mentions, however, as exceptions the examination of the eyesight of locomotive engineers, and the examination of workers in peculiarly unhealthy industries for the purpose of studying the effects of the occupation upon health.

tions as the Chicago Tuberculosis Institute and the Life Extension Institute in New York.

Medical officers, describing the work of their respective firms, agree in praising the good results of medical examination. This practice has, according to them, benefited the firm by increasing the efficiency of the worker. It has benefited both the firm and the worker by eliminating many sources of contagious diseases and by raising all workers to a higher standard of health. Doctor Goldwater, Commissioner of Health of the City of New York, has given a big impetus to medical examination which he calls "the next step in preventive medicine."

In fact, when we turn to public and educational authorities in search of qualified opinions regarding physical examination, we find that many American cities have introduced medical inspection of school children; at least seventeen of the larger colleges and universities require thorough medical examination of all new students, which is followed in some of these institutions by periodic re-examination and free treatment. Applicants for the army, navy, police and fire departments, and civil service employes, are also commonly required to present certificates indicating a certain physical standard of health. A suggestive point to be noted is that most of these groups, in so far as they are gainfully employed, are also provided with some form of public sick leave or pension during incapacity.

### An Employer's Frank Confession.

Voluntary efforts to meet the need of sick relief have been made by many employers. Often these attempts have been in the form of mutual aid societies, largely supported by the workmen and sometimes controlled by the employers. The relief afforded has frequently been inadequate, and the control has often been irksome or repressive. In answering the question "What advantages do you find in physical examination?" one employer confessed:

"There is a double purpose in our examinations. Ostensibly they are for the Mutual Aid Association but in reality for the company; thus a double function is performed."

Medical examination of workers has been undertaken not only through voluntary efforts of employers, but also as the result of legislative enactment. In so far as industrial workers are concerned, legislation is fragmentary but steadily increasing in extent. Physical qualifications established by law are of four kinds: (1) reasonable immunity from the trade malady characteristic of the employment; (2) freedom from a trade malady contracted in the course of employment; (3) freedom from a contagious disease which might be passed on to other workmen or to consumers of the product; and (4) freedom from physical defect of such nature as to interfere with the proper performance of duty. It will be noted that the first two qualifications look toward the health of the workman himself, and that the last two look mainly toward the health and safety of other persons.

Disqualification because of susceptibility to a known occupational disease is found at present in only two American laws, but is more common abroad. The New York and New Jersey



statutes regulating work in compressed air require that applicants must be found physically qualified by a physician paid by the employer, and these laws also exclude persons addicted to the excessive use of intoxicants.

It is obvious, however, that merely debarring from entrance to an unhealthy trade those demonstrably susceptible to its dangers is insufficient protection. The worker's real power of resistance to a specific hazard often cannot be determined until he has been exposed to it, and if he begins to show symptoms of succumbing he cannot be too quickly removed.

Hence arises the necessity for the second disqualification, illness from a trade malady contracted in the course of employment.

#### The Occupational Diseases.

Most common occupational diseases are of such slow inception that a capable physician can detect them in their early stages before their cumulative effects have become serious. To make sure, therefore, that the originally healthy employe is in fact successfully resisting the risk with which he is surrounded, the initial examination, when it is given, must be supplemented by periodical re-examinations at intervals graduated according to the degree of risk. Sometimes periodic examinations are required even when there are no restrictions as to entrance to the trade.

Such is the case with the monthly examinations required under the "lead laws" of the important lead using States. The Ohio and Pennsylvania laws apply to the manufacture of certain of the more poisonous lead salts, such as white lead, red lead and arsenate of lead (Paris green), while the later New Jersey statute covers also the manufacture of pottery, tiles, or porcelain enameled sanitary ware in so far as lead is used. In all of these States the physician who discovers a case of lead poisoning must report it not only to the State departments of labor and of health, but also to the employer, who after five days must not continue the "lead" employe in a dangerous process nor return him thereto without a physician's written permit. Earlier laws in Illinois and Missouri cover wider ranges of related industries, including zinc smelting and work with arsenic, brass, mercury and phosphorus, but do not require the removal from danger of workmen who show symptoms of the resultant diseases.

#### Examinations by Law.

Provisions for regular examinations are also found in the two American compressed air laws already mentioned. Under these the examination must be repeated after the first half day's work, on returning to work after ten days' absence from any cause, and after three months' continuous employment, and workmen who have ceased to be qualified must be excluded.

In the more dangerous lead trades workers are subject to regular examination in nearly all European countries, and in Belgium a worker who is attacked by plumbism at frequent intervals must be excluded from lead occupations permanently. England and Germany, moreover, require examinations both in alkali chrome works, where corrosions of the mucous membrane are common, and in rubber vulcanizing works, where there is danger from the noxious gas bisulphide of carbon. France requires similar examinations in compressed air work.

The frequency of examination varies from once a week in the British white lead industry, to every six months among German painters, although once a month, as in the American lead trades, is the most usual period. In the Netherlands stone masons are entitled to medical examination at the employer's expense once a year.

In order that the advantages of cumulative experience may not be lost, a factory record of the results of medical examinations, especially if they result in findings of disease, is nearly always required, and must usually be kept by the examining physician. In Germany this record is called a "control book," and must contain the name of the person keeping it, first and last name, address and age of each workman, date of his entering and leaving the employment, date and nature of his illness, date of his recovery, name of the factory physician, and dates and results of the medical examinations. The employer is responsible for the correctness of the record, and must show it to the factory or medical inspector on demand.

#### Color Blindness of Railway Employees.

The third physical disqualification, contagious disease, is applied occasionally in bakeshops and in other food establishments, while physical defect which might interfere with proper performance of duty is mentioned in a few States which require an examination of railroad employes for color blindness or other defective sight.

From this system of medical examination the employers gain, as has been pointed out, more efficient workers. For the physician, also, the practice of examining large bodies of men at the place of employment will lead to added insight into the trade causes of disease, an insight which is as yet only rudimentary. The advantages to the workmen, gained by exclusion or timely removal from a disease-breeding occupation, may outweigh the hardship due to temporary loss of wages while awaiting recovery or securing other work. Even this wage loss, when exclusion is due to illness, can in large part be taken care

of by the extension of workmen's compensation to embrace occupational diseases and finally by the institution of systems of public health insurance.

#### The Remedy—Health Insurance.

Furthermore, the workmen's present objections to medical examinations conducted by physicians hired by employers would disappear when the examinations were undertaken by a staff of independent physicians employed by the insurance funds. The loss of employment on account of ill health will be more than counterbalanced by the opportunities for quick recovery when we have a system of compulsory health insurance through which every workman suspended on account of physical unfitness will be entitled to sick benefit administered not by the employer and his hired physician alone, but by representatives of employer, employe and the State.

In such a measure it is highly desirable that prevention be emphasized, so that the introduction of a compulsory health insurance system will lead to a campaign of health conservation similar to the safety movement resulting from workmen's compensation. A bill with this end in view has already been drafted by the social insurance committee of the American Association for Labor Legislation. In this dual campaign for health insurance and health conservation we need the co-operation of physicians, employers and workmen.

### WHERE WAR IS NEEDED.

It is safe to say that not one soldier in ten of any of the great powers involved in the European war can give an intelligent reason for his presence on the firing line—assuming that he is there by his own free will. It is certain that the heads of the governments involved have failed to present any issue justifying war which cannot be more than matched by far greater evils at home, that they have made no effort to remove. The report made by the Parliamentary Land Inquiry Committee for Scotland, for instance, shows conditions which are probably not peculiar to Scotland or the United Kingdom alone.

According to the London Labor Leader this report shows:

That since the year 1881 the number of shepherds and farm laborers has fallen from 102,075 to 80,582. At the same time the number of gamekeepers has increased by 1673! Only one-fourth of the land of Scotland is under cultivation and the acreage is decreasing every year. Between 1901 and 1911 an area of 123,000 acres was withdrawn from the plough; since 1882 the extent of cultivated land has decreased by 251,375 acres. Compare this with what has happened in Germany and Denmark; between the years 1878 and 1893 no less than 700,000 acres were reclaimed for cultivation in Germany; since 1886 an area of 1,245,000 acres has been reclaimed in Denmark. The wages of Scottish farm servants are, on the whole, better than the wages of English agricultural laborers. They varied, in 1907, from 13s. 10d. in Shetland and Orkney and 14s. 2d. in Caithness, to 21s. 1d. in Clackmannan. The average wage in Scotland was 19s. 7d., as compared with 18s. 4d. in England, 18s. in Wales, and 11s. 3d. in Ireland, and since then there has been a general increase of from 3s. to 4s. weekly. The housing conditions both in rural and urban areas are abominable. In 1911, of the 4,601,070 persons in Scotland (excluding the institutional population) 399,876 were living in single-roomed tenements and 1,881,529 in houses of two rooms. As many as 2,077,277 persons are living more than two to the room, 1,005,991 persons three to one room, and 397,262 persons four persons to one room. In the Boroughs 5 to 6 per cent. of the houses are below habitable standard, whilst in the congested areas of Glasgow the density is as high as 460 persons to the acre.

### LICENSED MEN PROTEST.

The two self-explanatory and deeply significant resolutions, which follow, were adopted by unanimous vote at the respective annual conventions of the two national associations of licensed ships officers:

Whereas, There can be no safety to vessel, passengers and crew without prompt and intelligent obedience to orders in emergencies; and

Whereas, We have for years suffered under a condition in which the crew were made up of different nationalities the majority of whom were unable to understand and execute emergency orders; and

Whereas, The Seamen's Act, with its provisions that a percentage of the deck crew must be able seamen and that 75 per centum in each department of the vessel's whole crew must be able to understand any orders given by the officers, was intended to remedy this evil; and

Whereas, Regulations issued under Department Circular No. 265 are such as to permit vessels to sail with men who cannot understand emergency orders; therefore be it

Resolved, By the National Association of Masters, Mates and Pilots, that we protest against any rules that will so modify the law as to permit the old conditions to continue; further

Resolved, That we appeal to the President and the Secretary of Commerce to see that this law is obeyed; and further

Resolved, That copies of these resolutions be forwarded to the President and to the Secretary of Commerce, and that copies thereof be given to the press.

Whereas, Safety at sea depends mostly upon the human element and can not be secured without a disciplined crew manning each vessel; and

Whereas, Safety of the nation may depend upon the manning of our merchant vessels with Americans being safe from internment in foreign ports during a war in which we are neutral, and being willing and capable of serving as a naval reserve in any war in which we may be engaged; and

Whereas, Discipline can not exist unless the members of the vessel's crew, or at least 75 per cent. of them, are:

First—Able to directly understand any orders that may be given under any and all conditions—normal and emergency—without the use of any interpreter.

Second—Possessed of such experience and technical skill that they can execute any orders promptly.

Third—Willing to obey and execute any and all orders with such quickness as can only come from understanding and skill; and

Whereas, A large number of the men now employed as sailors and firemen in our vessels—coastwise as well as foreign-going—are unable to understand even our usual orders without the use of an interpreter and a much larger number are unable to understand emergency orders, thereby endangering life and property; and

Whereas, Americans can have no opportunity to be employed as seamen on our vessels while this condition is permitted to continue; and

Whereas, The so-called Seamen's Act was passed to remedy such condition and would bring about the much needed change if properly executed; therefore

Resolved, By the National Marine Engineers' Benevolent Association, that we call upon the President and the Department of Commerce to see that this law is fairly construed and obeyed; and further

Resolved, That copies of these resolutions be submitted to the President and to the Secretary of Commerce.

From a staff 216 feet in length, cut in British Columbia and trimmed from a Douglas fir, Kew Botanical Gardens, London, Eng., will soon be able to fly the British flag. This tree trunk is a graceful present made by the provincial to the imperial government. As felled, the fir was five feet in diameter at the butt, and fourteen inches where cut at the top; as dressed, it is thirty-two inches square for a distance of sixteen feet from the butt, octagonal for the next 100 feet, and for the last 100 feet it is round, tapered to twelve inches in diameter. The citizens of Astoria, Ore., last fall presented to the State Commission the flag pole erected in front of the Oregon building at the Panama-Pacific International Exposition. This is sixteen feet longer than the staff that goes to the Kew gardens. Both are typical of the giant pine growths of the Pacific Northwest.

Demand the union label upon all purchases!



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## Postal Workers Indicted.

Can postoffice employes resign as a protest against intolerable working conditions?

The above question is answered in an emphatic negative by the United States Department of Justice, which has secured the indictment for conspiracy of 26 letter carriers and clerks because they showed some degree of independence on November 17 last, by forwarding their resignations to the Postoffice Department at Washington. The case will be tried by Judge Dayton, the well-known injunction judge, at Parkersburg, W. Va. Signed letters accompanying the resignations indicate that these workers patiently endured a long list of abuses, but they had at last reached a point where they had lost faith in both the Civil Service Commission and postal authorities who accept without proper investigation the views and opinions of postmasters when complaints are made.

And now, in true bureaucratic style, these workers are indicted for conspiracy instead of treating them as citizens and removing their cause for complaint.

The postal employes are members of the National Association of Letter Carriers and the United National Association of Postoffice Clerks. Neither of these organizations are affiliated to the American Federation of Labor. As yet their officers have not expressed an opinion on the matter or indicated that they will assist in any manner their indicted members who were actually driven to resigning.

Contrary to this policy, postoffice unions affiliated to the A. F. of L. are aiding their unfortunate fellow workers, both financially and in the securing of legislation that will strip the postoffice authorities of their autocratic power and make a repetition of this incident impossible. Secretary-Treasurer Walter of the Brotherhood of Railway Mail Clerks, has opened a subscription list in that organization's official magazine, the "Harpoon," for the benefit of the indicted workers and to meet necessary court costs.

The National Federation of Postoffice Clerks, also affiliated to the A. F. of L., is urging the creation of a commission, detached from the Postoffice Department, to review decisions which deny postoffice workers a justice that rightfully belongs to these public servants.

## Hatters' Case in England.

The "Cotton Factory Times," of Manchester, England, devotes much space to the decision of American trade unionists to give one hour's pay, January 27, to relieve the despoiled Danbury hatters. After reviewing the causes of this case, the paper says:

"Depend upon it, not a cent of the money raised, whatever it may amount to, will be applied in such a way that it can be attached by the plaintiff, the Anti-Boycott Association. That association, as it richly deserves, will have only its trouble for its pains, and its intended victims will be placed well outside the reach of want. They are the more entitled to sympathy because, as explained on a former occasion, not one

of them had been guilty of wrongdoing either to the Loewe firm or anybody else, their only crime (in the eyes of the law) being that they were members of the same union as the real strikers, and they were deliberately chosen as representative defendants because they happened to have property or banking accounts. They were thus considered worth powder and shot, but as it has turned out, the exploit of their prosecutors has produced a desperately lean bag. All that they have succeeded in doing has been to cause the law to be so altered since the proceedings commenced that they could not institute a suit of the same kind again."

## Labor Unions Are Sued.

A suit for \$6,000 damages and an application for a temporary injunction has been filed by the International Silver Company in the Connecticut superior court at New Haven against locals of the Metal Polishers' Union, their officers and other trade unionists, who are charged with boycotting and indulging in other practices objectionable to the plaintiff company and its strike breakers.

The International Silver Company, it is claimed, owns or controls all the silver factories in this country, and is in a position to crush all competition in the manufacture of articles that only the wealthy can purchase. It is further charged that their employes are compelled to labor ten hours a day for wages that range from \$1 to \$1.50 a day less than is paid union men and women doing similar work in other branches of industry.

After repeated failures to equalize conditions, a strike started October 4 last at six factories of the company, all located in Meriden. When the company attempted to have its work done elsewhere strikes were started in Derby, Wallingford, Norwich and Waterbury. At the present time there are strikes on at ten factories, involving about 8,000 employes. The suits are an indication of the workers' solidity, and the failure to break their strike by importing thugs and strike breakers.

## Australian Workers Rely on Unions.

"It is to the record of unionism in New South Wales we can turn with the greatest satisfaction," says the Australian Worker in a leading editorial on the silver jubilee of Australian trade unionism.

The paper refers to advances made by labor on the political field. "But when all this is granted," it continues, "there remains good grounds for disappointment with the results of labor victories in New South Wales.

"The election of a parliamentary labor majority did not impress itself upon us as a swift transition from darkness into light. There are no wonderful changes marking off the labor era from that which preceded it.

"It is, perhaps, too soon. Political power is not a magician's wand, turning the hovel into a palace and the swineherd into a prince.

(Continued on Page 10.)

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

### AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

### GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekland Bldgs., 22 Canning Place, Liverpool.

### BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

### GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

### FRANCE.

Federation National des Syndicats des Inscriptions, Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

### NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

### SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgaten 1 B., Sweden.

### DENMARK.

Somandenes Forbund, Toldbogade 15, Kobenhavn.

Sofrybodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

### HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

### ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

### AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

### SPAIN.

Sociedad Sindical de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

### URUGUAY.

Sociedad Carboneros y Marincros, Calle Inglaterra 60, Montevideo.

### ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

### BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

### SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



## World's Workers.

The Sydney (N. S. W.) Labor Council recently carried a motion of protest against certain terms included in the agreement which employees are asked to sign at Australian naval dockyards.

The British government has notified all trade unions in the country that in view of the present need for country-wide retrenchment no proposal for general advances in wages would be considered.

The Secretary for Railways in New South Wales states that the present system of carrying out works by day labor is superior to carrying them out by contract, and that every effort is being made by every officer and man to ensure the most satisfactory results.

The West Australian Co-operative Munitions Company started out shell making recently. One of the rules of the company, which comprises 50,000 shares, is that it makes no profits. It has twenty-three lathes in position and ten more ready for installation. Unionists have full representation on the board of management.

To make up for the shortage of policemen, of whom nearly 200 have enlisted, pensioners are being called upon in New South Wales to take up work again. Twenty retired policemen were sworn in at the Sydney headquarters one day recently, and allotted to various metropolitan stations.

The necessity for organization among wage workers is shown in the Canadian Northern railway's announcement that it will accept the decision of the Government's Conciliation Board that higher wages must be paid the company's engineers and firemen. The company at first refused to accept the decision. A strike vote by the interested workers showed an almost unanimous opinion in favor of suspending work. Then the company accepted the decision. The award was made under the Canadian Industrial Disputes Act, which makes it illegal to inaugurate a public utility strike or lockout until after a government appointed board investigates and reports on the issue. The law is based on the belief that neither side will refuse to accept a decision thus made. The present case, however, proves again that effective organization among the workers is still necessary.

A meeting of the Glasgow and West of Scotland Engineering and Shipbuilding trades was held recently to consider the proposal to set up a local labor advisory board. The constitution of the local labor advisory board, as drawn up by the minister of munitions, provides that the board shall consist of seven members, who shall be elected by those trade unions whose members are employed in the production of munitions. Local officials of the ministry of munitions shall attend certain of the board's meetings. The general function of the board is to act as agent for the national advisory committee, reporting to that committee on matters either for the minister of munitions or for the trade union concerned. It shall not take up disputes with employers, but shall obtain information as to the failure of employers to carry out any of the provisions of the second schedule of the munitions act, and report such cases.

## SAN PEDRO, CAL.

C. B. CANNON

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### INFORMATION WANTED.

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

Veneelus Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolamo Durbich, Zurich, Switzerland. 7-28-15

Peder Bjorback, supposed to be a sailor on the Pacific coast, and a native of Norway, is inquired for. Anyone knowing his whereabouts please notify Mrs. Mildred Baxter, Box 27, R. F. D. No. 5, Seattle, Wash. 2-2-16

Adolph Krakan, last heard of at Port Pirie, January, 1912, and again in March, 1913, from Warumbo, 118 miles from Adelaide, South Australia, is inquired for by his mother at Hamburg, Germany. 8-25-15

### ALASKA FISHERMEN.

San Francisco.

|                       |                     |
|-----------------------|---------------------|
| Anderson, Hans        | Isralsen, Isak      |
| Andersen, Hans A.     | Johannisen, Luis    |
| Anderson, Andy C.     | Johanson, Edward    |
| Bush, William W.      | Karlson, J.         |
| Blucker, John         | Lake, Andrew        |
| Brattvedt, Hans       | Lund, Ju.           |
| Nilsen                | Nilsen, Martin      |
| Christiansen, A.      | Nielsen, Chris.     |
| Cox, Jas. G.          | Nelson, John G.     |
| Davi, E.              | Nielsen, Andrew     |
| Davi, Frenchi         | Osterlunn, Albert   |
| Eriksen, Ben.         | Olander, Ed.        |
| Ekelund, Will Hy.     | Peterson, William   |
| Evensen, Martin       | Rasmussen, Jacob    |
| Gilbertsen, Reidar    | Sivertsen, Ed.      |
| Greene, H.            | Stoltenberg, Gustav |
| Hubertz, Emil         | Schoeder, Otto      |
| Hansen, Henry         | Smith, Max          |
| Hokansson, Ingvar     | Thomson, John       |
| Hansen, Hans The-     | Thigerson, John     |
| dor                   | Thoresen, A.        |
| Holelen, Olaf Sivert- | Thorstenen, H.      |
| sen                   | Uappa, Kosli        |
| Hansen, Axel          | Wing, Martin -41    |
| Iversen, Knut         |                     |

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## San Pedro Letter List.

|                       |                     |
|-----------------------|---------------------|
| Ahl, Einar The        | Larson, Hans -1677  |
| Andersson, Oskar      | Leldeker, Elith     |
| Andersen, Sven        | Lalan, Joe          |
| Aene, T.              | Lindholm, Chas.     |
| Alexander, P.         | Mathiasen, Nils     |
| Anderson, John        | Melson, Wm. E.      |
| Anderson, Martin      | Mikalsen, Andreas   |
| -1894                 | Mahn, Gustaf        |
| Bentsen, Hans B.      | Mesak, E.           |
| Berggren, Gus         | Naylor, Harry       |
| Bergh, Borge          | Niejahr, Oskar      |
| Breln, Hans           | Olsen, Andy         |
| Bergman, Leo          | Olsen, John         |
| Benrowltz, Felix      | Olsen, C. O. -834   |
| Clemmensen, Chas.     | Olin, Emil          |
| Cook, Harry           | Olson, Olof. S.     |
| Danielson, Dave       | Ophaug, W.          |
| Eriksen, Otto         | Orwold, Jack        |
| Eriksen, Lars         | Owen, Fred          |
| Eklund, Sven          | Pintz, Johan        |
| Fasholz, Daniel       | Peterson, Hans      |
| Fisher, Wm.           | -1064               |
| Fjellman, Jonas       | Peterson, N.        |
| Fricke, Wm.           | Peterson, Hugo      |
| Gunther, The          | Peterson, Aage      |
| Geller, Fred          | Poscet, P.          |
| Gallenberg, Martin    | Rand, Jacob         |
| Gilholm, Albin        | Sjoholm, Gustav     |
| Gronlund, O. -414     | -1542               |
| Gusek, Bernhard       | Soderlund, Anton    |
| Hendrikson, Henry     | Schmidt, Lauritz P. |
| Holmstrom, Fritz      | Sevenson, Paul      |
| Haake, Max.           | Schlieman, F.       |
| Haupt, Fritz          | Strahle, Chas.      |
| Hansen, Charly        | Shallies, Gust      |
| Hansen, Hilmar        | Sutse, Michael      |
| Hannus, Alex.         | Sorensen, Peter     |
| Janson, Osear         | Sorensen, Jorgen    |
| Jensen, Hans -1555    | Sievers, G. P.      |
| Johanson, A.          | Tamisar, P.         |
| Johnson, Fred -1723   | Trovik, Harald      |
| Johnsson, J. A. -1659 | Uappa, Koste        |
| Johnson, Algot        | Uhlk, Richard       |
| Johansen, Emil        | Wall, A.            |
| Johansson, Victor     | Warkkala, John      |
| Karlson, Aksel A.     | Wldin, Andrew       |
| Koff, Michael         | Zayan, G.           |
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| Lybeck, Thos.         | Packages.           |
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| Lindberg, G. W.       | Peterson, Aage      |
| Lindberg, Ernst       | Schmidt, Lauritz P. |

## Honolulu, H. T.

|                      |                   |
|----------------------|-------------------|
| Anderson, John E.    | Nelsen, C. F.     |
| Burk, Harry -1284    | Petersen, Carl    |
| Crantly, C. W.       | Peters, Walter    |
| Eugenlo, John        | Reither, Fritz    |
| Ekelund, Rickhard    | Solberg, B. P.    |
| Ivertsen, Sigvald B. | Strand, Conrad    |
| Lengwenus, W. L.     | Thompson, Emil N. |
| Möller, F.           |                   |

### INFORMATION WANTED.

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio. 3-24-15

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winiipeg, Manitoba, Canada.

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Any one knowing his whereabouts please notify George Leonhard, Sailors' Union, 39 Clay St. 8-11-1915

Olai Ingebrigtsen (Brock), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American bark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469—49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Steuart street, San Francisco, Cal. 8-4-15



# Pacific Coast Marine.

William Chisholm, erstwhile marine superintendent of the Pacific Mail Company, has been appointed manager of the floating properties of the Southern Pacific Company.

The heavy weather of the past week has been rough on both crews and deck loads. Among the vessels arriving at San Francisco with parts of their deckload gone were the "Carmel" and the "Daisy Freeman."

Contractors Grant Smith & Company have begun work on the erection of the new shipbuilding plant of the Skinner & Eddy Corporation at Seattle. The largest of the buildings to be erected will be a two-story structure 750 by 250 feet in dimensions.

The Rolph Navigation Company is said to have cleaned up \$130,000 on buying and selling the Mexican steamer "General Y. Pesqueira." The vessel is said to have been picked up for \$120,000 and resold to Norwegian parties for \$250,000.

The steamer "Roanoke" picked up the schooner "Repeat" in a water-logged condition off Tillamook, and towed her into Astoria. The "Roanoke" is said to have had considerable difficulty in taking the craft in tow. Twice the hawser parted and then chains were put aboard.

St. Helens is to become the home port of the schooner "Virginia," which the Loop Lumber Company has sold to E. C. Morton, mayor of St. Helens. The "Virginia" was built in 1902 at Alameda. She has a lumber carrying capacity of 750,000 feet. The price paid is said to have been \$25,000.

The Union Iron Works has begun the task of making repairs on the Hill liner "Minnesota," which is now lying in the stream off the plant. The removal of the old boilers, the installation of sixteen new ones and other extensive repairs on the vessel calls for a contract of about \$400,000. It is estimated that it will require from four to six months to put the liner in shape ready for sea.

The "Otto," another of the famous old sealers which years ago used to make Victoria their headquarters for pelagic sealing operations around the Pribilof and Aleutian Islands, has been sold. She will be used in the trade up and down the Mexican coast. Of the large fleet formerly possessed by the Victoria Sealing Company nearly all have been disposed of from time to time during the past few years.

President J. A. McGregor of the Union Iron Works has just returned from the East, where he saw Charles M. Schwab and H. S. Snyder, president and vice-president of the Bethlehem Steel Company, and he announces extensive expansion of the Union Iron Works. As a result of the new policy, the Union Iron Works has bought the Alameda plant of the United Engineering Works, which will be turned into a great shipbuilding yard.

Nelville Taylor, wrecker, has been awarded the contract by the Government for the removal of the old steamer "City of Panama," which was sunk in a storm last March, the price being \$9,250. There is still about 400 tons of coal in the barge, which will be salvaged. There were six bidders. The San Francisco Bridge Company's bid was \$19,800. Martin Lund \$14,400, Whitelaw Wrecking Company \$11,400, and Johnson Wrecking Company \$12,845.

Following the revival of shipbuilding in the Hoquiam yards, where three contracts have been placed for the building of large steam schooners, announcement is made that the Linstrom yards in Portland, which have practically been idle three years, will be started February 1, two contracts for large steam schooners having been signed. The St. Helens Shipbuilding Company is to build a third auxiliary schooner for the McCormick Lumber Company.

The water shipments from Grays Harbor ports for the year 1915 were 305,117,000 as compared with 437,729,000 feet for the year 1914 or a loss of 132,612,000 feet. The totals by months were: January, 14,347,000 feet; February, 16,926,000 feet; March, 30,280,000 feet; April, 31,472,000 feet; May, 27,310,000 feet; June, 29,244,000 feet; July, 24,005,000 feet; August, 28,197,000 feet; September, 27,873,000 feet; October, 22,793,000 feet; November, 22,655,000 feet; December, 27,001,000 feet.

The steam-schooner "Aberdeen," engaged as a garbage carrier by the City of Oakland, Cal., became a total loss just outside the Golden Gate during the night of January 28. Every one of her crew of eight was drowned. The "Aberdeen" was built in 1899 at Aberdeen, Wash. She was of 499 gross tons and was 169 feet long, 34 feet beam, and was for years in the coast lumber trade between Oregon and California points. She was valued at about \$50,000, partially covered by insurance.

Nielsen & Kelez, one of the oldest shipbuilding concerns of Seattle, whose plant is located on east waterway ground owned by the Seattle Drydock Company, have received notice to vacate and are selecting a site on the west frontage of Harbor Island. Nielsen & Kelez, before moving, will complete a cannery tender

now building in their yards for the Pacific American Fisheries Company, and the firm is also figuring on two wooden steam schooners for San Francisco parties.

The total water shipments from Willapa Harbor for the year 1915 were 67,914,000 feet as compared with 124,906,000 for 1914. The business was distributed as follows: January, 3,264,000 feet; February, 6,322,000 feet; March, 6,750,000 feet; April, 4,150,000 feet; May, 4,023,000 feet; June, 5,400,000 feet; July, 5,756,000 feet; August, 6,771,000 feet; September, 7,975,000; October, 5,387,000 feet; November, 5,250,000 feet, and December, 6,866,000 feet. Eighty-six vessels loaded during the year on Willapa Harbor.

Due to the fact that John Rothschild supplemented his original mail bid and bond of \$176,000 for the collier "Justin" by a telegraph bid of \$50,000 additional, without bond, the Navy Department has decided that the collier belongs to Grace & Co., at their original bid of \$216,000, according to news from Washington recently. At first it was announced that the "Justin" had been sold to Rothschild for \$226,000. Later the word came that the vessel was to go to Grace & Co. on its original bid because the Rothschild bid had been irregular.

James Griffiths, president of James Griffiths & Sons, announces the purchase by the Coastwise Steamship and Barge Company, Limited, of Vancouver, B. C., of which they are general managing agents, of the British freighter "Turret Crown," 3205 tons capacity, for operation in the Seattle-Tacoma-Anoyz, B. C., ore, copper and coke trade. The "Turret Crown," formerly in the St. Lawrence River coal trade, is now at Perth Amboy, N. J., where she will be converted into an oil burner and have wireless installed for operation in the sugar trade from New York to the West Indies until the Panama Canal opens, when she will be brought here.

Congress will be asked for authority to sell the obsolete transports "Crook" and "Meade," and a plan is under way to turn the Panama steamers "Ancon" and "Cristobal" to the Government for use on this Coast as transports. If the plan succeeds, it will bring back to this Coast two vessels that formerly operated regularly between the Sound and the Orient. The "Ancon" and the "Cristobal" were formerly the Boston Steamship Company's liners "Shawmut" and "Tremont," and for several years were in service from Tacoma to the Orient, carrying passengers and freight.

The partnership of Oliver J. Olson and Andrew F. Mahoney of the Olson-Mahoney Steamship Company, was dissolved when Olson bought out a half interest for a consideration said to be close to \$2,500,000. The partnership existed for almost twenty-five years and resulted in the building up of one of the largest and most successful steamship concerns on the Pacific Coast. Olson is to retain control of the company, which in the future will be known as the Oliver J. Olson Company and the Olson Steamship Company. The concern maintains a fleet of twelve vessels, of which nine are steamers. Three of these are doing duty in the Atlantic, while five are engaged in the Pacific coastwise trade. The retirement of Mahoney from the steamship company follows his contention that this is the time to dispose of the fleet of the concern. Olson is firm in his belief in the future of the steamship business. Mahoney will retire entirely, although still holding an interest in the Olson-Mahoney Lumber Company.

Whether freight rates will tumble or whether bottoms will still be scarce if many interned German vessels are sold to American or other neutral buyers, is a burning question in shipping circles. During the week the news arrived from London that Great Britain had decided to allow interned German steamers to be bought by neutrals and recognize the sale under certain conditions as to what trade they should be engaged in. If it is possible to buy German vessels there are hundreds of them which would likely be put on the market. They are interned in every neutral port in the world, and range from small tramp steamers and windjammers to palatial Atlantic liners. In San Francisco there are two—the steamer "Serapis" and the ship "Ottawa." In Manila and other Philippine ports there are twenty, in Honolulu and Hilo eight. Down the west coast of Mexico and South America practically the entire fleet of Kosmos freighters and many windjammers have been lying idly at anchor for nearly two years, to say nothing of the hundreds of German vessels in Atlantic ports. While not so high as on the Atlantic, freights on the Pacific have been increasing steadily for months, and now have reached a point never before attained. Even with the high rates there are not enough steamers to carry the freight offering along the Pacific Coast.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

## International Seamen's Union of America

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and  
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.  
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HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

(Continued on Page 11.)



# Coast Seamen's Journal

Published Weekly at San Francisco

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBURG .....Editor  
I. M. HOLT.....Manager

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Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, FEBRUARY 2, 1916.

## THAT FARCICAL LANGUAGE TEST.

There are two ways of drawing the teeth from the Seamen's law. The legitimate way is to have them extracted in Congress. The illegitimate way is to so construe the law that the teeth can not be used under any circumstances.

The Secretary of Commerce evidently proposes to "stand pat" upon Teeth-Drawing Circular No. 265, relating to the enforcement of the language test under Section 13 of the La Follette Seamen's Act. As has been explained in these columns, the circular in question has practically nullified the letter as well as the spirit of the law. However, it appeared, for a while at least, as if the proceedings under which the S. S. "China's" crew were certified and qualified should bring about a prompt revision of that remarkable circular. But nothing of the kind has happened and, from all appearances, nothing could happen to induce the Secretary of the Department of Commerce to see the error of his ways of his rulings.

"The Department of Commerce can make no mistakes." Mr. Thurman, the Department's legal adviser, so believes, and Mr. Redfield concurs. Of course, this is not surprising when one takes into consideration the fact that Messrs. Uhler and Chamberlain, the two barnacles of the Department, have always assumed the same attitude and have been wonderfully successful in making it stick.

But to return to the case of the S. S. "China." It has been proved by affidavits, published on page 7 of this issue, and by the Government's own records, that four of the seventeen Chinese who received Able Seaman's certificates at San Francisco were subsequently unable to meet even the miserable excuse of a language test as construed and administered under the chloroforming influence of Circular No. 265.

Mr. Thurman in dismissing the complaint which Andrew Furuseth had presented with reference to the examination of the "China's" crew, says:

The examination of the crew of the steamer "China" for able seamen was held on December 29 and 30, 1915, ten of the crew being examined

on the 29th and sixteen on the 30th. On each occasion the applicants were examined by Messrs. Guthrie and Dolan, local inspectors, and there was no coaching of any kind at either examination by anybody. The applicants were provided with application blanks, the same were executed by them, and the inspectors found that they all had had the required service. In order to satisfy themselves that the applicants could understand the language of the officers and were acquainted with the duties of able seamen, the inspectors questioned them closely in regard to all such duties. Of the twenty-six examined, seventeen qualified as able seamen and nine were rejected.

In connection with the foregoing, the two affidavits published in this issue would seem to constitute clear cases of perjury. But nowhere does Mr. Thurman explain why four of these alleged able seamen who had been granted certificates after being "closely questioned by the inspectors in regard to all their duties," were utterly unable to reply to the most simple questions asked by the master of the "China" in the presence of Mr. Wardell, the Surveyor of the Port.

Mr. Guthrie, the inspector, says those four Chinamen do understand the language of the ship's officers.

Mr. Wardell, the surveyor, says they do not.

And in the face of these established facts the solicitor of the Department of Commerce says to the President of the International Seamen's Union of America:

It is quite evident that you were misinformed as to the examination of the crew of the "China" and that there was nothing connected with it that could be made a subject of proper complaint.

"Enough is as good as a feast," and Mr. Thurman knows it!

Not a single one of the Chinese who applied for Able Seaman certificates was rejected by the local inspectors. The rejected men were disqualified by the doctor. Perhaps this fact constitutes further "news" for Mr. Thurman. But whether it does or not is immaterial.

The Department of Commerce, as conducted by Mr. Redfield, seems to be determined to so construe and administer the Seamen's Act as to entirely satisfy the owner of every coolie-manned ship touching at American ports.

## "MERELY A SAILOR!"

"The Story of the 'Arabie'" is an interesting contribution to a recent issue of the Outlook. The writer, who was one of the survivors, comments upon the calmness of his fellow passengers, not only during the three hours before they were picked up by a British gunboat, but afterward as well. As evidence of that calmness he tells of a conversation with a woman on board, the subject of which was phonetic spelling. He says:

Not the least interesting feature of this conversation is the fact that it was carried on over the prostrate body of my cabin steward, who was suffering acute pain from a crushed chest, and whose face, with a bleeding wound in the forehead, was rapidly becoming unrecognizable through the deposit of soot and cinders which fell, like a fine black hail, upon the deck. The injured passengers had been carried below, where all the comforts and luxuries of a small warship in active service were at their disposal; but this man, being merely a member of the crew, was left on deck.

The phrase "merely a member of the crew" is not nearly as bad as one we have all read, and of which the following (with slight variations) is a fairly good example:

"The ship is a total loss, but fortunately fully covered by insurance; there were no passengers on the ill-fated vessel and no lives were lost except (insert number) members of the crew."

Somehow, members of a ship's crew are

expected to accept death as a mere matter of routine.

Like members of a city's police and fire department, every sailor is expected to be calm, strong and courageous in the hour of danger. And if need be, the man who is "merely a sailor" is expected to take serious risks and long chances without consideration of his own safety.

But right there the similarity comes to an end. Unlike the guardians of safety ashore the seaman is seldom regarded or treated as a potential hero. If by the power of his economic organization he receives a wage as high as \$50 per month, he is considered all too well paid. If he becomes disabled or killed in the performance of his duty there is no pension for him or his dependents. The few State Compensation laws which apply to seamen are hopelessly inadequate to meet the numerous cases of injury and death which occur in the interstate and offshore traffic. Congress has been roundly abused by the reactionary press for passing the Seamen's Act. Nevertheless, so far as Workmen's Compensation is concerned, the American seaman remains the least protected worker under the jurisdiction of the Stars and Stripes.

To be "merely a member of the crew" means to work hard, live hard and die hard.

But let us not despair. To-morrow is also a day! That word "merely" has a charmed life, but some day in the not far distant future it will be considered out of place when used in connection with the "commonest" sailor.

## "THE SPIRIT OF EUROPE."

According to a famous American war correspondent, just returned from Europe, the Allies will win, but there will be no change in the map of Europe. What the Allies are endeavoring to do, says this correspondent, is "to change the spirit of Europe."

Another, no less famous American war correspondent, relates in some detail how the Gurkhas, Sikhs, Pathians, Sepoys, Turcos, Goums, Moroccans, Senegalese and kindred souls are rendering valiant services in the English and French trenches from the North Sea to the Swiss frontier.

Wherever one's sympathy may be in this titanic and epoch-making struggle of nations, all must admit there is a curious mixture of colors and races on the firing line in France.

It is a motley army that is trying to change "the spirit of Europe."

## WORKERS WITHOUT A GRIEVANCE!

Pueblo, Col., Jan. 18.—Representatives of Mr. Rockefeller's "union" met with officers of the Colorado Fuel and Iron Company and renewed their allegiance to the new organization. The miners presented no grievances and are said to be entirely satisfied with their wages, working hours and general treatment.

Let us be thankful! At last the world has a living model of an "ideal union."

No pestiferous agitators will be permitted to sow the seeds of discontent in Rockefeller's union.

No walking delegate will harass and annoy the men in charge of the works.

Rockefeller himself will see to it that the workers will get all that is coming to them, as, in fact, he has already done.

"The proof of the pudding is in the eating." Are not the Rockefeller employes without a single grievance?

The non-unionists are the comets of the social system. You can never tell at what moment they may collide with each other.



## LICENSED MEN JOIN A. F. OF L.

The two national organizations of licensed ships officers have just held their annual conventions and both meetings have unanimously adopted strong resolutions protesting against any modification of the language test by Departmental construction. The resolutions in question will be found, in full, on page 2 of this issue.

In addition to their wideawake and progressive attitude upon the new Seamen's law, the National Association of Masters, Mates and Pilots decided by a large majority to affiliate with the American Federation of Labor. The National Marine Engineers' Benevolent Association also looked favorably upon the question of affiliating with the A. F. of L., but finally concluded to submit that question to a referendum vote of the membership. Those who are in a position to forecast results say that the vote of the engineers will be nearly unanimous.

It is indeed gratifying to note the tremendously significant steps taken by the organized licensed seafarers of America. The bogus patriots who rave about an "American" merchant marine and employ none but alien officers and coolie crews, will be confronted with a new coalition of interests. They will not be able to use one class of workers against the other. And their crocodile tears for the vanishing American seaman will no longer enable them to successfully pose as martyrs to the Stars and Stripes.

On behalf of the International Seamen's Union of America the JOURNAL welcomes the organized licensed seafaring men to the ranks of the two million American workers who are organized under the banner of the American Federation of Labor.

Here's a hearty welcome and sincere congratulations!

## LEARNED SLAVES.

Calvinus Labinus purchased many learned slaves, none of them at a price less than \$4165. Stage players sold much higher. Roscius gained annually \$5830.—Item from Ancient History.

Rockefeller, Morgan, et al., are the twentieth century types of Calvinus Labinus. Of course, they do not "purchase" learned slaves. But they do purchase big dailies and pay good salaries to editors who know their master's voice. They also endow and subsidize learned men and institutions. And occasionally, when these learned men fail to show the proper appreciation of their benefactors, a change of climate is first suggested and ultimately ordered.

Then follows a brief uproar in the circles of the higher educators. They talk about academic freedom and such things. They claim to have the right to disseminate thoughts and ideas entirely at variance with their master's wishes and desires. But in the end their "big talk" usually simmers down to nothing. Another learned man is always at hand to take the place of the disciplined one—for, you know, even learned men must eat.

We wonder if the learned slaves of Calvinus Labinus were punished more severely than their modern successors when they persisted in passing out chunks of wisdom not relished by their master?

When we are inclined to marvel at the denseness of the person who questions the value of trade unionism, let us remember that the mole, too, probably cavils at that other law of nature, the recurrence of day and night.

## THE TRUTH MUST PREVAIL.

## Two Sworn Statements Which Shed Light Upon Remarkable "Test" Administered by Local Steamboat Inspectors.

United States of America,  
State of California,  
City and County of San Francisco. } ss.

E. A. Erickson, being duly sworn according to law, deposes and says: That on the 30th day of December, 1915, he was present at the United States Custom House in San Francisco, California, in the office of Local Inspector of Hulls Guthrie, while the examination of certain Chinese was being conducted to ascertain their fitness as seamen to go on the steamship "China," a vessel of the United States merchant marine; that at the same time and place F. E. Frazier, the master of said vessel, was also present and sat between Inspector Guthrie and each of the Chinese who was examined while affiant was present; that affiant heard ten or eleven Chinese examined; that the manner in which each of said Chinese was examined was as follows, to wit:

For the first three Chinese examined said Frazier put all of the questions; that after said three Chinese had been examined in this way, this affiant objected to said Frazier putting the answers to the questions in the Chinese's mouth; that thereafter the questions were put by Inspector Guthrie; that the following is a true example of the questions actually asked and the answers actually given, and that said example is a fair and typical one of all of the questions asked of and the answers given by said ten or eleven Chinese. Said example follows:

Q.—What you do first lower boat?  
A.—No sabe.  
Q.—Don't you take cover off first?  
A.—Ye, ye, cover.  
Q.—What you do next?  
A.—No sabe.  
Q.—Don't you put plug in?  
A.—Ye, ye, plug.  
Q.—Who go first in boat?  
A.—Sailor.  
Q.—Does not women go first?  
A.—Ye, ye, women.  
Q.—Who else go with the women?  
A.—Sailor.  
Q.—Does not children go next?  
A.—Ye, ye, children.

That all of said Chinese were passed by said Inspector.

Further this affiant sayeth not.

(Signed) E. A. ERICKSON.

Subscribed and sworn to before me, this 20th day of January, 1916.

MARGUERITE S. BRUNER,  
Notary public, in and for the City and County of San Francisco, State of California.

United States of America,  
State of California,  
City and County of San Francisco. } ss.

Paul Scharrenberg, being first duly sworn according to law, deposes and says:

That affiant has examined the records of the Collector of Customs and of the Local Inspectors of Hulls and Boilers of Steam Vessels at San Francisco, California, and that the names of the members of the deck department of the steamship "China" who hold "able seaman" certificates but who nevertheless were unable to meet the language test appear upon said records as follows, to wit:

On records of the United States Collector of Customs: Gay Fook, Tai Kwum, Leung Chung, Wah Tai.

On stubs in book from which certificates were issued by Local Inspectors: Kie Fook, Tai Kwam, Leong Chung, Wah Tai.

There is some difference in the American spelling of three of the names, but there is no question about the identity of all of the men; their Chinese signatures agree, and so does the age, etc.

Further affiant sayeth not.

(Signed) PAUL SCHARRENBERG.

Subscribed and sworn to before me, this 21st day of January, 1916.

MARGUERITE S. BRUNER,  
Notary public, in and for the City and County of San Francisco, State of California.

Shortly after the "Eastland" tragedy Mr. Alexander F. Smith, former Superintendent of the New York Maritime Exchange and a noted publicist, in concluding a mild roast of the U. S. Steamboat Inspection Service said:

The whole service is a tragic farce, requiring radical and sweeping reorganization. Will it be reorganized, will it properly fulfil the functions it is intended to fulfill, to wit: safeguard life and property on board American steam vessels? It does not do it now. Will it be so reorganized that it will?

Well, the echo of that query has been in the air ever since. And the answer sayeth, "No, no, no"; not as long as Mr. Uhler is in command!

## OFFICIAL.

## SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Jan. 31, 1916.  
Regular weekly meeting came to order at 7 p. m., Joe Faltus presiding. Secretary reported shipping dull.

JOHN H. TENNISON, Secretary pro tem.  
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., Jan. 24, 1916.  
No meeting. Shipping fair; prospects uncertain.

REGINALD TOWNSEND, Agent.  
Room 11, De Cosmos Block, 1424 Government St.

Vancouver, B. C., Jan. 24, 1916.  
Shipping dull; prospects uncertain.

W. S. BURNS, Agent.  
213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Jan. 24, 1916.  
No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.  
2218 North 30th St. Tel. Main 808.

Seattle Agency, Jan. 24, 1916.  
Shipping and prospects poor.  
P. B. GILL, Agent.  
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Jan. 24, 1916.  
Shipping dull; prospects poor.  
J. PEARSON, Agent.  
P. O. Box 6. Tel. Main 557.

Portland Agency, Jan. 24, 1916.  
Shipping dull; prospects poor.  
JACK ROSEN, Agent.  
44 Union Ave. North. Tel. East 4912.

Eureka Agency, Jan. 24, 1916.  
Shipping dull; prospects uncertain.  
OTTO DITTMAR, Agent.  
227 First St. P. O. Box 64. Tel. 159.

San Pedro Agency, Jan. 24, 1916.  
Shipping and prospects poor.  
HARRY OHLSSEN, Agent.  
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Jan. 17, 1916.  
Shipping dull; prospects poor; lots of members ashore.  
JACK EDWARDSON, Agent.  
P. O. Box 314. Tel. 2526.

## MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Jan. 27, 1916.  
Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping quiet; plenty of members ashore.

EUGENE STEIDLE, Secretary.  
42 Market St. Phone Kearny 5955.

Seattle Agency, Jan. 20, 1916.  
Shipping dull; plenty of members ashore.  
LEONARD NORKGAUER, Agent.  
Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Jan. 20, 1916.  
No meeting. Shipping dull; prospects better; many members ashore.  
HARRY POTHOFF, Agent.  
P. O. Box 54.

Portland Agency, Jan. 24, 1916.  
No meeting. Shipping very slow.  
THOMAS BAKER, Agent.  
89 Second St. N. Phone Broadway 2306.

## ALASKA FISHERMEN'S UNION.

Headquarters, San Francisco, Cal., Jan. 28, 1916.  
Regular meeting came to order at 8 p. m., John Vance Thompson presiding. Secretary reported that Chas. W. Anderson, No. 94, died on Jan. 27.

That no reply had as yet been received from the Codfishing Companies on propositions for 1916 as mailed them last Monday.

Resolutions urging an Act by Congress for Government regulation of gill-nets in Bering Sea, Alaska, limiting the size of mesh used in the catching of red salmon in these waters to five and three-quarters (5¾) inches stretched mesh, were adopted.

Friday, Feb. 4, will be nomination of officers.  
I. N. HYLEN, Secretary.  
Maritime Hall Bldg., 49 Clay St. Phone Sutter 6452.

## DIED.

Albert Schultz, No. 1916, a native of Germany, age 37, died at San Francisco, Cal., Jan. 29, 1916.



## SLANDERING TRADE UNIONISM.

The campaign of detraction waged in the United States against the British trade unions is well organized and pushed by powerful interests. It can, of course, have no effect in Great Britain, but it is expected to have great effect in creating a prejudice against organized labor at home. What the British unions are now alleged to be doing is persistently put forward as something which our own unions will do if ever the nation's life is at stake.

The facts are in most respects just the opposite of what is stated by the anti-unionists. What British union labor is trying to do is to protect itself in the exercise of some of the rights which it has painfully won over a long period of struggle. One by one these rights have been taken from it by the Government at the behest of the employers and under the plea of necessity for the preservation of the nation. Though the unions have furnished more than their quota of enlistments and though they have yielded to many outrageous demands made by the Government and the employers, more and more is constantly demanded of them, and any hesitancy on their part to yield is met by a chorus of denunciation. This denunciation is promptly disseminated throughout the United States.

Under the Munitions Act it is a penal offense for a wage-earner to leave the service of his employer without the latter's consent, even upon giving notice at the end of his contracted time. It is also a penal offense to refuse to undertake a new job in a workshop, no matter what the wage offered or to refuse to work overtime, whether at night or on Sundays and whether or not anything extra is paid for the extra service. For any disagreement with an employer a wage-earner may be dragged before a munitions tribunal and heavily fined or imprisoned. According to so reliable a journal as the *New Statesman*, it is quite useless for the wage-earner to interpose any plea; the will of the employer is absolute and is enforced.

The employers hold the whip-handle, and they are wielding it mercilessly. They are making enormous profits, and refusing to share any part of their good fortune with their employes. Many of them have sold out their houses and other property in England, transferred their head offices to New York, retaining only a non-profit-making agency at home, and have themselves removed to this country, to avoid paying war taxes, income tax and the excess-profits tax. Doubtless from their new domicile they contribute to the expense of the propaganda against the British unions.—*California Outlook*.

Every year supplies its quota of "missing ships"—those luckless vessels which, putting to sea, well-found, and in every way fitted for the voyage, have failed to reach their destinations. During the year just closed the number of vessels posted at Lloyd's as "missing" was 28, of which no fewer than 21 were British. It is to be assumed that some of the losses are due to war causes, either submarines or floating mines. The last vessels to be posted during the year were the "Combe" and "Boileu." The first-named was a British steamer, bound from the Mersey to Archangel, and the second a French boat bound from Swansea to St. Nazaire.

## WHAT CONSCRIPTION HAS DONE.

The Government of this country has inflicted a greater defeat upon us than any German army has inflicted. An opposing army may crush us materially; it can never crush our spirit. We alone can degrade the soul of our own nation. And if the decision of the Government be accepted by Parliament and people, we shall have destroyed our own soul. The people of this country embarked upon the war to liberate Europe from the menace of militarism, to end war for ever, to enable the peoples to live in peace and civic liberty, to assure the triumph of a free democracy over an iron despotism. The Government has sacrificed the very ideals which made the war a holy crusade in the eyes of thousands of young men who lie dead upon the battlefield. It has enthroned militarism in our own land. Instead of liberating Europe from the yoke of militarism, it asks us to place the yoke upon our own shoulders. It is true the Government has only decided at the moment to adopt compulsion in the case of a limited number of men. But the principle is as repugnant if applied to one man as to a million. Modern Britain will no longer be able to say that its citizens are free to decline to kill their fellows if their reason and conscience so dictate. We yield to none in our respect for the men who undertake military service from a sense of duty. An act must be judged by the motive. But to compel men to kill who do not feel the call of duty is to compel them to murder. It is to destroy the peace of their minds through eternity. It is to damn their souls.—*The Labor Leader, Manchester*.

The establishment of a load-line for ocean-going ships, similar to that in effect in Great Britain, is under consideration by the Canadian Minister of Marine and Fisheries. The question has been before Canadian authorities for many years, and in 1892 a law was passed adopting a load-line, but under conditions which proved unacceptable to the Imperial Government, and this law has never been in operation. Just prior to the outbreak of war arrangements had been completed for joint action by the Canadian and U. S. Governments as parties to an international conference, to draw up such regulations as would place the shipping of the two countries as nearly as possible on an equality with regard to load-line requirements. The outbreak of war upset these arrangements, and both Canada and the United States are still without laws providing for a load-line.

The four-masted schooner "Maud B. Krum," 632 tons, posted at Lloyd's January 5 as missing, is the first vessel to be posted this year. She left St. Andrews Bay, Fla., April 30 last, bound for Buenos Ayres, and was spoken last July 12 off the latitude of Bahia. She was built at Bath, Me., in 1883, and was owned by the J. H. Conant Co., Boston, Mass. The last previous instance of an American multi-masted schooner being posted at Lloyd's as missing occurred September 17, 1913, on which date the "Americana," another four-master, was posted, she having disappeared with all on board when on a passage from Knappton (Wash.) to Sydney (N. S. W.).

Demand the union label upon all purchases!

## THE HOUSTON SHIP CHANNEL.

A ship channel 50 miles long, 27 feet deep, and 200 feet wide at the bottom now connects Houston, Texas, with deep water at the Galveston jetties. A concrete wharf and warehouse have been constructed at a cost of \$300,000, and there is available a fund of \$3,000,000 for constructing permanent harbor facilities, to be administered by the public harbor board.

Buffalo Bayou, running from Houston to the Gulf of Mexico, has been widened and deepened from time to time during the past 40 years by Government appropriation. In 1912 the plan for the present channel was adopted, and, in order to hasten its completion, Harris County and the city of Houston agreed to pay half the cost, estimated at \$2,500,000. The work was carried out by the Federal Board of Engineers and the completed channel was turned over to the Harris County Navigation Board in August, 1914. This was nearly a year in advance of the time estimated for the completion of the channel work. Since that time work on the terminal facilities has been rushed.

At the city end of the channel, above the wharf, is a turning basin 1200 feet long by 900 feet wide and 27 feet deep.

Under the agreement with the Government for the construction of this ship channel, wharfage is to be free to all ships. Two dredges have been provided to maintain the depth of the channel, at a cost of \$250,000 each, one being paid for by the Federal Government and the other by the city of Houston and Harris County. The operation of the dredges and the maintenance of the channel will be in charge of the district engineer.

While the terminal facilities are to be municipally owned, opportunity is given private concerns to establish factories on either side of the ship channel on privately owned ground, and already there are a number of concerns so located. An oil company has established a mixing plant on the channel, and has been receiving full cargoes of oil from Mexico ever since the channel was opened. Another concern brings in cargo lots of phosphate from Tampa, Fla., for the manufacture of fertilizers.

Houston is already an important distributing center, with 17 lines of railway, and it is expected that the establishment of regular ship lines for general cargo will increase its importance. The Boca Grande Steamship Co. is already operating a bi-weekly service between New Orleans and Houston, and the inauguration of the Atlantic, Gulf & West Indies Line service will provide direct connection with New York.

In order that the people of Sydney, N. S. W., may derive the full benefit from fish caught by the recently purchased Government trawlers the municipality of Sydney has opened a fish market where the catch is disposed of at moderate prices to the public. The windows at the market are specially constructed, being airtight and fitted with panes of glass in front, so that the space in which the fish are kept is insulated. From a refrigerator beneath a blast of cold air is constantly passing over the fish, which, it is stated, will keep fresh for several weeks.



## NOBODY'S CHILDREN.

Most European countries record all births, even those known as "still births." It is in these countries that the statistician can "predict the number of illegitimate births which will occur for years to come." And it is in these countries that most responsibility is felt for the welfare of the thousands of new citizens who enter life without a warrant, so to speak.

In Austria, for instance, those charged with public welfare know that of every thousand births in their nation next year 143 will be illegitimate. Further than this, they know that of the total number of births in towns of 20,000 and over, more than 32 per cent. will be illegitimate—or nearly one in three! In Bavaria they know that for the country at large there will be 132 illegitimate births in every thousand children born; but that in Munich the proportion of illegitimate births will be nearly 27 per cent. In Saxony they can count with certainty on 100 out of every 1000 births being illegitimate. In Denmark the average is the same. Scotland has about 84 bastards out of every 1000 children born; Belgium has 77, France 74, Italy 73, England and Wales, 84, Switzerland 47, Holland 30, Russia 29, and Ireland 25.

When we begin to study these amazingly fixed figures we discover some knotty problems.

Suppose that, in theorizing about illegitimacy and its causes, we have decided that among the latter must be illiteracy, dire poverty, bad housing conditions, and laxity of religious restraint. By the time we have proceeded even a very little way into the mass of available facts we shall be in a sad state of bewilderment. In Ireland, for instance, the poorest county is the County of Mayo, the richest is the County Down. More than three-fourths of the population in County Mayo live in mud huts; only one-eighth of the land is cultivable; and illiteracy is the rule, not the exception. In County Down less than one-third of the people are poorly housed, only one-eighth of the ground is nontillable, and the average of intelligence is exceptionally high. County Mayo is priest-ridden. County Down is as Protestant as Scotland itself. Yet County Down has ten times as many illegitimate births in proportion to the whole number as County Mayo. And over in Scotland, where education has been so general for many generations, and the thrift is proverbial, and the Calvinism so rigorous, the proportion of bastards to the whole population is more than three and one-half times greater than it is in Ireland, even with County Down bringing up the Irish average. The Reformed religion, austere interpreted, and thrift and intelligence characterize Holland, with its low rate of illegitimacy, but a high rate of illiteracy and of poverty and of superstitious subjection to priest-rule characterize Russia, which has a lower illegitimacy rate even than Holland, being surpassed only by Ireland. Saxony is 96 per cent. Protestant, and Bavaria must be nearly that per cent. Catholic; yet both come very high in the table registering bastard births, though both are zealous about education and about all matters of public welfare.

Occasionally some one advances the theory that climate has something to do with moral restraint—that southern sun-

shine and ardent temperaments and the early maturity of girls in countries where the summers are long, make for license. But Italy has a lower illegitimacy rate than Belgium, and would have a rate far lower still were it not that many Italians have not yet learned that a civil marriage must precede or follow the religious ceremony, or the offspring will be reckoned bastards; and if cold preserved Russia from many illegitimate births, it signally fails to preserve Scandinavia and Scotland. Also the most northerly shires in England have the greatest number of illegitimate births.

The ratio per thousand decreases steadily from Scotland's border to the English Channel. And in France, staid, prosperous, intelligent Normandy has far more bastards than sun-baked Provence with its lax, lazy, laughing people and its cherished memories of troubadours and courts of love.

In trying to reduce illegitimacy we are trying to increase the strength of human nature to restrain the most powerful impulse in all its heritage. How may we hope to do this? Not otherwise than by an ever-widening spread of ideals which recognize to the full the claim upon us of the children who are to make To-morrow. If we will begin at the top, where that claim is most fervently recognized, perhaps we shall in due course reach those strata where a man has to go to jail because he won't support his offspring. Reverence for young life, respect for its rights, recognition of our obligation to see that it has a better chance, in a juster world than we knew, must be expressed by us to our uttermost, in all we say and all we do. And when we have made a good beginning at this I think we shall find that we are in the way of bettering many things, among them the fate of "Nobody's Children."—Clara E. Laughlin, in Pearson's.

## ISLANDS IN SEA OF LAVA.

The valley of the ancient Snake River in Idaho was flooded with great outpourings of black lava, which spread out sheet on sheet, buried the old land surface, and partly filled the valley with molten rock, which solidified and has remained to this day undisturbed except for the gorges that the streams have cut in it. In some places old mountains project through the petrified lava flood as islands project above the surface of the sea, and old ridges stick out into it as capes and promontories.

The area covered by the Snake River lava is about 20,000 square miles. So far as is now known, there is but one lava field in North America of greater extent, the Columbia River lava field, which covers about 200,000 square miles. In Snake River canyon below Shoshone Falls nearly 700 feet of horizontal sheets of lava are exposed, but whether this is the maximum thickness or not can not be told.—Overland Guidebook, Bulletin 612, U. S. G. S.

Did you ever see a pail of swill given to a pen of hungry hogs? That is human society as it is. Did you ever see a company of well-bred men and women sitting down to a good dinner, without scrambling or jostling, or gluttony, each, knowing that his own appetite will be satisfied, deferring to and helping the others? That is human society as it might be.—Henry George.

## NOTICE TO SEAMEN.

### IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,

V. A. OLANDER, Secretary.

## LAKE DISTRICT, I. S. U. of A.

### HEADQUARTERS:

#### LAKE SEAMEN'S UNION,

570 West Lake Street, Chicago, Ill.

### BRANCHES AND AGENCIES:

BUFFALO, N. Y.....55 Main Street  
Telephone Seneca 936 R.

CLEVELAND, O.....1401 W. Ninth Street  
Telephone Bell Main 1842.

MILWAUKEE, WIS.....133 Clinton Street  
Telephone South 240.

ASHTABULA O.....21 High Street  
Telephone 552.

NORTH TONAWANDA, N. Y.....152 Main Street  
Telephone Bell 2762.

DETROIT, MICH.....15 Twelfth Street  
Telephone 3724.

SUPERIOR, WIS.....1721 N. Third Street  
Telephone, New, Broad 385.

BAY CITY, MICH.....108 Fifth Avenue  
OGDENSBURG, N. Y.....70 Isabella Street  
CONNEAUT, O.....922 Day Street  
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue  
PORT HURON, MICH.....517 Water Street  
ERIE, PA.....107 E. Third Street

### MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

#### HEADQUARTERS:

71 Main Street, Buffalo, N. Y.  
Telephone Seneca 48.

#### BRANCHES:

CLEVELAND, O.....1185 W. Eleventh Street  
CHICAGO, ILL.....445 LaSalle Avenue  
MILWAUKEE, WIS.....151 Reed Street  
DETROIT, MICH.....27 Jefferson Ave., East  
SUPERIOR, WIS.....1814 Fourth Street  
OGDENSBURG, N. Y.....70 Isabella Street  
BAY CITY, MICH.....108 Fifth Avenue

### MARINE COOKS AND STEWARDS' UNION.

#### HEADQUARTERS:

406 N. Clark St., Chicago, Ill.  
Telephone Main 365.

#### BRANCHES:

Buffalo, N. Y. Toledo, O.  
Cleveland, O. North Tonawanda, N. Y.  
Milwaukee, Wis. Superior, Wis.  
Ashtabula, O. Erie, Pa.

### UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

#### MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

#### RELIEF STATIONS:

Ashland, Wis. Ogdensburg, N. Y.  
Ashtabula Harbor, O. Oswego, N. Y.  
Buffalo, N. Y. Port Huron, Mich.  
Duluth, Minn. Manitowoc, Wis.  
Escanaba, Mich. Marquette, Mich.  
Grand Haven, Mich. Milwaukee, Wis.  
Green Bay, Mich. Saginaw, Mich.  
Houghton, Mich. Sandusky, O.  
Ludington, Mich. Sault Ste. Marie, Mich.  
Manistee, Mich. Sheboygan, Wis.  
Erie, Pa. Superior, Wis.  
Menominee, Mich. Toledo, O.



## WEEKLY NEWS LETTER.

(Continued from Page 3.)

"Injustices which have grown up in the process of the ages, and have become entangled with every relation of life, are not to be abolished with a 'Hey, presto!' A tyranny which identifies itself with every social institution, and clothes itself with the homely virtues and the religious instincts, is not easily broken down.

"Labor ministers are but human. They are too apt to confound their own elevation with the uplifting of the masses, and develop a frame of mind which enables them to act as though with their personal triumph, the aim and object of the labor movement were attained.

"In New South Wales this tendency has hardened into a positive evil. No wonder the ranks of the workers are torn with discontent. No wonder the unions carry resolutions of condemnation. No wonder, where men and women who have fought and suffered for the ideals of the movement are gathered together, the State ministry is greeted with sullen eyes and muttering voices."

The Australian Worker, however, is optimistic, and declares that the cause for jubilation is the advance of trade unionism. Says the editor:

"It is to the record of unionism in New South Wales we can turn with the greatest satisfaction. Labor's silver jubilee in that State is an event which the organized working class can celebrate with pride in their splendid solidarity and in the justice of their cause.

"It is that solidarity which will safeguard the labor movement and preserve it from the elements of degeneration.

"It is that solidarity, and that passion for justice, which will purge it of base intriguers and self-seeking adventurers in the field of politics, and lead it onward, despite the virulence of enemies and the faithlessness of friends, to the consummation of its desires."

## Unemployment Yet Exists.

The claim of certain newspapers and large employers, who fear legislation intended to restrict immigration, that "there is work for all," does not harmonize with a report issued by the New York Department of Labor, a section of the State Industrial Commission. This report shows that on November 15 last 246 trade unions in the State, with a membership of 154,206, reported a total idleness of 17.6 per cent., against 12.7 per cent., October 15, and 14.9 per cent., September 15.

It is stated that the membership reported on November 15 includes approximately one-fourth of the organized workers in the State, "chosen so as to include for each trade and group of trades as nearly as possible the same proportion of the total organized workers in the State. The list is, therefore, representative of organized workers only."

While climatic conditions is undoubtedly a factor in the 23.9 per cent. of idleness in the building industry, the report shows that in the manufacturing industries 19.3 per cent. were idle on November 15, 1915. In this section the highest percentage was found in glass and glassware, with 27.7 per cent.; clothing and textiles followed with 24 per cent. idleness, while paper and paper

goods was lowest with 3.6 per cent., followed by tobacco, 4.2 per cent., and machinery, 5 per cent.

In transportation the total idleness averaged 8.4 per cent. Freight handlers lead with 25.3 per cent., followed by teaming and cab driving, 14.5 per cent.; navigation, 4.7 per cent., and railways, 3.4 per cent.

## THINK FOR YOURSELF.

One of the best and most original of American writers was Ralph Waldo Emerson, and one of the best and most characteristic of his numerous essays is that entitled "Self-Reliance."

Never was there a stronger or more devoted advocate of independence in thought and action than Emerson, or an author less disposed to lean upon authority in any form. From the essay above mentioned these extracts may be read with profit, and especially by young men who aim to think and act for themselves:

"Virtues are, in the popular estimate, rather the exception than the rule. There is the man and his virtues. Men do what is called a good action, as some piece of courage or charity, much as they would pay a fine in expiation of daily non-appearance on parade. Their works are done as an apology or extenuation of their living in the world,—as invalids and the insane pay a high board. Their virtues are penances.

"I do not wish to expiate, but to live. My life is for itself and not for a spectacle. I much prefer that it should be of a lower strain, so it be genuine and equal, than that it should be glittering and unsteady. I wish it to be sound and sweet, and not to need diet and bleeding. I ask primary evidence that you are a man, and refuse this appeal from the man to his actions. I know that for myself it makes no difference whether I do or forbear those actions which are reckoned excellent. I cannot consent to pay for a privilege which I have intrinsic right. Few and mean as my gifts may be, I actually am, and do not need for my own assurance or the assurance of my fellows any secondary testimony.

"What I must do is all that concerns me, not what the people think. This rule, equally arduous in actual and in intellectual life, may serve for the whole distinction between greatness and meanness. It is harder, because you will always find those who think they know what is your duty better than you know it. It is easy in the world to live after the world's opinion; it is easy in solitude to live after our own; but the great man is he who in the midst of the crowd keeps with perfect sweetness the independence of solitude.

\* \* \* \* \*

"A foolish consistency is the hobgoblin of little minds, adored by little statesmen and philosophers and divines. With consistency a great soul has simply nothing to do. He may as well concern himself with his shadow on the wall. Speak what you think now in hard words, and tomorrow speak what tomorrow thinks in hard words again, though it contradict everything you said today.—'Ah, so you shall be sure to be misunderstood!'

"—Is it so bad, then, to be misunderstood? Pythagoras was misunderstood, and Socrates, and Jesus, and Luther, and Copernicus, and Galileo, and Newton, and every pure and

wise spirit that ever took flesh. To be great is to be misunderstood.

\* \* \* \* \*

"In this pleasing, contrite wood-life which God allows me, let me record day by day my honest thought without prospect or retrospect, and, I cannot doubt, it will be found symmetrical, though I mean it not and see it not. My book should smell of pines and resound with the hum of insects. The swallow over my window should interweave that thread or straw he carries in his bill into my web also. We pass for what we are. Character teaches above our wills. Men imagine that they communicate their virtue or vice only by overt actions, and do not see that virtue or vice emit a breath every moment."

In conclusion the Concord philosopher's advice was to cultivate superiority to fortune. And he gave this admonition, that "Nothing can bring you peace but yourself—nothing but the triumph of principles."

## A "SELKIRK" MONARCHY.

To many people the recent offer on lease of the little island of Herm, one of the smallest of the inhabited Channel Islands, is particularly interesting. Strictly speaking, of course, there is nothing more in owning a few acres of land that happen to comprise an island than in owning a few acres anywhere else. There is, however, a kind of Selkirk monarchy about the idea that has for many people a peculiar fascination. At the mouth of the Dee is just such an island, small and windswept, rough grass and a low white house, but the owner is known about the countryside as the king of Hilbre.

It is a well-established fact, however, that the would-be king who finally satisfies his ambition, and secures possession of an island, is not there long before he wishes he were well rid of it again. It is indeed for this reason that islands are constantly changing hands. Wind and sea and tide care for no man, not even kings, and living on an island has many disadvantages tending to discount pride of possession. Selkirk was monarch of all he surveyed, but he was glad enough to leave his island behind him, and to look back upon the wake of the ship that carried him away from Juan Fernandez.—Christian Science Monitor.

Considering the fact that in the neighborhood of 75,000,000 tons of cotton stalks have been destroyed annually as worthless and only in the way, the possibilities of a plant capable of converting them into paper and artificial silk are readily comprehended. A plant is now being erected at Greenwood, Mississippi, which will be devoted to the preparation of pulp from cotton stalks, and it is said that owing to the stronger fibers of the cotton stalk pulp, paper manufactured from it is considerably stronger in proportion to its thickness and weight than that produced from the usual wood pulp. It has been the custom to cut and burn the stalks, after the cotton-picking season has ended, at a cost of about a dollar a ton. The use of cotton pulp is not limited to the making of paper. The stalk fibers have been found capable of withstanding the nitrating process involved in the making of gun-cotton. The fibers also produce an artificial silk, motion-picture films, and such chemicals as pyroxylene, alcohol, and acetone.



## THE ISLAND OF CYPRUS.

The Island of Cyprus has an interesting history. It is one of the "old lands" of the world, indeed it is among the oldest. The Phoenicians colonized it about the year 2000 B. C., but little is known of their history, and it was not until much later when the Greeks sent settlers to the island that the history of Cyprus becomes in any sense consecutive. The Greeks instituted certain religious changes, and the worship of the Paphian Venus gradually took the place of the Phœnician Astarte. The exact date of this colonization is uncertain. It was, however, about the middle of the sixth century B. C. that the island passed temporarily into the hands of Amasis of Egypt.

From that date until the time of the Roman occupation in the middle of the first century B. C., Cyprus was thrown back and forth, as it were, between Europe, Asia and Africa, in the matter of ownership. Cambyses of Persia, Alexander the Great, Ptolemy of Egypt and finally Rome all held sway over the island. Cicero and the younger Cato were among its first governors, and the Cypriots were one of the first of the gentile peoples to receive Christianity. Paul, Barnabas and Mark all visited the island, and under the Byzantine emperors Cyprus was the seat of an archbishopric. In its later history it changed hands many times. From the Othman conquest in 644 until 975, it was the scene of repeated Arab invasions.

Then, for about 300 years, from 1185 onwards, it was governed by the family of Guy de Lusignan, after it had been conquered by Richard I on his way to the third crusade. In 1487 it came under the rule of the Venetian republic, but was finally conquered by the Turks in 1570. From that moment until 1878, when it was taken over by Great Britain, the island, like all other countries swept by the Osmanli flood, has little or no history. It is true that its history since that time, "under the lease," has not been eventful and has been characterized largely by the vigorous efforts on the part of the Greek population to secure a definite ascendancy over the Muhammadan, but the people of the island have, at any rate, been secure against persecution.

The annual tribute to Turkey was, until the final annexation of the island by Great Britain last year, £92,000, and of this the British government paid some £50,000.

## SOME EARLY SEA ANIMALS.

The sea teems with plants and animals, and it has been estimated that the amount of life in the sea exceeds that of the land, square mile for square mile. Animal life is found nearly everywhere, even at the greatest depth; but it flourishes best at or near the shore. On the other hand, plant life seems to be absent over the bottoms of the ocean basins, but plentiful at the surface, where the sunlight plays an important part in its growth.

It is believed that the original forms of life began in the ocean many million years ago, and at no time since has life there ceased. Many of the earliest forms are now extinct; others have gradually increased in number and variety from their beginning to the present time. How long ago life began no one has definitely determined; but it is known to have been many

million years ago, for the remains of extinct animals and plants are found in the oldest sedimentary rocks.

According to geologists, the oceanic waters have made many incursions upon the continents and at times have nearly submerged them. Long ago, even in a geologic sense, before the birth of the Appalachian or Rocky mountains, the sea made frequent visits to the interior of our continent and left, after each retreat, a sandy, muddy, or limy deposit mixed with shells and other organic remains, which later became solidified into rock. Were not the organic remains still found in the deposits, it would be difficult to believe that the ancestors of many present-day sea animals once lived along the beaches of an ancient inland sea.

Bulletin 598, written by G. H. Girty and just issued by the United States Geological Survey, describes a local association of animals that lived in one of these inland seas that covered Arkansas. This fauna lived not long (in geologic terms) before the formation of the great coal beds over portions of the eastern United States. The bulletin, which deals with the fauna of the Boone limestone at St. Joe, Ark., consists of two parts, each describing a faunal group at the same locality. Seventy-two species are described, including several new to science, with a discussion of their bearing on the age and correlation of the rocks containing them. This bulletin is technically descriptive and is of interest to students of Paleozoic faunas and Mississippi Valley geology. A copy may be obtained free upon application to the Director of the United States Geological Survey, Washington, D. C.

## NAUTICAL ALMANAC.

It costs the Government \$5,000 a year to get out the nautical almanac, which is authority on nautical questions all over the world, and the cost probably would be greater, so far as the United States is concerned, but for the fact that there is in operation a sort of mutual plan, under which other nations do a part of the work, all of them getting the benefit of the publication. The nautical almanac contains computations for three years in advance; for instance, this year the Naval Observatory is getting out data for the year 1917, and next year it will get out the data for 1918. This is due to the fact that years ago, when sailing vessels went around the world, and when there was no Suez Canal to shorten the route, it was necessary for them to have nautical almanacs for considerably longer periods of time than the year of sailing. As a rule, these sailing voyages lasted from two to three years.

"It is, of course, not now necessary to issue the almanac three years in advance," says Captain Joseph L. Jayne, superintendent of the Naval Observatory, "but the old law has never been changed. In the days of the sailing vessels all the maritime nations provided by law for the issue of nautical almanacs. A similar law passed by the American Congress is still in force." Captain Payne points out that Great Britain, France, Germany, Spain, and Italy are the other nations in addition to the United States that issue nautical almanacs.

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## Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

## International Seamen's Union of America

(Continued from Page 5.)

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#### Agencies:

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ASTORIA, Ore., P. O. Box 138.

## The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia  
29 ERSKINE STREET, SYDNEY, N. S. W.



## Labor News.

Secretary Creager, of the Springfield (Ohio) Trades and Labor Assembly, states that in 1915 over 1,000 organized workers in that city secured wage increases that average more than \$1 a week.

In his message to the biennial session of the Kentucky State legislature, which convened last week, Governor Stanley advocated the abolishment of convict labor and the employment of convicts on high-ways.

Boston steamship agents and the Longshoremen's District Council have signed a one year agreement which increases wages 5 cents an hour for grain handlers and 2 cents an hour for general and bulk cargo. The old rates were 35 cents for general cargo, 35 cents for bulk, and 50 cents for day work on grain and 60 cents for night work on grain.

The executive board of the New Jersey State Federation of Labor has called on all affiliated unions to renew their fight against a State constabulary, favored by New Jersey manufacturers. At the last session of the legislature efforts were made to import the "Pennsylvania idea," but organized workers succeeded in defeating the project. Big employers are hopeful for better success at the next legislature.

The strike of 5000 miners in the three copper districts of Clifton, Morenci and Metalf, Ariz., which began September 11 last, was definitely terminated on January 24, when the former employees of the three operating concerns—the Arizona, Detroit and Shannon Copper companies—voted unanimously to return to work under the proposition offered by the managers of the three companies. Operations, suspended since the strike began, will be resumed at once.

In an address on "speeding up" systems in industry, Dr. Hayhurst of the Ohio State Board of Health declared that the benefits derived by workers are not in proportion to the benefits gained by employers. Another objectionable feature, he declared, was the fact that workmen do not receive enough increased revenue to buy food to supply the additional energy required by the increased work, and that the variety of employment which served as a rest was absent in most so-called "scientific systems."

Private guards hired by the Youngstown Sheet & Tube Company at East Youngstown, Ohio, fired into a crowd of men outside of the barricade around the works, killed two men and wounded 23 persons. A strike had been in progress for about a week against the Republic Iron & Steel Company, and the Youngstown Sheet & Tube Company, due to refusal of the employers to grant an increase of five and a half cents an hour, which would have made wages 25 cents an hour. Press reports are to the effect that some drunken and disorderly members of the mob got into a brawl with the guards outside of the walls. After firing on the crowd the guards are said to have retreated behind the barrier, while the mob began to loot and burn property in the neighborhood. The Governor was asked by the sheriff to send militia. This was done and order has since prevailed.

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## Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

|                    |                       |
|--------------------|-----------------------|
| Andersen, Walter   | Karell, J.            |
| Andresen, Jorgen   | Krager, C.            |
| Abrahamsen, Halp-  | Karlson, Ingoald      |
| tan                | Kylander, Herman      |
| Aagaard, A.        | Larsen, L. A.         |
| Andersen, Alfred   | La Follette, James    |
| Anderson, Hjalmar  | Le Mins, Aug          |
| Andersen, A. C.    | Larsen, T.            |
| -1108              | Lersten, J. O.        |
| Andersen, Albert   | Louwain, Eric         |
| Berg, Johamus      | Lundgren, Carl        |
| Barrell, Geo.      | McIntyre, James       |
| Bohm, Franz        | Mikkelsen, K. -1620   |
| Bongquist, Gus     | Mjones, John          |
| Bekker, Geo.       | Mathisen, Sigurd      |
| Brewer, Geo.       | Moore, C. R.          |
| Brokow, Albert     | Mikkelsen, A. W.      |
| Camozi, M.         | McLeod, N.            |
| Chamberlain        | Mathisen, Neis        |
| Connouton, T. H.   | Martinsen, C.         |
| Carlson, John -861 | McNeill, R.           |
| Daklin, Gus        | McManigal, T. E.      |
| Dazell, James      | Mortensen, J. R.      |
| Engstrom, Ch.      | Molony, K.            |
| Erikson, Chr.      | Moen, R.              |
| Edsen, F.          | Moore, J. M.          |
| Eugh, I.           | Nelson, Henry         |
| Erikson, E.        | Nasse, A. K.          |
| Erlgson, N. P.     | Nielsen, Alfons       |
| Fox, John          | Nielsen, Alf          |
| Fredriksen, B. I.  | Nurminen, J. E.       |
| Fredriksen, T. D.  | Norlin, Georg         |
| -529               | Olsen, Harald         |
| Furber, C. W.      | Olsen, Herman         |
| Gustafson, Jh. K.  | Olsen, J. E.          |
| Gustafson, Karl    | Olsen, Albert         |
| Gustafson, Martin  | Olsen, Henrik         |
| Haas, W.           | Olsen, E. -2376       |
| Hansen, Alex M.    | Olsen, A. M. -944     |
| Hill, C.           | Olsen, Johan          |
| Henriksen, Harry   | Peterson, J. P. -920  |
| Herman, Axel       | Paulson, C.           |
| Hernes, K.         | Petterson, Harry      |
| Haltnes, M.        | Peterson, W. -1447    |
| Hall               | Petterson, O. P. -819 |
| Hansen, Fred       | Rosenbald, Albin      |
| Hansen, N. S.      | Silbert, Henry        |
| Hansen, Ingvoid    | Stalsvik, J.          |
| Hahn, H. P.        | Schwelstous, W.       |
| Hollin, P.         | Simminghjm, G.        |
| Hagger, F. W.      | Samuelson, Hugo       |
| Holmberg, Karl     | Scppola, Emil         |
| Hunter, Ernest     | Smith, Geo. J.        |
| Johnson, P. M.     | Smith, John           |
| Jacobsen, A.       | Skidsmo, A.           |
| Jensen, H. -2014   | St. Clair, Thos.      |
| Jensen, Hans       | Trichert, Karl        |
| Jensen, Simon      | Thune, H.             |
| Jensen, I.         | Thomsen, Elmar        |
| Johanson, Ernest   | Thostrup, Ludvig      |
| Johanson, Andrew   | Verner, K. J.         |
| Johanson, J. S.    | Ursen, J.             |
| Junge, Hanwick     | Wennecke, A.          |

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## INFORMATION WANTED.

Hugo Carlson Ljung, age 29, a native of Gothenborg, Sweden, was last heard from in a Cable Boat on the Atlantic Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Carlson Ljung, Jungmansgatan 5, Gothenborg, Sweden. 1-12-16

Fred Marjama, a native of Russia, age 36, has not been heard from since 1908, at Buffalo, N. Y. Anyone knowing his whereabouts please notify his brother, J. Marjama, 51 South St., New York, N. Y. 9-1-15

Hans Nilson, a native of Tonsberg, Norway, was last heard from at Mobile, Ala., is inquired for by his mother. Anyone knowing his whereabouts kindly notify Louis Donald, Norwegian Vice Consul, 77 St. Francis St., Mobile, Ala. 12-22-15

Anyone knowing the whereabouts of Peter Ljung, age 40, a member of Alaska Fishermen's Union, will please communicate with Mrs. Peter Ljung, 2342 East 16th Street, Oakland, Cal. 1-5-16

## Tacoma Letter List.

|                    |                       |
|--------------------|-----------------------|
| Burke, Andrew      | Olsen, Martin E.      |
| Farrell, William   | Olsen, Ole -288       |
| Hunter, Gilbert H. | Paterson, John        |
| Johannsen, Chris-  | Peterson, Fritz Leon- |
| tian               | ard                   |
| Johnson, Hans      | Persson, Herman       |
| Kathy, Albert      | Pettersen, Charles    |
| Linea, W.          | -1287                 |
| Line, Victor       | Rimmer, C. M.         |
| Murphy, Daniel     | Schultz, M.           |
| Nielsen, Alf. W.   | Schacht, H.           |
| -1054              |                       |

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## Eureka, Cal., Letter List

|                  |                   |
|------------------|-------------------|
| Contreras, Julio | Kustel, Victor J. |
| Kyrkslatt, Lars  | Klnowsky, A.      |
| Lawrence, Harry  | Ingebretsen, Alf. |
| Melander, G. L.  |                   |

## INFORMATION WANTED.

P. J. Timeny, a native of England, is inquired for by his sister. Anyone knowing his whereabouts please notify Miss H. J. Timeny, 56 Rutland Gardens, Hove, Sussex, England. 11-17-15

Karl Johan Arvid Gardell, a native of Wisby, Sweden, age about 60, who has not been heard from by his relatives, is inquired for by his son and brother. Anyone knowing the whereabouts of the above named will please communicate with Chris Gardell, 116 Drumm street, San Francisco, Cal. 12-15-15

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15



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| Bernahrdsen, Chas.  | Morgan, Tim         |
| Bugge, Mr.          | Muller, P.          |
| Carty, Carl         | Metts, John         |
| Dybdal, Olaf        | Moller, L. D.       |
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| Ellsen, Sam         | Obilsson, J. W.     |
| Edstrom, John       | Osterberg, Henry    |
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| Farral, W.          | Pohland, M.         |
| Fernandez, Frank    | Palm, P. A.         |
| Gundersen, Fredrik  | Perkins, Paul       |
| Hecker, Wm.         | Peterson, M.        |
| Halbeck, J. O.      | Roos, Oscar         |
| Henriks, Waldemar   | Rabel, John         |
| Ingelbrigsten, O.   | Reskran, George     |
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| Jorgensen, Robert   | Slocum, Ernest      |
| Johnsen, A.         | Shallies, K. G.     |
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| Johnson, Nils       | Soderlund, Uno      |
| Jonsson, Karl       | Sorensen, Jorgen    |
| Koster, Eric        | Shea, Oscar         |
| Kosel, Harry        | Schacht, H.         |
| Karlson, Arnt       | Schultz, John N.    |
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| Kelly, Patric       | Salmelin, H.        |
| Kjer, Magnus        | Salmelin, W.        |
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| Nielsen, C.           | MacGulre, O. F.     |
|                       | Stanners, W. S.     |

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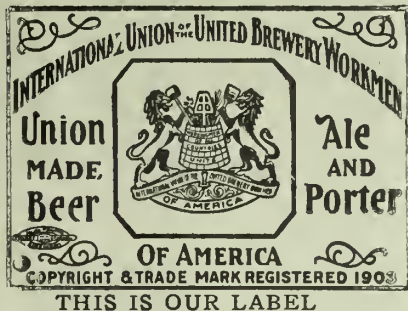
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## Home News.

According to the census taken by the State last June New York has a population of 9,687,744, consisting of 8,059,515 citizens and 1,628,229 aliens. New York City has a population of 5,047,221, or more than half the population of the State.

A test of the legal right of the State of Missouri to levy taxes on disfranchised citizens will result from the refusal of Miss Stella Dickey of St. Louis to file a schedule. On January 8 she returned the assessor's blank unfilled except with the words, "no taxation without representation." The assessor has declared that he will bring suit.

The Senate Committee on woman suffrage reported with favorable recommendation the Susan B. Anthony amendment proposing woman suffrage by constitutional action. Of all the members of the committee only Senator Catron of New Mexico formally dissented from the report, but Senators Ransdell of Louisiana, and Johnson of Maine did not sign.

The House of Representatives has passed the Ferris water power site bill, one of the administration's conservation measures. It provides for fifty-year leases of dam sites on the public domain to private persons, on terms to be fixed by the Secretary of the Interior. Rates for electricity are left with the State Public Service Commissions where there are any. Where there is none, the Secretary of the Interior will fix rates.

At the request of Governor Whitman, of New York, President Wilson has directed the Public Health Service to take charge of the quarantine station at New York pending legislation by the State of New York ceding the quarantine authority at the port to the Federal Government. By order of Surgeon General Rupert Blue, Dr. L. E. Cofer, assistant surgeon general, has been assigned to the place. The Federal Government has taken over the quarantine ports except Baltimore.

A new shipping combination for the Great Lakes, which is to take in all available passenger and freight ships of the various railroad-owned lake steamship companies, which must sell their properties under the recent ruling of the Interstate Commerce Commission, is reported to be in process of formation. Reports circulated in the financial district indicate that New York, Philadelphia, Chicago and Buffalo capitalists are in a syndicate which contemplates an expenditure of between \$7,000,000 and \$10,000,000. William J. Conners, of Buffalo, is said to be the head of the syndicate.

A suit for commissions arising out of the shipment of 38,918 horses to the allies, has been filed in the United States District Court by the Baker Miller Shipping Company of 24 State street and Michael P. McGrath, a broker of 17 Battery place, who seek to collect \$44,617 from Thomas Harling & Son, of Montreal and New York. Working on a commission basis, the complaint asserts the plaintiffs turned over to the Harling firm contracts for the shipment of 20,918 horses last April and 18,000 more in July. At the rate of \$50 a head, the complaint says, the Prince line received \$1,945,900 for the transportation of the horses alone, and an additional \$158,976 for feeding them.

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## INFORMATION WANTED.

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

Anders C. Anderson, a native of Norway, who left his personal effects at Port San Luis, Cal., after leaving a ship at that place, is inquired for. Anyone knowing his whereabouts please notify D. R. Jacks, Deputy Collector of Customs, Port San Luis, Cal. 12-22-15

Oscar Olsen, age 37, a native of Hallarna, near Gothenborg, Sweden, who was sailing on the Great Lakes about three years ago, is inquired for by John V. Olsen, Sun Company, Marcus Hook, Pa. 5-26-15

Knut Jensen, No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Tangemunde, A/Elbe Ostenerweg, No. 7, Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis. 4-14-15

Adolph Godfred Eriksen, born in Moss, Norway, is inquired for by his brother, Herman Eriksen. Any one knowing his whereabouts please notify W. Nielsen, 206 Moravian St., Philadelphia, Pa. 5-26-15



## Domestic and Naval.

The sailing ship "Poltalloch," which was wrecked while in tow from Queenstown to Leith with cargo from Caleta Buena, is owned by Messrs. Eschen and Minor, San Francisco, being a steel four-masted barque of 2253 tons, built in 1893. Her cargo of nitrate of soda is worth \$325,000.

The steamer "Seaconnet," reported at Archangel with rudder blade twisted, will probably have to remain in the White Sea for the winter. She is a lake-built steamer of 2294 tons gross, built in 1911, and insured on a value of \$200,000. Her owners are the Shawmut Steamship Company, of Philadelphia.

The Navy Department has decided to equip battleships 43 and 44 with electric drives, similar to that now on order for the "California." It is considered extraordinary that such a step should be taken without any more experience back of this system of propulsion than the data obtained with the "Jupiter," a collier.

The "Santa Clara," which stranded on Mindful Shoal, in the Straits of Magellan, and has just been reported floated, is of 6310 tons, built in 1913, and owned by Messrs. W. R. Grace & Company, of New York. She was bound from New York and Bahia Blanca to Valparaiso with a valuable cargo. The hull is insured on a value of \$600,000.

Underwriting circles are by no means satisfied that the Greek steamer "Thessaloniki" has gone to the bottom after being abandoned by her crew and her seacocks being opened. It takes more than the opening of the seacocks to sink a ship and at least one case is on record, that of the French passenger steamer "Amerique," many years ago, in which a ship was abandoned supposedly in sinking condition, only to be picked up afloat later and taken into port. The "Thessaloniki" was a steamer of 4,682 tons, built in 1890 and owned by the National Steamship Company of Greece. She was formerly the "City of Vienna."

Hongkong is enjoying a shipbuilding boom on an extensive and unprecedented scale. At the Taikoo yard every slip is full, the work on hand consisting of six new ships. Three are being built to the order of Messrs. Alfred Holt (of the Blue Funnel line) for the Straits Steamship Company, with whom Messrs. Holt have recently amalgamated. Two of these vessels will be 280 feet in length, and the other 250 feet. A vessel is being built for the China Navigation Company of about 500 tons, for the Shanghai, Hongkong, and Canton run, another is on the way, and there is a third to "lay down."

Transatlantic war risk rates have advanced from three-fourths per cent. to 1 per cent. for belligerent vessels bound from this side to London and West Britain. To East Britain and Liverpool the rate now stands at 1 1/4 per cent. to 1 1/2 per cent. To and from Australia via Cape of Good Hope, less than 1 per cent. is asked, while from the Far East via Suez, quotations vary between 5 and 6 per cent., for shipments in belligerent bottoms. Shipments to Spain and Portugal command a rate of one-half per cent., and to Spanish Mediterranean 1 1/4 per cent. is asked. Greek ports remain at 5 per cent. for neutral ships, with 8 per cent. quoted on belligerent ships.

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#### San Francisco Letter List.

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Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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DECEMBER 31st, 1915:  
Assets .....\$61,849,662.02  
Deposits ..... 58,840,699.38  
Capital paid up in Cash..... 1,000,000.00  
Reserve & Contingent Funds 2,008,962.64  
Employees' Pension Fund... 211,238.93  
Number of Depositors..... 67,406

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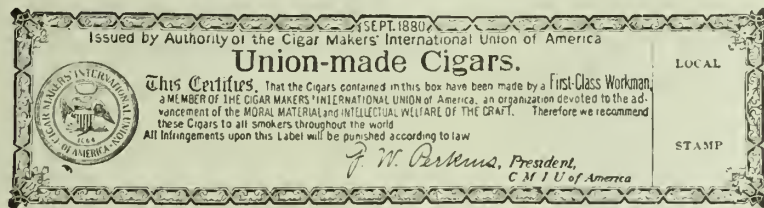
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### INFORMATION WANTED.

Ingvald Andreas Hansen, alias Andrew Hansen, a native of Norway, age about 36; tall, dark; last heard of July, 1905. His address then was Andrew Hansen, Karluk, Kodiak Island, Alaska. He is inquired for by his mother. Anyone knowing his whereabouts please notify Staff Captain Robert Smith, district officer, native work, Alaska. Box 925, Wrangell. 4-3-15

## News from Abroad.

The savings account limit of £200 heretofore existing in the English postoffice has been removed, and the individual depositor can run his account as high as he pleases.

The German armed steamship "Kingani" on Lake Tanganyika, in Central Africa, has surrendered to the British. The Germans in Kamerun on the west coast of Central Africa have lost their last fortified post, but still have a small army in the field.

Typhus fever is reported to be on the wane in Mexico City. The official report for the the first week in January gave 962 cases, which was fifty less than the preceding week. The disease is said to have a hold in various parts of the country. American medical authorities are co-operating with the Mexicans in an effort to stamp out the disease.

It is reported that the steamship "Belgenland," being built at Belfast for the Red Star line and now nearing completion, will be placed in the White Star service between Liverpool and New York early in the spring. The vessel, according to the report, is to be re-christened the "Homeric." She is of 33,000 tons and will have accommodations for 3,000 passengers.

A recent Russian imperial decree prohibits the transference of vessels of the Russian mercantile marine to a foreign flag other than that of an allied power, except by special authorization, in each case, of the Minister of Commerce after consultation with the Ministers of Marine and Foreign Affairs. This prohibition is to remain in force till the close of the war.

According to a Berlin report, the Turkish Ministry of Marine is about to publish a statement to the effect that a Turkish submarine sank the steamer "Persia." This dispatch has not been confirmed from other sources. The "Persia" was sunk off the Island of Crete December 30, with a loss of 119 passengers and twenty-one members of the crew. The vessel went down within five minutes after a terrific explosion forward. Nobody on board claimed to have seen a submarine.

Scutari has been occupied by Austro-Hungarian troops, according to an announcement issued by the Austro-Hungarian headquarters. Several thousand Serbians who formed the garrison retired toward the south without offering any resistance. Scutari was occupied by Montenegrin troops in June, 1915, it being explained in an official note issued by the Montenegrin Government that strategic and political reasons impelled the Montenegrin descent on Albania. An additional reason given was that other powers already had occupied portions of that country.

The text of the American protest to Great Britain against interference with neutral mails reveals that diplomatic and consular pouches have been treated in a manner the United States considers "vexatiously inquisitorial." The note describes the practices of British officials as "unwarranted interferences," and "urgently requesting a prompt reply," points out that "a strong feeling is being aroused" in this country by the loss of valuable letters, while foreign banks are refusing to cash American drafts because they have no assurance that drafts are secure in the mails. Great Britain wishes to consult her allies before replying.

### INFORMATION WANTED.

Anyone knowing the whereabouts of Thomas Rowe (now aged about 74), who was at one time a seaman and longshoreman on the Pacific Coast and also served in the Pacific Coast Navy Yards, will greatly oblige inquiring relatives by supplying such information. Address, Editor, Coast Seamen's Journal. 5-1-16

Any information regarding Wilhelm Kuhme, age 27, a native of Germany, who was supposed to have been drowned in the wreck of the steam schooner "Francis H. Leggett," September 18, 1914, will be thankfully received by the German Consul, San Francisco, Cal. 1-19-16

Iwar Westerberg, age about 50, sailing second mate on some steam schooner on the Pacific Coast, is inquired for by Gus Englund. Any information regarding the above named will be gladly received at 214 Jackson street, San Francisco, Cal. 1-27-15

Wilhelm Ekelund, a native of Sweden, is inquired for by his brother, Axel Ekelund, New Harbor Hotel, Drumm street, San Francisco, Cal. Anyone knowing his whereabouts please notify the above address. 3-10-15

John Edstrom, alias Brynjulf Edstrom, born in Norway in 1879, was last heard from at Mobile, Ala., where his address was Norwegian Chapell, is inquired for. Anyone knowing his whereabouts please notify his mother. Address, 22 Pilestradet, Kristiania, Norway.—12-22-15

George Alexander Sharman, a native of Brooklyn, N. Y. About 28 years of age, height 5 feet 9 inches, supposed to have sailed on the Great Lakes in 1907, is inquired for by M. L. Kinvan, 1211 Mosher street, Baltimore, Md. 7-14-15

Patrick McFee, who was cook on board the schooner "Robert Henry" on a voyage to Mexico last year, is inquired for by the U. S. Shipping Commissioner, at San Francisco, Cal. 9-15-15



### With the Wits.

Short and Sweet.—Pat—I hear you and the boys struck for shorter hours. Did you get 'em?

Mike—Sure. We're not working at all now.—Columbia Jester.

Why Not Steppes?—The Lady—Don't you think that Muscovite onslaught is awful?

The Gent—I've never tried it; can you show me the steps?—Leland Stanford Chaparral.

Where the Debt Lies.—"I observe," said the fiend, "that Mr. Rockefeller says he owes much of his success to golf."

"It was my notion," said the low-brow, "that most men owe much of their golf to success."—St. Louis Republic.

Promising.—"Every time the baby looks into my face he smiles," said Mr. Meekins.

"Well," answered his wife, "it may not be exactly polite, but it shows he has a sense of humor."—Pacific Unitarian.

Making Sure.—Member of the Touring Company—My good lady, the last place I stayed at the landlady wept when I left.

Landlady—Oh, did she? Well, I ain't going to. I want my money in advance.—Tit-Bits.

Man's Adaptability.—It's funny how a man whose health is so poor that his wife has to carry the baby when they go out anywhere can walk fifteen miles around a lodge-room with sixty pounds of robes and knickknacks on him.—Puck.

A Long Walk.—Fred had been permitted to visit a boy friend on the condition that he return home not later than five o'clock. He arrived at seven, and insisted that he had not loitered.

"Do you mean," demanded the mother, "that it took you two hours to walk a quarter of a mile?"

"Yes, mother; Charlie gave me a mudturtle and I was afraid to carry it, so I led it home."—Christian Register.

### Children's Accounts

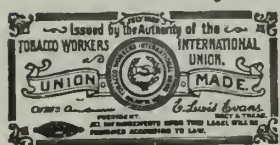
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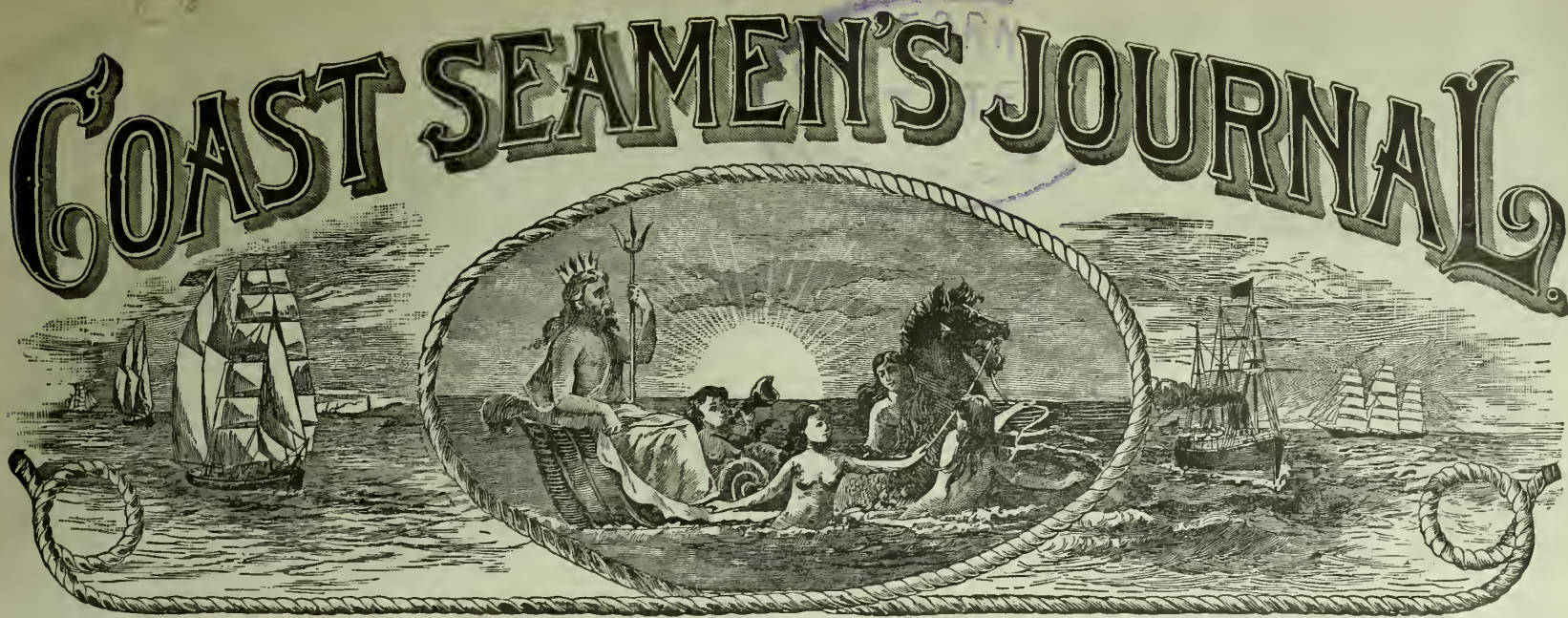
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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

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SAN FRANCISCO, WEDNESDAY, FEBRUARY 9, 1916.

Whole No. 2368.

## CLOSED SHOP—UNION SHOP.

### Ancient Theory and Modern Practice in Conduct of Labor.

The Journal is under obligation to its former editor, Walter Macarthur, for supplying the text of a recent address upon the "Union Shop."

Explanatory or introductory remarks are wholly unnecessary. Comrade Macarthur is still able to speak for himself and his analytic logic is as clear and forceful as ever.

The address was made upon invitation in the Unitarian Church of Fresno, Cal., and follows, in full:

#### Terms That Disguise Thought.

It has been said that language is a device to disguise thought. The terms "Closed Shop" and "Open Shop" are examples in point. Certainly these terms disguise the thought that underlies them.

The Closed Shop is not closed, nor is the Open Shop open, in the ordinary sense of these terms. The meaning ordinarily conveyed by these terms is the very opposite of the facts in each case. This, we may presume, is exactly what was intended by the invention of these terms.

No doubt, much of the success, such as it is, achieved by the Open Shop campaign is due to the fact that a twist is put in the public mind by the use of terms that place the whole subject in a false light.

#### Terms That Express Thought.

If we would call a fig a fig and a spade a spade, we should use the terms, "Union Shop" and "Non-union Shop." Of course, the use of these terms would leave no room for argument, or, if determined to argue, would compel us to argue upon the merits of the respective institutions.

These terms express thought; they do not disguise anything, and they leave no room for quibbling or generalizing. This, we may be sure, was also well understood by the Open Shop campaigners. They were determined to start an argument. Accordingly they devised those terms which would not only invite argument but also afford the added advantage of a confusion of thought among their hearers.

The purpose of this gathering is to argue, and therefore as a participant I am bound to use the terms upon which alone an argument can be based. Let us endeavor to describe the Open Shop, as the proponents of that institution would have us understand it.

#### Theory of the Open Shop.

The Open Shop is a shop that is open to all workmen, both union and non-union, in which wages are proportioned to the earning capacity of the worker, in which the employer exercises sole authority, and in which the worker considers the employer's interests as his own and works for the promotion of the employer's interests as a condition precedent to his own advancement.

The assumed merits of the Open Shop may be briefly stated, as follows:

Protection of the worker in his constitutional right to join or refrain from joining a labor organization, sometimes described as the right of

the worker to work when he pleases, for whom he pleases and for what he pleases.

Encouragement of the industrious and skilful worker, and proportionately high wages, based upon earning capacity.

Elimination of shop rules, walking delegates, strikes and boycotts.

Greater efficiency of labor, resulting in larger profits of business and therefore greater ability to employ labor and pay high wages.

#### An Eighteenth-Century System.

Thus stated, the Open Shop appears to be a very desirable institution. To fully appreciate the advantages here set forth we must betake ourselves backward to a period, say two centuries ago, in which the general characteristics of the economic world were of a part with the methods and objects of the Open Shop.

Viewed in the light of existing conditions, however, it is apparent that the Open Shop is a glaring anomaly. It is an attempt to maintain a disorganized clement in the midst of a society all the other elements of which are fully organized. This attempt may succeed in argument, provided one's brains be thoroughly addled for the occasion, but it would hardly succeed in the practical world of industry.

#### Open Shop Based Upon False Premises.

The simple truth is that the argument of the Open Shop is based upon false premises. It presupposes an individualistic state of industry. It falls to the ground immediately we reflect upon the actual conditions under which the world's work is carried on.

The facts in the case are that all the material and financial elements of industry are organized. Industry is impersonal. The personal will or inclination of the individual employer are without influence or expression, except perhaps in theoretical discussion.

In actual practice the employer, although he may personally be well disposed toward his employees, is governed by laws more binding, more inexorable, than the laws of humanity. Whether business be conducted in competition or in combination, the "laws of trade" determine the relation between the employer and his workmen.

#### The "Laws of Trade."

The employer in competitive business is forced to limit the cost of labor in order to meet the terms of his competitors. Similarly, the employer in business that is combined (i. e., organized) is driven to the same course by the demands of the stock market. The only check upon the process of cheapening labor is that afforded by organization on the part of the latter.

The Open Shop, while adapted to a state of industry in which the individual conscience has free play, would in the present state of affairs reduce labor to the subsistence limit—that is, to the minimum of food, clothing, and other necessities upon which men can live and work.

#### Open Shop—Non-Union Shop.

In reality the Open Shop is open only to the non-union workman, since whoever enters it is forced to work under non-union conditions. Under these conditions wages are based, not upon the industry or skill, but upon the necessities of the workman—that is, upon the work-

man's capacity to endure long hours, hard labor, hunger, cold and other physical discomforts.

Under the system represented by the Open Shop the workman works, not for what he pleases, but for what his employer pleases. The will of the employer is supreme. The workman is merely a part of the plant—an automatic tool—without voice or influence in the conduct of the business. The "labor element" is but a part of the employer's business, and the employer "runs his business to suit himself."

When we consider the Open Shop in its true character as a non-union shop, we see that the advantages claimed for it are either purely theoretical or entirely illusory.

#### Open Shop In Practice.

The Open Shop protects the workman in his constitutional right to remain defenseless in the face of those who would exploit him. It encourages the stronger to overwork the weaker, thus forcing the wages of the latter to the lowest possible point. It eliminates regulation and representation on behalf of labor, and in place thereof establishes the so-called efficiency, or speeding-up process.

Finally, the Open Shop, as a result of overwork and under-pay, lowers the efficiency of labor, reduces profits and demoralizes the industrial world so far as its influence extends.

In brief, the Open Shop is an attempt to revive eighteenth-century conditions of labor in the midst of twentieth-century conditions of industry.

#### Closed Shop In Practice.

The Closed Shop—that is, the union shop—is a twentieth-century idea applied to twentieth-century conditions. It is the true open shop, a shop that is open to every workman upon one simple condition, namely, that he shall join with his fellows in organization as a necessity to protection in an organized world.

The Closed Shop recognizes the constitutional right of the non-union workman to work when he pleases, for whom he pleases and for what he pleases, but it denies any obligation on the part of the union workman to work under conditions which the non-union workman is pleased to accept. The Closed Shop also recognizes, and expresses, the moral as well as the constitutional right of the union workman to withhold his labor—to go on strike, if need be—when conditions warrant that course as the only remaining means of enforcing a decent regard for his needs as a man who possesses not only hands to work and a stomach to fill but also a heart to hope and a soul to save.

The Closed Shop, by organizing labor, completes the organization of industry, thus affording protection to labor and establishing an equilibrium between the latter and the other forces which bear upon it from all sides. In the absence of the stabilizing force of organized labor the people would be crushed by the weight of the forces surrounding them and the latter in turn would fall of their own weight.

#### The Charge of Violence.

Much has been said here concerning the violence committed during strikes. Let it be noted that this is a tale that two can tell. Every person familiar with events in the industrial world



knows quite well that at least as much violence has been committed on the one side as on the other in practically every industrial dispute. That circumstance, of course, does not excuse the act itself. It does, however, prove the insincerity of those who charge labor with the sole responsibility in this connection.

Organized labor does not attempt to condone, let alone justify, violence. The fact remains that violence does not grow out of conditions established by the Closed Shop. Violence is an outgrowth of the Open Shop. It results from the conditions established, or sought to be established, by the Open Shop.

Let us ask ourselves the question, If every Closed Shop in the land were "opened" tomorrow would the resultant conditions of labor be productive of less violence than now exists? The question conveys its own answer, and that in the negative.

#### The Real Point at Issue.

But the point at issue here is not as to the fact of violence or the responsibility for that condition. The only point with which we are concerned is as to the respective merits of the Closed Shop and Open Shop. If it be shown that the Closed Shop is a necessity to the protection and wellbeing of labor, the conclusion can not be weakened, and certainly can not be reversed, by the charge that its conduct in certain respects is open to criticism, even although such charge were proved beyond dispute.

Every institution created for the advancement of the human race has been subject to a charge of abuse at some time or other, and with more or less justification. Abolition has been seriously proposed, and even attempted, as a corrective of the abuses that have accompanied many institutions. These efforts have failed, for the reason chiefly that the institutions had within them a vitality that proved superior both to their own weaknesses and to the strength of their opponents.

As time passed these palladiums of our liberties have grown in strength and respectability. The abuses to which they were at first subject have ceased—or at least have ceased to arouse hostility. So with the institution of organized labor. As it grows older it becomes stronger, as it becomes stronger it becomes more responsible; as it becomes more responsible abuses decrease and disappear.

#### Remedy for Abuses.

The remedy for the abuses of organization is more organization. The Closed Shop spells peace in industry, peace founded upon mutual recognition and intelligent co-operation on the part of employers and employees.

The Closed Shop stands for stability and progress in the conditions of industry. The Open Shop stands for uncertainty and stagnation. Conditions in the Closed Shop improve in accordance with the accepted rules of progression. Conditions in the Open Shop grow worse under the rules of retrogression and can never improve until they have reached the limit of endurance.

#### Limitation of Apprentices.

Objection has been made to the Closed Shop rule in the matter of limiting the number of apprentices. Possibly there is room for argument concerning these rules in certain cases. But there is no room for argument upon the principle of limiting the number of apprentices in such manner as to prevent the crowding out of journeymen at one point and the crowding in of half-trained boys at another point.

Such limitation is a necessity not only to the protection of the journeymen but also to the interests of the boys themselves. Unlimited apprenticeship would overcrowd the "labor market," already all too fully supplied, with the further result that the apprentice himself would find it difficult, if not impossible, to secure employment as a journeyman.

#### Responsibility for Over-Supply of Labor.

Certainly organized labor is not responsible for the over-supply of the "labor market." That is a condition brought about by causes much more easily recognized than remedied. Why, then, should the whole burden of "dilution" be placed upon the backs of the organized workers?

We freely admit the right of every boy to learn a trade. We also claim the right of every man to employment at the trade he has learned. Organized labor can not be held responsible for the fact that both of these rights are challenged, and to a great extent denied, by the circumstances under which the industrial world is conducted and controlled. The responsibility for the denial of these rights should be charged to those who profit by these circumstances, rather than to those who suffer by them.

#### Argument for Its Own Sake.

The criticism in this and many other respects is part and parcel of the argument for the Open Shop. In a sense this criticism is justified by necessity. That is to say, such criticism is a necessity to any argument on the subject. Whoever would confine himself to the facts concerning the Closed Shop and the Open Shop must forego the pleasure of argument, since under such a limitation there is absolutely no room for argument.

The Open Shop advocate resembles Goldsmith's village schoolmaster, in the sense that, "even tho' vanquished, he could argue still—"

White words of learned length and thundering sound  
Amazed the gazing rustics ranged around;  
And still they gazed, and still the wonder grew,  
That one small head could carry all he knew!"

### WALSH RAPS "UPLIFTERS."

"Docile subserviency, not Americanization, is what you desire," is the concluding statement of Frank Walsh, chairman of the Industrial Relations Committee, in a letter to Frank Trumbull, Chesapeake and Ohio Railroad official and chairman of the National Americanization Committee, which held a two days' meeting in Philadelphia recently.

Mr. Walsh had previously urged the committee to favor trade unionism as the greatest Americanization agency. He received only an indirect and evasive answer. Mr. Walsh thereupon penned the following expressive missive:

My Dear Mr. Trumbull:

Some weeks ago, I, as Chairman of the Committee on Industrial Relations, wrote you and the other members of your executive committee requesting that the Board of Directors of the National Americanization Committee endorse and urge the use of the American trade and labor unions as Americanization agencies.

My letter remains unanswered except as Miss Frances Kellor has replied to it.

As far as I am advised, the Committee ignores my request that my letter be placed before the Executive Committee for discussion and action at the meeting which is to be held at the home of Mr. and Mrs. Edward T. Stotesbury in Philadelphia on January 19, and evades my urgent plea that you use your powerful machinery of agitation and direct appeal to point out to the immigrant the advantage and necessity of strong union organizations if he and his fellows are to be protected from exploitation and oppression.

Only one conclusion can be drawn from the response to my letter and from a close study of all the publicity material and other literature which you have issued. I am forced to believe that the last thing your Committee desires is the Americanization of the immigrant, and that instead you are attempting to set up a paternalism that will bring the workers of this country even more absolutely under the control of the employers than they are at present.

Among the active members of your Committee are many large employers who are relentlessly resisting any movement that threatens to free their employes from industrial tyranny and gross economic exploitation, and by thus freeing them to Americanize them in the only true sense in which that word can be used.

The problem of the immigrant is the problem of the wage-earner. Yet I have studied your literature carefully without finding therein the merest suggestion of a plan that offers relief to the wage-earner from the unspeakably wretched conditions that prevail among the underpaid workers on the New Jersey subway, financed largely by the firm of which Mr. Stotesbury is a member; among the employes of the Pennsylvania Railroad, who are deprived of their freedom by an elaborate system of spies, armed guards, bribery of labor leaders, intimidation of public officials, and the maintenance of private arsenals, all directed and authorized by the corporation of which your Mr. Samuel Rea is president; among the admittedly underpaid employes of the Western Union Telegraph Company, of which your Mr. Jacob H. Schiff is a director, and the employes of the Postal Telegraph Company, of which your Mr. Clarence H. Mackay is president, both of whom are denied the right to organize and are kept subservient through the operation of an elaborate spy system; among the construction gangs of the great railroads, such as those directed by your Mr. Howard Elliott, president of the New Haven Railroad, your Mr. Frank Trumbull, executive head of the Chesapeake and Ohio Railroad, and your Mr. C. H. Markham, president of the Illinois Central Railroad, which recently won its relentless fight to crush out effective organization in the shops; or among the steel workers who labor twelve hours a day in the mills of the United States Steel Corporation, headed by your Elbert H. Gary, which denies to its men the right to organize.

Nor can I find any slightest indication on your part that you intend to Americanize the immigrant by striking at the system which permits the idle few to amass huge fortunes through their control of natural resources, by which they are enabled to exact a heavy toll in rents and other unearned revenues from the foreign-born workers who inhabit the tenements of our cities and who are dependent for food, clothing and shelter on the natural resources thus controlled and plundered by men who perform no service. Nor do I see much hope of such action on your part when some of your most active members are among the most notorious recipients of unearned incomes obtained through the exploitation of land and other natural resources. I refer in particular to Mrs. Vincent Astor, Mrs. Cornelius Vanderbilt, and Mrs. Edward T. Stotesbury.

On the contrary, I find much positive evidence that your efforts are primarily directed to strengthening the chains of industrial tyranny in this country. You propose to sanctify and confirm oppression by waving the American flag

in the face of its victims, and by insidiously stigmatizing as unpatriotic any attempts they may make to throw off the yoke of the exploiting interests you represent.

You cite with approval the policy of employers who have used compulsion to force workmen into night schools where they may learn English. You would have employers extend their arbitrary control over the lives of the workers to the workers' leisure hours, dictating to them what they shall do in the evening, and threatening them with the loss of their opportunity to earn a living—that is, with starvation for themselves and their families, if they do not obey.

And it is admitted by you that this hateful use of arbitrary power by the employer is for the purpose of defeating the efforts of strike agitators, preventing strikes and increasing the economic value of the worker to his employer.

You admit frankly that your problem is the "economic problem of giving the immigrant a chance as a piece of benevolent paternalism" and it does not seem to occur to you that the arbitrary control over the lives of others which permits this paternalism is, together with the economic exploitation and injustice which accompany it, the greatest foe of those things which our forefathers loved and for which America stands.

I do not doubt that your Committee will be friendly to slight wage increases in industries where exploitation has gone to a limit that threatens to drive its victims to desperation. But in the light of the policies which I have pointed out and the attitude which apparently animates your Committee, I am not prepared for any really effective exercise of influence to this end, and I must point out that even in accomplishing actual betterments, if any be accomplished, your Committee, and those operating with it, obviously will be acting in the spirit of men who keep their live stock well fed and healthy in order that they may work harder and bear their burdens less complainingly.

I should rejoice to believe that I am mistaken in my judgment of your activities. The need of Americanizing this nation, of conquering it for its own people and making our American ideals effective, was never greater. It can be done only by freeing the workers from industrial depression, and that can only be done by the collective action of the workers themselves.

I cannot agree with the inference contained in Miss Kellor's letter that the distribution of literature explaining the advantages and in fact the necessity of labor organizations, if the immigrant worker is to be Americanized, is outside your sphere. You have published posters and other printed matter for circulation to the immigrant, in which you urge him to attend night school, learn the English language, and become a citizen.

If you are determined wilfully to neglect the American trade and labor union as an Americanizing influence of first importance, I cannot avoid the conclusion that docile subserviency, not Americanization, is what you desire.

Yours respectfully,

(Signed) FRANK P. WALSH.

Belgian Congo, founded thirty years ago, is still in the early stage of development. So far practically no manufacturing industries have yet been established and, aside from the important copper mines in the Katanga district, the only large industrial enterprises are the railways and river transportation services. It may be said that all business activities in the colony are devoted to the collection of tropical products—rubber, ivory, gum, copal, palm oil and kernels, cacao, etc.—and the railway and river services are in reality only accessories to these activities, having been established primarily to aid in the transportation of these products to the seaports. The gathering of rubber in Congo has never recovered its former activity, and in all probability will never again be so rich a source of income to the colony as it was previous to 1912. The cultivated product from the plantations in the East Indies is superior in quality to the wild rubber of the Congo, and, owing to the active competition of the larger plantations and better location as to shipping facilities, it may be placed upon the market at lower rates.

What would be the attitude of the officers of the company you work for if they were working men like yourself? Do you think they would keep away from organized labor? Hardly. They know organized labor is good for the workers.



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## Workers Urge Immigration Restriction.

The House Committee on Immigration held public hearings recently on the Burnett Immigration bill, which is practically the same legislation that was passed by the last Congress and vetoed by President Wilson.

Organized industrial workers, railway men and the farmers presented a solid front in favor of the bill. The principal advocates of the measure were: Representative Burnett, author of the bill and chairman of the committee; A. F. of L. Secretary Morrison; Val Fitzpatrick, legislative representative of the Brotherhood of Railway Trainmen, who spoke for these workers and for the Brotherhoods of Conductors, Engineers and Firemen, representing 350,000 employees, and J. H. Kimball, legislative agent of the National Farmers' Congress, representing 3,000,000 farmers. Messrs. Morrison, Fitzpatrick and Kimball handed the committee copies of numerous resolutions passed by their members, who have repeatedly insisted that immigration restriction by means of a literary test is necessary to maintain American living standards.

Secretary Morrison devoted his argument mainly to the economic feature of the question and the effect of low wages on the entire country. He cited recent happenings at Youngstown as the result of stimulated immigration by steamship companies who want dividends and trusts who want cheap labor. He referred to the recent expose of the National Liberal Immigration League, as did Chairman Burnett, to prove that big business has financed anti-restriction sentiment. The trade unionist read into the record some views on Prof. Eliot, who opposes the Burnett bill, and who was referred to by one of the anti-restrictionists as possessing a wider knowledge of this question and having a more "cosmopolitan" viewpoint than "two-thirds of the members of Congress."

"Prof. Eliot has said the strikebreaker is a hero," said Secretary Morrison. "The ex-Harvard educator is disqualified to be referred to as an unbiased observer, because he is always found on the side of big business. He is the one man in America who has dared to exalt the gunman and thug."

Speaking for his colleagues who represent the conductors, engineers and firemen, Val Fitzpatrick declared that their organizations endorse the position of the American Federation of Labor on this and other questions of mutual interest. He surprised the committee by the declaration that southern and southwestern railroads employ foremen, brakemen and other workers who can't distinguish one letter from another, and in case of accident hold conductors, engineers or trainmen responsible. He said that railroad men are crowded out of their positions for various causes, especially when they reach the age of 45 years, and are then forced to enter the industrial field in competition with the foreigner whose living standard is lower and consequently can work for a lower wage rate.

"Let a man in the railroad transportation service make one mistake," said Fitzpatrick,

"and he can't find employment on the American continent. He is forced to enter other fields and accept standards made by the illiterate. That's why men in the railway transportation service favor restriction."

Representative Burnett called attention to the report of the Immigration Commission that investigated this question for nearly four years and then unanimously reported to Congress that a literacy test was necessary. He quoted records to disprove the claim that restriction is a recent demand.

In masterful word pictures and flights of fancy Bourke Cockran, New York lawyer and ex-Congressman, told of the benefits to society as the result of man's labor, and the unquenchable flame that burns in the breast of every alien who hopes some time to migrate "to the land across the sea and take part in the glorious institutions of that country." The speaker, however, failed to mention the periodical armies of unemployed, the serfdom that trusts have forced on defenseless illiterates, who lower American living standards, or the figures recently made public by the Federal Bureau of Naturalization that of the 14,000,000 foreigners in this country, 9,000,000 are non-citizens who retain their foreign allegiance, and 1,650,361 are illiterates who are exploited in the most merciless manner.

Mr. Cockran's emotional and sentimental line of thought was followed by practically all of the other opponents, several of whom stated they "just happened to be in Washington." Not one of them discussed fundamentals—the effect of unrestricted immigration on the economic and social life of our country.

## Silver Workers Enjoined.

Judge Webb, of the New Haven, Conn., Superior Court, has issued an injunction against striking members of the Meriden and Wallingford Metal Polishers' Unions. The court orders these workers to refrain "under penalty of \$1000 from preventing and attempting to prevent any person by actual force . . . from entering into or remaining in the employ of the plaintiffs or either of them."

Police officers of Meriden and Wallingford testified at the injunction hearing that the strikers were law-abiding. The strikers say the fearsome mandate of Judge Webb against violence is wholly unnecessary, as they are as well acquainted with the statutory law as is the honorable court. But interwoven in the writ is found the real purpose of the injunction—to stop picketing.

The strike started October 4 last because the International Silver Company refused to increase wages and reduce working hours. Several thousand employees at Meriden, Wallingford and other Connecticut cities and towns are involved.

## Social Preparedness First.

"Preparedness in every department of civic and social life is our present need. That is our first line of defense. Military preparedness is our second," said Dr.

(Continued on Page 10.)

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

## AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

## GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekland Bldgs., 22 Canning Place, Liverpool.

## BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

## GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

## FRANCE.

Federation National des Syndicats des Inscriptes, Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

## NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

## SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgaten 1 B., Sweden.

## DENMARK.

Somandenes Forbund, Toldbogade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

## HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

## ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

## AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

## SPAIN.

Sociedad Sindical de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

## URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

## ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

## BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

## SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



## World's Workers.

The British Labor Gazette reports that the average number of laborers employed daily during November at the docks and principal wharves of London and Tilbury was 18,885, a decrease of 0.3 per cent. on a month ago, but an increase of 18.5 per cent. on a year ago.

According to the British Labor Gazette for December employment in the shipbuilding trades has remained very good, with a shortage of labor, and much overtime was worked. Trade unions of iron and steel shipbuilders and of shipwrights with 73,650 members reported 0.3 per cent. unemployed at the end of November, compared with 0.5 per cent. at the end of October, and 2.6 per cent. at the end of November, 1914. The percentage unemployed among the 226,048 workpeople in the shipbuilding industry who are insured under the National Insurance Act was 0.4 in both November and October, 1915, as compared with 2.6 in November, 1914.

A decree published recently by the Italian government makes provision for the organization of industry for the purposes of the war. Seven District Committees are set up throughout the country, to act as centres of control over the industrial concerns mobilized for the supply of munitions of war, and to keep the war office and the admiralty informed of industrial conditions generally. Each consists of seven members one representing the army (or navy), two civilian experts, two representatives of manufacturers, and two of labor, the last four, however, having only consultative status on the committee. A central committee is constituted to examine and decide questions relating to industrial mobilization, which may be referred to it either by the ministries or by the district committees. The central committee consists of nine members, comprising the under-secretary for munitions of war (president), representatives of the army, the navy, the cabinet, and the treasury, also four civilian experts.

The following is the general conclusion arrived at by the German Department of Labor Statistics as to the course of employment in Germany during the month of October, 1915: "As German industry has adapted itself to the conditions created by the war, economic development proceeds on uniform lines, so that little alteration is to be perceived from month to month. Thus, industrial conditions during October were practically identical with conditions in the preceding months. With the exception of the textile industry and the building trades, employment during October, having regard to the difficulties created by the war, may be described as generally satisfactory. As usual, the industry in which greatest activity was reported was that of mining; and most branches of the metal and engineering trades were well employed. In other industries conditions were not uniform; in all of them some establishments were reported to be actively employed, while, in others, conditions were stated to be not so satisfactory. Apart from those branches of the textile trades in which employment has declined, there were some in which an improvement was reported, as, for example, in the Crefeld velvet and silk industry."

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|                       |                     |
|-----------------------|---------------------|
| Anderson, Hans        | Johannsen, Luis     |
| Andersen, Hans A.     | Karlson, J.         |
| Anderson, Andy C.     | Koning, D.          |
| Bush, William W.      | Lake, Andrew        |
| Blucker, John         | Lund, Ju.           |
| Brattelvedt, Hans     | Nilsen, Martin      |
| Nilsen                | Nielsen, Chris.     |
| Christiansen, A.      | Nelsson, John G.    |
| Cox, Jas. G.          | Nielsen, Andrew     |
| Davi, E.              | Osterlunn, Albert   |
| Davi, Frenchi         | Olander, Ed.        |
| Eriksen, Ben.         | Petersen, William   |
| Ekelund, Will Hy.     | Rasmussen, Jacob    |
| Gilbertsen, Reidar    | Sivertsen, Ed.      |
| Greene, H.            | Stoltenberg, Gustav |
| Hubertz, Emil         | Schoeder, Otto      |
| Hansen, Henry         | Smith, Max          |
| Hokansson, Ingvar     | Thomson, John       |
| Hansen, Hans The-     | Thigerson, John     |
| dor                   | Thoresen, A.        |
| Holsten, Olaf Sivert- | Thorstensen, H.     |
| sen                   | Wing, Martin -41    |
| Iversen, Knut         |                     |

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### INFORMATION WANTED.

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

Vencelus Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolamo Durbich, Zurich, Switzerland. 7-28-15

Peder Bjorback, supposed to be a sailor on the Pacific coast, and a native of Norway, is inquired for. Anyone knowing his whereabouts please notify Mrs. Mildred Baxter, Box 27, R. F. D. No. 5, Seattle, Wash. 2-2-16

Adolph Krakan, last heard of at Port Pirie, January, 1912, and again in March, 1913, from Warumbo, 118 miles from Adelaide, South Australia, is inquired for by his mother at Hamburg, Germany. 8-25-15

### San Pedro Letter List.

|                      |                     |
|----------------------|---------------------|
| Ahl, Einar The       | Larson, Hans -1677  |
| Andersson, Oskar     | Leideker, Elith     |
| Andersen, Sven       | Lalan, Joe          |
| Aene, T.             | Lindhohn, Chas.     |
| Alexander, P.        | Mathiasen, Nils     |
| Anderson, John       | Melson, Wm. E.      |
| Anderson, Martin     | Mikalsen, Andreas   |
| -1894                | Malm, Gustaf        |
| Bentsen, Hans B.     | Mesuk, E.           |
| Berggren, Gus        | Naylor, Harry       |
| Bergh, Borge         | Niejahr, Oskar      |
| Brein, Hans          | Olsen, Andy         |
| Bergman, Leo         | Olsen, John         |
| Benrowitz, Felix     | Olsen, C. O. -834   |
| Clemmensen, Chas.    | Olin, Emil          |
| Cook, Harry          | Olson, Olof. S.     |
| Danielson, Dave      | Ophaug, W.          |
| Ericsen, Otto        | Orwold, Jack        |
| Eriksen, Lars        | Owen, Fred          |
| Eklund, Sven         | Plintz, Johan       |
| Fasholz, Daniel      | Peterson, Hans      |
| Fisher, Wm.          | -1064               |
| Fjellman, Jonas      | Peterson, N.        |
| Fricke, Wm.          | Peterson, Hugo      |
| Gunther, The         | Peterson, Aaage     |
| Geller, Fred         | Poset, P.           |
| Gallenberg, Martin   | Rand, Jacob         |
| Gilholm, Albin       | Sjoberg, Gustav     |
| Gronlund, O. -414    | -1542               |
| Gusek, Bernhard      | Soderlund, Anton    |
| Hendrikson, Henry    | Schmidt, Lauritz P. |
| Holmstrom, Fritz     | Sevenson, Paul      |
| Hauke, Max.          | Schlieman, F.       |
| Haupt, Fritz         | Strahle, Chas.      |
| Hansen, Charly       | Shalles, Gust       |
| Hansen, Hilmar       | Sutse, Michael      |
| Hannus, Alex.        | Sorensen, Peter     |
| Jansen, Oscar        | Sorensen, Jorgen    |
| Jensen, Hans -1555   | Sievers, G. P.      |
| Johanson, A.         | Tamisar, P.         |
| Johnson, Fred -1723  | Trovik, Harald      |
| Johnson, J. A. -1659 | Uappa, Koste        |
| Johnson, Algot       | Uhlrig, Richard     |
| Johansen, Emil       | Wall, A.            |
| Johansson, Victor    | Warkkala, John      |
| Karlson, Aksel A.    | Widlin, Andrew      |
| Koff, Michael        | Zayan, G.           |
| Kolodzie, George     | Newspapers and      |
| Lybeck, Thos.        | Packages.           |
| Lundin, Chas. -1054  | Billington, Martin  |
| Lindberg, G. W.      | Peterson, Aage      |
| Lindberg, Ernst      | Schmidt, Lauritz P. |

### Honolulu, H. T.

|                      |                   |
|----------------------|-------------------|
| Anderson, John E.    | Nelsen, C. F.     |
| Burk, Harry -1284    | Petersen, Carl    |
| Crantly, C. W.       | Peters, Walter    |
| Eugenlo, John        | Reither, Fritz    |
| Ekelund, Rickhard    | Solberg, B. P.    |
| Ivertsen, Sigvald B. | Strand, Conrad    |
| Lengwenus, W. L.     | Thompson, Emil N. |
| Moller, F.           |                   |

### INFORMATION WANTED.

The following-named members of the crew of the "Watson," at the time she picked up the "Camino," can get their salvage money by calling on F. R. Wall, 324 Merchants Exchange Building, on California street, near Montgomery: G. Klingstrom, W. Sjöholm, Martin Schnee, F. Christiansen, L. T. Omholt, J. Jeppesen and Martin Peterson. 2-9-16

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio. 3-24-15

Anders C. Anderson, a native of Norway, who left his personal effects at Port San Luis, Cal., after leaving a ship at that place, is inquired for. Anyone knowing his whereabouts please notify D. R. Jacks, Deputy Collector of Customs, Port San Luis, Cal. 12-22-15

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Any one knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St. 8-11-1915

Olai Ingebrigtsen (Brock), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American bark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469—49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Steuart street, San Francisco, Cal. 8-4-15

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# Pacific Coast Marine.

The Alaska Packers are to increase their present wireless equipment on Bristol Bay by the addition of several sets of instruments, so that all canneries will be in close touch in future.

During the month of January twenty-three vessels loaded at the mills in the lower Columbia River district and their combined cargoes amounted to 21,705,000 feet of lumber. Twenty-one of these vessels, carrying 20,655,000 feet, went to domestic ports, while two vessels with 1,050,000 feet of lumber are en route to foreign ports.

Increasing freight rates to the Orient, and their level at present the highest in the history of transpacific trade, has resulted in the taking over of the Pacific Mail Panama liner "Pennsylvania" by W. R. Grace & Co. for a voyage to the Far East. The "Pennsylvania" is scheduled to steam from San Francisco on February 19 for Kobe and Hongkong, filled to capacity with general cargo.

The Russian Volunteer Fleet, which has been operating two steamers between Puget Sound ports and Vladivostok, will put two, and perhaps three, more large vessels on this run to handle shipments of war munitions until navigation to Archangel reopens in the spring. During the next three months large shipments of war supplies will be brought overland to Seattle, Tacoma and Vancouver for transshipment to Vladivostok.

The Port of Astoria commission has decided to charter two steamers at once to ply between Astoria and Lewiston. Plans are under way for the building of two new steamers costing in the neighborhood of \$60,000 each. It is expected they will be ready to go into commission in July. Plans also are under way for coal bunkers on municipal pier No. 2 for the coaling of deep-water vessels. These two enterprises will cost in the neighborhood of \$200,000.

The egg-collecting work of the United States Bureau of Fisheries on the Pacific salmon streams for the season of 1915-16 is practically over, and new records have been established in several fields. The collections to December 31 aggregate more than 288,000,000, divided as follows among the various species: Chinook salmon, 108,087,460; blueback salmon, 104,595,000; humpback salmon, 31,465,500; silver salmon, 15,371,000; keta salmon, 28,852,000. Some idea of the extent of this work may be gained from the fact that the eggs taken and transferred to the hatcheries represent more than 2,300 bushels and if placed side by side would extend in an unbroken line for 1,000 miles.

Compensation for the death of the crew of the wrecked steamer "Aberdeen" must be met by the Signal Steamship Company, while the city of Oakland will be held responsible for the loss of the life of Robert J. Moore, city inspector, who went down with the boat. According to Fred Linderman, manager of the Signal Steamship Company, the company is protected by employers' liability insurance for the compensation of those dependent on the drowned seamen. In regard to the city of Oakland's liability City Attorney Paul C. Morf said: "Oakland is responsible for Moore's death only. He was not in the employ of the steamship company, but was a regular official of the city of Oakland. We are held under the State Workmen's Compensation law."

The United States Circuit Court of Appeals has affirmed the decision of the District Court at Honolulu in the salvage suit of three steamship companies against the British ship "Celtic Chief," but cut down the awards to two of the concerns. The suit was begun five years ago, following the pulling off a coral reef near the island port of the ship December 6, 1909. The award to the Interisland Steamship Company was reduced from \$19,000 to \$12,500, and that to the Miller Salvage Company from \$8,000 to \$6,500. The \$4,000 award to the Matson Navigation Company was allowed to stand. Vessels belonging to all three steamship companies had a part in getting the British ship off the reef. The "Celtic Chief" had come from Hamburg with a cargo, mostly fertilizer, valued at \$111,000.

Tonnage statistics of the port of San Francisco as compiled by the Marine Department of the Chamber of Commerce for the month of January show that there were 471 vessels arriving and 459 departing during the thirty-one days. Of these vessels the arriving foreign steam amounted to 134,525 tons and the foreign sail to 20,123 tons. From American ports other than coast there were 43,425 tons arriving and 1,748 tons departing. Tonnage departing included 116,938 tons of foreign steam and 9,348 tons of foreign sail. To American ports other than Coast there were 44,884 tons of steam and 4,256 tons of sail from San Francisco. The grand total of arriving tonnage for the month was: 513,493 tons of steam and 62,208 tons of sail. Departing, there was a grand total of 494,029 tons of steam and 54,131 tons of sail.

Construction begun during the past week in the Oakland shipyards of the Moore & Scott Iron Works of San Francisco of a modern 7,200-ton steel cargo ship, to cost \$780,000, for Norwegian shipping interests, is held by Pacific Coast shipping men to usher in an "era of foreign shipbuilding prosperity." The big vessel

is being built by the Port Costa Steamship Company, organized by the George W. McNear Company of 433 California street, San Francisco, to construct and deliver it to a Norwegian company. The identity of the foreign concern is withheld. Directors of the Port Costa Company, capitalized for \$775,000, are: George W. McNear, Jr., John McNear, Ira S. Lillick and J. Arthur Olson, attorneys, and George Laken of Oakland. The ship will be 376 feet long, 52 feet wide and have a maximum draft of 23 feet.

Following the annual meeting of the board of directors of the Pacific Coast Steamship Company, held at San Francisco recently, President J. C. Ford of Seattle, emphatically denied that the steamer "Congress" had been sold to agents of a warring nation. "It is true that this company has received offers varying from \$1,750,000 to \$2,000,000 for the 'Congress,'" said Ford, "but I can state positively that none of these offers were considered at the meeting. The 'Congress' is our best and biggest ship, and we are going to keep her in the coastwise trade." Asked if offers for the "Congress" had been made by one of the allied nations engaged in the war, Ford said: "I cannot tell you at this time who made proposals to purchase the 'Congress,' but shipping men know that up at Seattle there are 200,000 tons of freight on the docks waiting to be shipped to Vladivostok. Ships are at a premium. We need the 'Congress,' however, and we intend to keep her." The directors of the company reelected the same officers.

Captain William Wrightson of Mobile, Ala., has entered into a contract with the St. Helens Shipbuilding Company, St. Helens, Ore., to build for him a vessel of the type of the motor vessel "City of Portland," now under construction by the same building company. The vessel is to be a three-masted schooner, 158 feet in length, 35 feet beam and 12½ feet depth of hold, with a carrying capacity of about 500,000 feet of lumber, and will be equipped with a single unit Bolinder semi-Diesel engine of 150 horsepower, which, it is estimated, will propel the vessel at six knots an hour without the use of canvas. The price is said to be \$60,000 and delivery will be made in June. Captain Wrightson, it is stated, plans to load at Portland or St. Helens with lumber for delivery either at Panama or New York, after which the vessel will go into the regular trade from Gulf ports to Cuba, Porto Rico or Central American ports. It is understood that the Kirby Lumber Company, one of the largest manufacturers and exporters of lumber in the South, is associated with Captain Wrightson in the venture.

Permission under the Panama Canal act has been granted by the Interstate Commerce Commission to the Southern Pacific Company and the Associated Oil Company to continue their ownership and operation of oil steamers between points on the Pacific Coast. The commission decided that so long as their respective operations remain as at present the Southern Pacific Company does not and may not compete with the steamers of the Associated Oil Company. The Associated Oil Company owns and leases large tracts of oil producing land in California and is engaged in producing, refining and marketing oil and oil products. From certain loading ports in California to points on San Francisco Bay, to points in the Pacific Northwest, to Honolulu, Hawaii, and to Alaska, it operates a fleet of steamers which is principally engaged in carrying the oil company's oil. The Southern Pacific Company owns a majority of the stock of the oil company, and also owns and operates a system of railways, including lines to Portland, San Francisco and points on San Francisco Bay, from certain of the loading ports.

Captain John Stringer of the Union liner "Moana," which sailed from San Francisco during the past week, does not think it likely that there is a German sea raider in the Pacific, but he was considering the precaution of running without lights at night until he reaches the South Pacific. The arrival of a British steamer at Norfolk in the hands of a German prize crew, and the tale of a raider in the Atlantic which has sunk several vessels, have caused British skippers to believe anything is possible in the way of raiding after security for many months. During the first part of the war, when there were still German war vessels in the Pacific, the British steamers of the Union Line came into port here far from their accustomed course and ran without lights at night so as not to betray their presence to a hostile warship. Since the German raiders and warships in this ocean were disposed of, many months ago, the British steamers have been coming along regular lines and with all lights as is customary in times of peace. The presence of the German off the African coast has changed conditions again, and every precaution will be taken by many British masters.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

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INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

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TACOMA, Wash., 2218 North 30th St.  
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.  
ABERDEEN, Wash., P. O. Box 6.  
PORTLAND, Ore., 44 Union Ave., North.  
EUREKA, Cal., 227 First St., P. O. Box 64.  
SAN PEDRO, Cal., P. O. Box 67.  
HONOLULU, H. I., Cor. Queen and Nuuanu Sts.,  
P. O. Box 314.

(Continued on Page 11.)



# Coast Seamen's Journal

Published Weekly at San Francisco

BY THE

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Established in 1887

PAUL SCHARRENBURG ..... Editor  
I. M. HOLT ..... Manager

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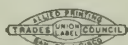
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Headquarters of the Sailors' Union of the Pacific, Maritime Building, 59 Clay Street, San Francisco.

## NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, FEBRUARY 9, 1916.

## JAPANESE DESERTIONS.

The leading editorial in the current issue of the monthly publication subsidized by San Francisco shipowners is a sarcastic gem, reading as follows:

The Pacific Marine Review wishes to call the attention of every Senator and Congressman of the United States to the testimony before the Committee on Merchant Marine and Fisheries, particularly to the testimony of Mr. Andrew Furuseth and very specially to the frequently repeated statements by that gentleman to the effect that Japan had no law penalizing the desertion of seamen and that no one in this country had any right to argue against the Seamen's bill on the assumption that Japan would or might create penalties for the desertion of her seamen.

Now there is a Japanese law passed as far back as 1890 and still in force, never having been amended or annulled, which contains the following, Section 64:

"If a seaman without the permission of the master is absent from the ship for 24 hours or more he is liable to a fine of from two to twenty yen.

"If a seaman deserts the ship he is liable to major imprisonment of from eleven days to six months.

"If a seaman does one of the acts mentioned in the preceding two paragraphs in a foreign country the penalty is increased by one degree."

In addition to this the Japanese Steamship Companies require sureties from their sailors.

Several times during the hearings before the Committee on Merchant Marine and Fisheries Mr. Furuseth was complimented on his remarkable knowledge of marine law and marine usages the world over. His bill was aimed mainly at Asiatics, he promised to raise the wages of Japanese crews through desertion to the American scale, but is it not just possible that this profound scholar of maritime jurisprudence knew all the while that the Japanese law stood as a barrier in his way?

Evidently the writer of the foregoing labored under the illusion that he was transmitting to the world a most wonderful and startling discovery.

Poor fellow! If he had ever followed the sea for a livelihood he would know that every maritime nation on earth, except our own country, has upon its statute books similar penalties for seamen who "desert" their ship at home and abroad. He would also know that these penalties never prevent seamen from "deserting" or quitting their jobs if it is clearly to their interest and advantage to do so. Finally, he would know that no nation can afford to enforce these penalties against her seamen because doing so means simply that a good percentage of her best

and most courageous seafarers will stay away forever from their native land. And, of course, no enlightened nation wishes to create such a state of affairs, and nowhere on earth is any serious attempt ever made to punish seamen for deserting abroad unless by specific and formal demand of the shipowner who feels himself aggrieved.

Whatever Andrew Furuseth said upon this subject will be found to be strictly in line with the actual facts and the universal practice in such cases. And the bright but inexperienced editor of the shipowners' organ was just wise enough not to quote Mr. Furuseth. His argument is a jumble of meaningless phrases and cunningly constructed sentences. He says: "Mr. Furuseth made statements TO THE EFFECT that Japan had no law penalizing the desertion of seamen."

"To the effect" covers a multitude of sins.

What Mr. Furuseth did say and what he is doubtless prepared to repeat to-day was that "the Japanese laws upon this subject differed only slightly from the laws of other nations, and no one in this country had any right to argue against the Seamen's bill on the assumption that Japan would or might create more severe penalties for the desertion of her seamen."

That Japanese seamen do desert, and desert as frequently as the seamen on other nations' ships, is an established fact. A San Francisco daily, The Bulletin, under date of February 3, contained the following current and live evidence of Japanese desertions:

## JAPANESE SAILORS ESCAPE.

Seven Japanese sailors escaped from the Japanese steamer "Uukai Maru," discharging at Pier 21, shortly after 3 o'clock this morning, and are now believed to be hiding in the Oriental section of the city. The Federal authorities have asked the local police to aid in a search for the missing seamen.

Oh, no; Japanese seamen never run away; they never desert; they never quit their jobs!

Just ask California orchardists what Japanese landlubbers have put over on them. Why Japanese fruit-pickers and agricultural workers not only quit their jobs but they always quit at a time when "the boss" will be most "inconvenienced," when, in other words, he is practically compelled to come to their terms.

The editor of the Pacific Marine Review badly needs a little actual experience, either as a seafarer or as an employer of Japanese ashore. Without such experience he might go on indefinitely, advertising his own ignorance and writing about things and matters he knoweth not and understandeth less.

## "AMERICAN PROSPERITY."

The seamen aboard the American liner "New York" walked ashore fifteen minutes before the steamer was scheduled to sail yesterday. The steamer pulled out at 12:15 o'clock, her scheduled time, however, and anchored down the bay for an hour, until the company could send down a new crew by tug. She passed quarantine about one hour late with the twenty-five vacancies filled.

The men wanted higher wages. They have been getting \$25 a month with a bonus of \$10 for the risk entailed in crossing the mine fields on the British side. They demanded \$50, on the grounds that British sailors are getting from \$45 to \$60 for the same run.

Earlier in the morning the crew of fifteen seamen on board the American line freighter "Siberia" walked ashore for the same reason. They were soon replaced, however, and the "Siberia" proceeded to Gravesend Bay to take on cargo.

G. H. Brown, agent of the Eastern and Gulf Sailors' Association, said the union had nothing to do with the walkout and that the men acted entirely on their own initiative. Very few of the sailors on the American line steamers, he said, are union men, because union men will not work for the wages paid by that line.

The foregoing, from the New York Call, shows "American prosperity" in practical operation.

While ocean tonnage of all descriptions is

at the highest value ever known, while vessels considered nearly past usefulness two years ago are now "worth their weight in gold," and while earnings that formerly took years to accumulate are made in a few weeks, the dissatisfied \$35 per month seamen on an "American" liner, sailing from New York, are "soon replaced" by other men.

Yet we hear learned men glibly talking about the necessity for ship subsidies to offset the extra cost of the high wage American crews. Yes, sir: it is to laugh—this talk about the American shipowner who cannot compete under the onerous terms of the Seamen's Act and unreasonable exactions of the Seamen's Unions.

## A TIMELY COMPARISON.

A bulletin just issued by the Bureau of Foreign and Domestic Commerce of the Department of Commerce, makes it possible to find out just how the much discussed and maligned Seamen's Act compares with similar laws in other maritime countries. No attempt at controversy is made in the Bureau's report, and no conclusions are drawn. The principal provisions of the different maritime laws are set forth in such a manner that the reader may make his own comparisons and form his own opinions. Special Agent Grosvenor M. Jones, the author of the report, confined his attention to Great Britain, France, Germany, Norway, Japan, and the United States.

Much attention is given to strictness and detail of vessel inspection in the selected countries. The testing of boilers is of particular interest because the American test has been called unduly severe. A hydrostatic or hydraulic test is applied at regular intervals to boilers on British, German, Norwegian, French and Japanese ships, as well as those under the United States flag. In this country the test pressure is one and one-half times the maximum allowable working pressure of the boilers. In Great Britain the test pressure is twice the working pressure for new boilers, and from one and one-half to one and three-fourths times the working pressure for old boilers. In Germany and France the general rule is to make the test pressure one and one-half times the working pressure.

One of the features of the German regulations is the requirement of a rigid physical examination of all sailors on German vessels. This rule has long been in force, and the examination seems to be even more severe than that required by the new Seamen's Act. Norwegian sailors are also required to pass a searching physical examination, but seemingly nothing of this sort is asked of sailors on British, French and Japanese ships.

A much-talked-of feature of the Seamen's Act has been the language-test requirement. The British have a similar test in their British Merchant Shipping Act of 1906, which provides that no seamen shall be employed upon any British ship at any port in the United Kingdom or on the Continent between the River Elbe and Brest unless he possesses "a sufficient knowledge of the English language to understand the necessary orders." This law, however, does not apply "to any British subject, inhabitant of a British protectorate, or to any lascar."

The measurement rules of the United States have often been criticized as giving our vessels a higher tonnage than the rules of other countries impose upon their vessels. Since the tonnage of a ship is the basis of various port and other charges, complaints



against an excessive tonnage rating are natural. Upon comparing the measurement rules of the several countries, as given in the Bureau's report, it would seem, however, that the American rules are now fully as liberal as those of the other countries.

American shipowners, with the exception of those operating ships under the Ocean Mail Act of 1891, are not restricted in the employment of their crews by any requirement as to the nationality of seamen. British, German and Japanese shipowners are likewise unrestricted, but British ships receiving mail or admiralty subventions must be manned to a large degree by British sailors, while subsidized Japanese ships may employ foreign sailors only with the consent of the Government. French ships must in general have at least 75 per cent. of the crews French citizens, while the proportion of foreigners that may be employed on Norwegian ships is definitely fixed by statute and varies from one-third to one-half.

One chapter in the report is devoted to the manner in which the different countries enforce their navigation laws, and in view of the demand for a Federal shipping board this chapter has a peculiar interest. The report is designated Navigation Laws, Special Agents Series No. 114, and is sold at the nominal price of 20 cents by the Superintendent of Documents, Government Printing Office, Washington.

#### "IGNORANT BLACKS."

A couple of weeks ago our esteemed contemporary "Shipping Illustrated" of New York temporarily forgot President Wilson's neutrality proclamation and printed the following:

As a drowning man clinging to a straw, the German Government has seized upon the "Baralong" incident to turn attention from the crimes of its sea forces and accuses the British Navy of having countenanced the murder of the crew of a German submarine captured by the "Baralong." The accusation is based upon the affidavits of some black muleteers carried by the Leyland liner "Nicosian." . . . The German Government threatens reprisals in case the British Government does not implicitly accept the word of the ignorant blacks who made the affidavits and punish the crew of the "Baralong." . . .

During the past week, so our contemporary says in the current issue, one of the alleged "ignorant blacks" appeared in the editorial sanctum and demanded an apology because he and all the other muleteers in question were as "white" of skin as the editor of "Shipping Illustrated."

Well, the apology was duly made and the incident is closed. All of which proves again that it does not always pay to take things for granted. All muleteers are not blacks; and all blacks are not ignorant.

"The American Merchant Marine. What it has been, What it is, What it ought to be." Thus reads the title of a pamphlet published by the Boston Chamber of Commerce. Needless to relate, the object in issuing the paper is to show that "some form of well-regulated subsidy is absolutely essential to the upbuilding of American shipping." Of course, the compilation of stale arguments contained therein show nothing of the kind. Besides, the Boston Chamber of Commerce, like its comrade-in-arms, the San Francisco Chamber of Commerce, does not come into court with clean hands. They want the people's money from the National treasury but they want no restrictions as to the hiring of cheap alien labor.

#### THE WAR'S REAL OBJECT.

Although there is direct cable service between this country and the British Isles it took fully a week before the American press was able to enlighten the public upon the attitude of organized labor in Great Britain toward the Conscription Act. The facts as ultimately gathered appear to be as follows: Organized labor, in convention assembled at Bristol, condemned conscription, but voted to support the Government to a successful conclusion of the war. It also endorsed the action of the trade-union members in Parliament and in the Cabinet in supporting the Government.

In the meantime, there has come to hand the speech of Mr. Runciman, President of the Board of Trade, wherein he most vividly displayed the real objects of the war. Many have hinted that this is a war for trade supremacy, and that the talk of Germany's violation of sacred treaties was but a side issue, a sort of handy pretext. Now a cabinet minister has made the matter perfectly plain. Said Mr. Runciman:

I think so far as commerce is concerned Germany is a beaten nation, and it is our business to see that she does not get her head up after the war is over. . . . It would be the business of the Board of Trade to see that commercial men of this country were given every advantage that the Government could place at their disposal."

The Daily Telegraph, in commenting upon that speech, says: "Language like that would have drawn cries of indignation and horror from many of Mr. Runciman's supporters before the war; now it is taken as a matter of course, as though self-interest must always have forbidden any other policy." Yes, and the sad truth of it all is that the workers, who will be exploited either way, no matter what may happen, are doing practically all the fighting on both sides.

#### A FAKE REFERENDUM.

It is bad enough to see the Seamen's Act choked and strangled by the understudies of Secretary Redfield of the Department of Commerce. But for real refined cruelty toward that legislation the so-called Chamber of Commerce of the United States has the Government officials backed clean off the board.

A "special committee" of the aforesaid "Chamber" has recommended a referendum vote to be taken upon suspending certain sections of the Act. What a tragic farce. Everybody knows that the result of this referendum is a foregone conclusion. It will be 100 to 0 for the "rights" of the money hogs to employ as seamen whosoever they please and under whatever terms they wish to impose.

They call it a referendum. They say they want the business men to decide upon these proposed amendments to the law. But their literature will give only one side of the story—the arguments of Big Business. To call such a procedure a referendum is an insult to intelligence. It is a fraud on its face, instigated and perpetrated by men who ought to be ashamed of themselves and their tricky methods.

The man who in these days will seriously debate the affirmative of the question, "Resolved, That trade unions are a menace to the prosperity of the country," belongs to that order of persons who, when the case goes against them, find their only relief in cursing the court.

## OFFICIAL.

#### SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Feb. 7, 1916.

Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping dull. Full Shipwreck Benefit was awarded to four members of the crew of the schooner "Repeat."

JOHN H. TENNISON, Secretary pro tem.  
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., Jan. 31, 1916.

No meeting. Shipping fair; prospects uncertain.

REGINALD TOWNSEND, Agent.

Room 11, De Cosmos Block, 1424 Government St.

Vancouver, B. C., Jan. 31, 1916.

Shipping dull; prospects uncertain.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Jan. 31, 1916.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, Jan. 31, 1916.

Shipping and prospects poor.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Jan. 31, 1916.

Shipping dull; prospects poor.

J. PEARSON, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, Jan. 31, 1916.

Shipping dull; prospects poor.

JACK ROSEN, Agent.

44 Union Ave. North. Tel. East 4912.

Eureka Agency, Jan. 31, 1916.

Shipping dull; prospects uncertain.

OTTO DITTMAR, Agent.

227 First St. P. O. Box 64. Tel. 159.

San Pedro Agency, Jan. 31, 1916.

Shipping and prospects fair.

HARRY OHISEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Jan. 24, 1916.

Shipping dull; prospects poor; lots of members ashore.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

#### MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Feb. 3, 1916.

Regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping quiet; plenty of members ashore.

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, Jan. 27, 1916.

Shipping poor.

LEONARD NORKGAUER, Agent.

Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Jan. 26, 1916.

No meeting. Shipping slow, prospects fair; many members ashore.

HARRY POTHOFF, Agent.

P. O. Box 54.

Portland Agency, Jan. 31, 1916.

No meeting. Shipping very quiet.

THOMAS BAKER, Agent.

89 Second St. N. Phone Broadway 2306.

#### DIED.

Engel Andersen, No. 1633, a native of Norway, age 36, died at Port Townsend, Wash., Jan. 31, 1916.

James McDermott, No. 2431, a native of Dublin, Ireland, age 36, died at Vancouver, B. C., Jan. 30, 1916.

Through Fawcner, Currie & Co., the new Berling Sea Packing Co. recently organized in Seattle by Puget Sound capitalists, has purchased the steamer "Rush," once a revenue cutter, from F. W. Woun. The purchasers will operate the "Rush" as a tender to a salmon cannery that they have planned to build in southeastern Alaskan waters.

Captain McNaught, surveyor for the San Francisco Board of Marine Underwriters, held a survey on the water-logged schooner "Repeat," recently towed into the Columbia River.



**THE NAVY LEAGUE UNMASKED.**

(By Congressman Clyde H. Tavenner.)

I believe in giving credit to whom credit is due. For instance, the gentlemen back of the Navy League, in my opinion, deserve full credit . . . for the sentiment that has been aroused in the large manufacturing centers and other parts of the United States for the proposed \$500,000,000 bond issue for battleships that the Navy League has been advocating. I am in favor of giving the Navy League full credit and also full responsibility.

On November 19 I made the statement, publicly, that I intended to introduce in Congress a resolution to investigate the Navy League and to require J. P. Morgan, one of the directors of the League, to take the responsibility of testifying under oath as to whether he is interested in war-trafficking firms. . . .

In a letter sent to Members of Congress, dated January 13, 1914, A. H. Dadmun, secretary of the Navy League, said:

"Certain Congressmen have insinuated that the League is supported by people who are interested in the sale of war materials to the Navy. They are entirely mistaken."

Mr. Dadmun, in a letter published in the January 1916 issue of Pearson's Magazine, reiterates that the men back of the Navy League "are men who will not profit by the results of the League's propaganda."

What is this Navy League? Who founded it, and who are its directors? I hold in my hand the bound Navy League Journal for 1904. In the opening number is the statement that this is "the official organ of the Navy League of the United States."

I turn now to page 32 of the issue of February, 1904, where I find a list of 19 men who are named as the "founders" of the Navy League. Now, then, let us see who they are.

I note in the list of founders the name of the Midvale Steel Co. The United States Government since 1903 has bought from the Midvale Steel Co. 48,399 tons of armor, and we have paid for it an average of \$420 a ton, or in all \$20,375,858 for the single item of armor plate alone, not to say anything about other millions of dollars' worth of contracts that have been given to the Midvale Steel Co. for other things used by the Army and the Navy; and if the Navy League's proposed \$500,000,000 bond issue goes through, Midvale will stand to draw down some more millions.

Let us see if there are any more war traffickers here. Is Charles M. Schwab, whom I see listed as one of the founders, a war trafficker? Well, he is president of the Bethlehem Steel Corporation, and we have bought from Bethlehem 95,007 tons of armor at an average rate of \$445 a ton, and have paid Bethlehem for armor plate alone \$42,344,937. That is the second member of the armor ring.

Now, there is another member of the armor ring, and that is the Carnegie Steel Co. Let us see if we find them also among the founders of the Navy League. Yes; I see here the name of J. P. Morgan. The late J. P. Morgan was the organizer and a director of the United States Steel Corporation, which controls, according to Moody's Manual, the Carnegie Steel Co.

We have bought from the Carnegie Steel Co. 89,933 tons of armor plate, paying an average of \$442 a ton, or a total of \$39,783,497 for the single item of armor plate; and if the Navy League's proposed \$500,000,000 bond issue for battleships goes through they will receive still larger contracts. So that you see the three firms which have a monopoly of the manufacture of armor in this country are all founders of the Navy League; they are all represented as the founders of the Navy League, and we have bought from them 233,339 tons of armor plate, paying for it an average of \$439 a ton, or a total of \$102,504,292.

Remember that figure, \$439! There have been 10 official estimates by Government officials as to the cost of armor plate in a Government factory, and the average of these estimates is \$251 a ton; and had we manufactured this armor in a Government factory, which the Navy League has cold-shouldered, I think I am well within the bounds of conservatism when I say we could have saved to the American taxpayers at the very least \$35,000,000.

The Harvey Steel Co., which owned the patent on a process for hardening steel which compelled all manufacturers of armor plate to pay it a royalty, was in on the ground floor at the organization of the Navy League, in the persons of S. S. Palmer, its president, and Benjamin F. Tracy, ex-Secretary of the Navy. Mr. Tracy was the counsel for the Harvey company and the Carnegie Steel Co. after leaving the Navy Department.

Throughout the existence of the Navy League there have been several distinct groups represented, made up of officers, directors, attorneys and employes. The most important of these are the J. P. Morgan group, the Bethlehem Steel group, the Carnegie Steel group, the Midvale Steel group, the Harvey Steel group, and last, but not least, Col. Thompson's International Nickel Co. group.

The returns published by Lloyd's Register show that 420 mercantile vessels of 1,363,590 tons gross were under construction in the United Kingdom on December 31, 1915. This compares with 462 vessels of 1,627,316 tons gross on December 31, 1914. The tonnage now under construction in the United Kingdom is about 173,000 tons less than that which was in hand at the end of last quarter, and about 264,000 tons less than the tonnage building 12 months ago. It will be understood that the rate of progress in merchant ship construction continues to be very much reduced in the present circumstances and that the immediate output will be considerably less than that which would be obtained under normal conditions. Of the merchant vessels being built in the United Kingdom at the end of December, 363 of 1,111,541 tons are under the inspection of the Surveyors of Lloyd's Register with a view to classification by the society. During the last quarter of 1915, only 72 vessels of 94,056 tons were launched and the construction of 70 vessels of 83,656 tons was commenced. The tonnage under construction includes 18 vessels above 10,000 tons.

For fair products of all kinds consult the JOURNAL's ad columns.

**SALE OF MERCHANT SHIPS.**

The following letter has been sent to the Collectors of Customs by the Commissioner of Navigation with instructions that the facts be brought to the attention of those concerned:

"In the past 12 months leading maritime nations possessing over three-fourths of the world's merchant shipping under foreign flags have passed laws or issued decrees forbidding their citizens or subjects to sell and transfer to the flag of another nation any merchant ship under their respective flags except by a special permit from the Government. Great Britain enacted such a law on February 12, Austria-Hungary issued such a decree on August 27, Denmark on October 8, Germany enacted such a law on October 21, France on November 11, Norway issued a decree on December 6, Brazil on December 9, and Spain promulgated a law on January 9, 1916. The merchant shipping of these countries aggregates 33,900,000 gross tons out of a total of 43,370,000 gross tons of all foreign nations. Other nations may promulgate similar laws or decrees for the duration of the war, and notice of such laws or decree may not be received in this country until after they have taken effect.

"The Bureau of Navigation suggests that prospective American purchasers of ships under foreign flags with a view to American registry will consult their own interest in a clear title if in all cases they acquaint themselves with the transfer law of the nation whose flag the ship proposed to be bought now flies."

**EMPLOYEES COMMENDED.**

Secretary of Commerce Redfield during the past month has commended several employes of the United States Bureau of Lighthouses for courageous acts. Those who received commendation were:

Lighthouse Inspector R. H. Goddard, of the second lighthouse district, and First Officer W. G. Remsen, of the lighthouse tender "Mayflower," for the removal of the lighting apparatus from the old tower at Billingsgate Island Light Station, Mass., when the tower had a dangerous list and was apparently very unstable in equilibrium after being damaged by severe storms. The light was moved to a new and safer position and was exhibited every night as usual without discontinuance.

Louis A. Pettersen, keeper of West Point Light Station, Wash., for the rescue of a man named Harry Christensen from a small sailboat which capsized during a squall in the vicinity of West Point Light Station.

First Officer James Adams, commanding the lighthouse tender "Arbutus," for assistance rendered the power yacht "Bon Temps," which, with 10 persons aboard, was discovered off Sanibel Island Light Station, Fla., in a disabled and sinking condition.

By the Acting Secretary of Commerce: Owen C. McCauley, keeper of Squaw Island Light Station, Mich., for assistance rendered to the launch "Rosa B." which was disabled in the vicinity of Squaw Island Light Station.

The 18,000 regularly established libraries in the United States contain more than 75,000,000 volumes, or an increase of 20,000,000 since 1908.



## THE LEPER ISLAND OF MOLOKAI.

Few travelers are familiar with the island of Molokai, the fifth in size of the Hawaiian Islands, and to them probably the name signifies little except as that of a United States leper settlement. In the more inaccessible parts of the island, however, the scenery is wonderful, and there are many interesting facts to be learned about this small island which was formed in the Pacific Ocean by two volcanoes.

Practically the whole southern coast of Molokai is fringed by a coral reef from half a mile to a mile wide. The parts of this reef that lie near the main gulches are gradually being filled with mud, and thus the island is slowly growing out southward. The soil is nearly everywhere fertile, but the problem of obtaining water has not yet been solved and the land is not put to its greatest use. Sugar cane, cocoanuts, coffee, oranges, and rice are grown. Luxuriant algaroba trees (a variety of mesquite) furnish excellent firewood, and the fiber of the lahale trees is used for the manufacture of hats. The pasture lands are covered with a thick carpet of manania (a variety of Bermuda grass) or with delicate tufted Pele grass up to an elevation of about 500 feet on the west end of the island.

On the northern coast of Molokai, west of the rocky peninsula that extends seaward from the foot of a great precipice, there is a prosperous-looking town with regular streets and white cottages. Many of the houses are surrounded by bright green gardens, and several churches and larger buildings may be seen. The leper settlement, established in 1865, embraces 8,000 acres and within its borders live about 1,000 unfortunates, isolated by the great precipice over which a steep and somewhat dangerous trail leads to the town.

To those who wish to know more about this island, a copy of Water-Supply Paper 77 will be furnished free on application to the Director, U. S. Geological Survey, Washington, D. C.

## QUEEN ELIZABETH'S NAVY.

England was, and had long been, a nation of freemen. There were a few peers, and a great many knights and gentlemen. But there was no noble caste, as on the Continent, separated by an impossible barrier of birth and privilege from the mass of people. All felt themselves fellow-countrymen bound together by common sentiments, common interests, and mutual respect.

This spirit of freedom—one might almost say of equality—made itself felt still more in the navy, and goes far to account for the cheerful energy and dash with which every service was performed. "The English officers lived on terms of sympathy with their men unknown to the Spaniards, who raised between the commander and the commanded absurd barriers of rank and blood which forbade to his pride any labor but that of fighting. Drake touched the true mainspring of English success when he once (in his voyage round the world) indignantly rebuked some coxcomb gentlemen-adventurers with, 'I should like to see the gentleman that will refuse to set his hand to a rope. I must have the gentleman to hale and draw with the mariners.'" Drake, Hawkins, Frobisher were

all born of humble parents. They rose by their own valor and capacity. They had gentlemen of birth serving under them. To Howard and Cumberland and Seymour they were brothers-in-arms. The master of every little trading vessel was fired by their example, and hoped to climb as high.

It is the pleasure of some writers to speak of Elizabeth's naval preparations as disgracefully insufficient, and to treat the triumphant result as a sort of miracle. To their apprehension, indeed, her whole reign is one long interference by Providence with the ordinary relations of cause and effect. The number of royal ships as compared with those of private owners in the fleet which met the great Armada—34 to 161—is represented as discredibly small. By Englishmen of that day it was considered to be creditably large. Sir Edward Cooke (who was thirty-eight at the time of the Armada), writing under Charles I, when the royal navy was much larger, says: "In the reign of Queen Elizabeth (I being then acquainted with this business) there were thirty-three royal ships besides pinnaces, which so guarded and regarded the navigation of the merchants, as they had safe vent for their commodities, and trade and traffic flourished."

It seems to be overlooked that the royal navy, such as it was, was almost the creation of Elizabeth. Her father was the first English king who made any attempt to keep a standing navy of his own. He established the Admiralty and the first royal dockyard. Under Edward and Mary the navy, like everything else, went to ruin. Elizabeth's shipbuilding, humble as it seems to us, excited the admiration of her subjects, and was regarded as one of the chief advances of her reign. The ships, when not in commission, were kept in the Medway. The Queen personally paid the greatest attention to them.—From E. S. Beesly's "Elizabeth."

## A PROMISING FLORIDA INDUSTRY.

The adaptability of the Chinese wood-oil tree for cultivation in northern Florida seems to have been proven by recent experiments. A tree at Tallahassee, Fla., bore two bushels of the fruit last season. In addition to being an economically important tree, it is a decidedly ornamental one. It bears clusters of white flowers with reddish-yellow centers, and in full bloom resembles a catalpa.

The United States imports annually about 5,000,000 gallons of Chinese wood oil, valued at \$2,000,000. As the demands of the American varnish trade are steadily increasing this affords a very large domestic market for this prospective new Florida industry.

The tree is *Aleurites cordata* (Chinese tung yu), the seeds yielding the nut from which the oil is extracted.

One hundred dollars a ton for a proposed vessel was recently asked by a Japanese shipbuilding yard, and U. S. Consul General Scidmore, of Yokohama, reports that the surprised customer withdrew his order. The cost before the war was \$60 to \$77.

Demand the union label. If you are the right sort of a union man one suggestion of this sort is all that is necessary.

## NOTICE TO SEAMEN.

### IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,

V. A. OLANDER, Secretary.

## LAKE DISTRICT, I. S. U. of A.

### HEADQUARTERS:

#### LAKE SEAMEN'S UNION,

570 West Lake Street, Chicago, Ill.

### BRANCHES AND AGENCIES:

|                        |  |
|------------------------|--|
| BUFFALO, N. Y.         | 55 Main Street<br>Telephone Seneca 936 R.          |
| CLEVELAND, O.          | 1401 W. Ninth Street<br>Telephone Bell Main 1842.  |
| MILWAUKEE, WIS.        | 133 Clinton Street<br>Telephone South 240.         |
| ASHTABULA O.           | 21 High Street<br>Telephone 552.                   |
| NORTH TONAWANDA, N. Y. | 152 Main Street<br>Telephone Bell 2762.            |
| DETROIT, MICH.         | 15 Twelfth Street<br>Telephone 3724.               |
| SUPERIOR, WIS.         | 1721 N. Third Street<br>Telephone, New, Broad 385. |
| BAY CITY, MICH.        | 108 Fifth Avenue                                   |
| OGDENSBURG, N. Y.      | 70 Isabella Street                                 |
| CONNEAUT, O.           | 922 Day Street                                     |
| SOUTH CHICAGO, ILL.    | 9142 Mackinaw Avenue                               |
| PORT HURON, MICH.      | 517 Water Street                                   |
| ERIE, PA.              | 107 E. Third Street                                |

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Telephone Seneca 48.

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| MILWAUKEE, WIS.   | 151 Reed Street         |
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Telephone Main 365.

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#### UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

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|----------------------|-------------------------|
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| Escanaba, Mich.      | Marquette, Mich.        |
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| Green Bay, Mich.     | Saginaw, Mich.          |
| Houghton, Mich.      | Sandusky, O.            |
| Ludington, Mich.     | Sault Ste. Marie, Mich. |
| Manistee, Mich.      | Sheboygan, Wis.         |
| Erie, Pa.            | Superior, Wis.          |
| Menominee, Mich.     | Toledo, O.              |



**WEEKLY NEWS LETTER.**

(Continued from Page 3.)

Harry A. Garfield, president of Williams College, in a speech in New York City.

"The departure advocated by the enthusiasts for a big army and navy is not for a season, but permanently," continued Dr. Garfield. "If this is to be done, it is folly to attempt longer to maintain our democratic institutions. If necessity dictates that we enter into competition with European states in the maintenance of great army and navy establishments, wisdom demands that we adopt as the permanent machinery of government that which under our constitution was intended for emergencies only. In other words, that we put our liberties in commission and clothe our President with autocratic powers and surround him with expert military advisers."

**Railroads Use Printers' Ink.**

The railroads of this country are preparing to resist the eight-hour workday, now being voted on by 400,000 workers in the railroad transportation service.

The managers realize that the membership of the brotherhoods of engineers, conductors, firemen and trainmen will favor the shorter workday, and as this is the first time these employees have acted jointly the railroads are supplying newspapers with all manner of statistics in an effort to capture public opinion.

These workers are pictured as "the aristocrats of labor," who receive more money than the bank president in small towns. Another statement assures the public that out of every dollar received from freight, the employees are handed 45 cents. The people are not told, however, that this average includes the \$75,000 railroad president and the employee who works long hours and who must maintain his home at one end of the line and a boarding house or room at the other end.

It is predicted that the companies will inaugurate the greatest publicity campaign in the history of industrial disputes and figures will be juggled to suit the viewpoint of men who fear an inroad on earnings which the Interstate Commerce Commission's records show have broken all records.

**Employers Must Give Notice.**

Employers in Pennsylvania who waited until after the first of the year to reject the Workmen's Compensation law now find that they are under this law and will continue to be until after sixty days from the date they give contrary notice.

The State Workmen's Compensation Board is sending the following letter to those employers:

"Notices have been received from you in which you undertake to reject the provisions of the Workmen's Compensation Act, in so far as it applies to your employees.

"In reply you are advised that if you did not desire to come under the Workmen's Compensation Act, it was necessary for you to reject before December 31, 1915.

"After January 1, 1916, your status changed. You cannot reject the provisions of the act now, except by notifying this office of your intention to do so, and also notifying your employees.

"Sixty days after such notice is received, the board will act upon your notification. In the meantime, your employees are under the Workmen's Compensation Act, and entitled to compensation in case they are injured in the performance of their duty."

**Blame for Rioting Placed on Trusts.**

The Leader of Pittsburg, Pa., makes the following comment on the recent riot at East Youngstown:

"The Committee on Industrial Relations has just laid before Congress a report of an inquiry into the causes of the recent strike and subsequent riot and destruction of life and property at East Youngstown. The report places the responsibility squarely in front of the door of the manufacturing concerns engaged in the strike. The words are not only plain, but condemning. They are so significant that it is worth while to reproduce a few of them for, if the committee is correct, its report should claim the calm and thoughtful consideration of every man and woman. . . .

"Even more significant is the further statement of the report that what happened at East Youngstown was about to happen in other iron and steel manufacturing towns when Judge Gary announced an increase in wages, effective February 1. That, says the committee, is all that saved other cities from riots.

"Just as significant is the statement that Judge Gary advised the Youngstown companies to 'stand pat' against the demand for wage advance until the riot came on, when he quickly changed his mind and not only advised the Youngstown concerns to grant the demand but secured a similar advance for the lowest paid labor of the steel corporation.

"Even a great man knows when he has been hit with a brick."

**Civil Service Men Want Appeal Board.**

Representative Keating of Colorado, chairman of the House Labor group, has introduced a bill to take the arbitrary power of demotion and dismissal of classified civil service employees from the heads of departments, and give these workers the right of appeal to the United States Board of Mediation and Arbitration. At present postal department officials and other bureau chiefs prefer charges, sustain their own charges and fix the penalty. There is no appeal from this combined judge, jury and executioner.

It is this practice that forced Fairmont postal employees to resign in a body and later to be fined by Judge Dayton on conspiracy charges.

The Keating bill is supported by the civil service employees affiliated to the American Federation of Labor. Representatives of the non-affiliated postal employees are urging the passage of the Porter bill, also pending in Congress. The Porter bill alleges to accord postal workers the right to a trial before they can be dismissed, but it provides that the court shall be selected by the postmaster or the division superintendent, and all decisions must be approved by the Postmaster General.

"Our organization opposes legislation that would legalize the right of a postmaster, a division superintendent, or a postmaster general to discharge a man and then select a jury to try him," said Secre-

tary Thomas F. Flaherty of the National Federation of Post Office Clerks. "What chance would a man have before one of these hand-picked juries?"

"The postal employees want to curb the power of the department officials, not to extend it. And yet we find representatives of postal organizations advocating an abortive measure of this kind under the guise of a court of appeal bill. No right thinking clerk or carrier, realizing the danger lurking in such legislation, should lend his support to it."

**Garment Workers Win.**

Three years ago members of the Ladies' Garment Workers' Union of Philadelphia waged what was then termed an ineffective strike. On January 17 of this year these workers again struck for better conditions, but with different results. After a one day's suspension of work by 5000 employees, an arbitration committee was created, which has conceded practically all of the demands that were ridiculed by manufacturers three years ago.

Here are the chief concessions awarded to the strikers by the Board of Arbitration:

Working schedule of fifty hours a week, with a maximum of four hours overtime.

Establishment of price committees in each shop to fix prices to be paid to piece-workers. Only workers are eligible to serve on those committees.

Creation of a wage board to determine in two weeks whether the union is justified in demanding 15 per cent. increase in wages for week workers. Should report be favorable, increases to date from day strikers resume work.

Creation of a grievance committee in each factory to protect workers against favoritism or discrimination by manufacturers.

Pledge from manufacturers that they will co-operate with wage board in effort to standardize wages and establish minimum wage for men and women.

**"Eastland" Built for Freight.**

At the trial, held at Grand Rapids, Mich., before Federal Judge Sessions of owners of the "Eastland," excursion boat which sank in the Chicago River last summer, the Government forced Sydney G. Jenks, builder of the boat, to acknowledge that it was never intended for excursion business, and that the vessel was originally designed to carry a maximum of 500 passengers and a small quantity of freight, principally fruit. From this original purpose, he said, the "Eastland" was converted into an excursion boat to carry from 1500 to 3000 passengers without any mathematical calculations of scientific stability tests being made to determine its safety.

Company officials will claim that piling and rock obstructions on the river bottom caused the boat to tip over. The Government contends that outside agencies, such as piling and other obstructions, had not the remotest connection with the disaster, that the boat was of faulty construction for excursion purposes, and that the officials of the St. Joseph-Chicago Steamship Company knew this and conspired to send an unseaworthy ship to sea for profit.

For fair products of all kinds consult the JOURNAL's ad columns.



**GRANDFATHER SAID IT.**

"You must keep government out of business."

To be sure! At least, our grandfathers said so, and it is a lot easier to repeat what they said than to think for ourselves.

But let us see:

Little Norway has just re-elected the Progressive government, and thereby determined to go into the wheat business. It will require the appointment of some 1200 government wheat agents, at a cost of \$1,000,000 a year (stand-pat press please roar) and a capital of \$20,000,000.

Every civilized nation in the world, except the United States, is in the land business, and the United States, until recently, was in that business on the biggest scale of all.

The Greek government has for years been in the currant and brandy business. It controls the marketing of the entire currant crop, and when the production is more than can be marketed at reasonable prices, it diverts the surplus to brandy.

The Brazilian government is, and long has been, in the coffee business on much the same basis as Greece in the currant business.

The Prussian and Saxon state governments are in the porcelain business, conducting chinaware factories of their own.

The Russian government is in the oil business, the mining business and the railroad business.

Nearly every country in the world, except the United States, owns at least part of its own railroads, and most of them own their own telegraph lines.

The tobacco business is a government monopoly in Italy and Austria.

And, for purposes of the present war, all the belligerent nations have gone into other business on an enormous scale.

These countries are democracies, limited monarchies and autocracies. They have every sort of government, of every degree of efficiency. But they are all in business, and are all succeeding at it.

Here in America, California is in the printing business; cities are in the water and street car business; the United States government is in the lumber, cattle and land business.

But "government must keep out of business."

Our grandfathers said so.—California Outlook.

While the "pitch-lake" of Trinidad, a surface of a mile and a half across of pure asphaltum, is perhaps the most remarkable occurrence of this mineral in nature, still the lake of Bermudez, which covers 1000 acres in the State of Monagas, Venezuela, is fast equaling the first in commercial importance. As an indication of the value of Venezuelan bitumen it may be noted that this special variety is used to protect the tunnels of the New York subway from moisture. Asphalt as paving is the commonest commercial use of the mineral today, and yet its successful employment in the field of road-making is of comparatively recent date. The first compressed rock asphalt roadway was laid in Paris in 1854, while it was 1876 before the first similar type of road-making was used on Pennsylvania Avenue in Washington.

**A PERISCOPE FINDER.**

John Gardner of Fleetwood, Scotland, the inventor of the Gardner submarine signaling system, has devised a method which will make it easy to sight the periscope of a submarine from the bridge of a steamship. Instead of having to rest his arms on the rail of the bridge or on the gunwale while he scans the horizon through a telescope, the officer on watch will now be able to sit comfortably with the glass supported on a stand in front of him. By Mr. Gardner's invention the telescope will always be approximately parallel with the surface of the sea, irrespective of the movements of the ship. This is achieved by mounting a pedestal securely to the deck, and on this is carried the seat, with the table to support the telescope or binoculars on a standard. The seat and table are maintained horizontal to the sea surface by the operation of a gyroscope. The platform, with seat and table, is automatically rotated slowly from left to right and vice versa by the utilization of the power for the gyroscope, so that all the officer has to do is to keep a sharp lookout within the field covered by the instrument, which will not be affected by the movement of the ship.

Surrounded by Bjornsons, Arasons, Briens and other prominent folk of the Icelandic section of Manitoba's population, Captain Sigtrygur Jonasson recently celebrated in viking baronial fashion the fortieth anniversary of his landing with the first Icelandic settlers and settling on Lake Winnipeg. Four hundred of his admirers did him homage, and he recounted the struggles of the settlers in and about what is now known as Riverton. The Earl of Dufferin was much interested in this early supplementing of the Anglo-Celts of the Dominion by a hardy Scandinavian band of immigrants, and when he visited the colony at Gimli, in 1877, he predicted the successes that in due time have come.

Rear Admiral John Henry Upshur, United States Navy, as a midshipman took part in the engagement at Vera Cruz in the war of the United States with Mexico in 1846-48. He was an ensign on one of the vessels in the fleet with which Commodore Perry visited Japan in 1853. Japan was then a hermit nation. The veteran American has seen Japan claim hegemony of the Asiatic continent, and sit at the council board of the allied nations of Europe. As for Mexico, he has seen Vera Cruz again temporarily in the hands of the United States. In 1848 American interference with Mexico was followed by seizure of territory. Not so in 1916.

Blocking of the Panama Canal creates administrative problems that test the flexibility and resourcefulness of the Governor of the Canal Zone. To find work for the men who ordinarily man the locks and guide the boats through the canal, recourse has been had by him to the plans for adornment of the canal entrances which were worked out by an expert commission of planners and architects whom the authorities in Washington a few years ago called in to advise as specialists. If traffic cannot be carried on then labor must be given to make the zone more beautiful! So the official decree runs, and who says it is not a commendable one?

**Labor's Economic Platform**

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

**International Seamen's Union of America**

(Continued from Page 5.)

**MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.****Headquarters:**

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**Branches:**

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SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

**MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.****Headquarters:**

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**Branches:**

SEATTLE, Wash., Room No. 203, Grand Trunk Dock. P. O. Box 214.

PORTLAND, Ore., 89 Second St. N.

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**ALASKA FISHERMEN'S UNION.****Headquarters:**

SAN FRANCISCO, Cal., 49 Clay St.

**Agencies:**

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

**The Coast Seamen's Journal**

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia  
29 ERSKINE STREET, SYDNEY, N. S. W.



## Labor News.

Scrubwomen employed in down town New York office buildings have been receiving \$5 a week. A large number of them organized and struck when they were refused \$1 increase. Their demands were finally granted when it was found impossible to secure \$5 a week strikebreakers.

Plans for a "baby week" in March are being made by more than 400 communities, announces the Children's Bureau of the Department of Labor. The need of bettering conditions surrounding babies will be impressed on the general public and the proper care of infants described during the week. It is felt by those behind the movement that this agitation will create a sentiment against the annual death of 300,000 babies before they are 12 months old.

The Pennsylvania State Workmen's Compensation Board has ruled that the term "domestic service," as used in the new compensation law, applies only to service in private homes and does not apply to service in a hotel, hospital or other institution. Under the law, which took effect the first of the year, farm labor and domestic servants are exempt from compensation benefits, and the board's ruling makes this term apply to private families only and does not include proprietors of boarding houses, etc.

Carpenters, Iron Molders and Machinists employed by the Davis & Furber Machine Company at North Andover, Mass., have secured a wage increase of 10 per cent. after strikes of about a week. Nearly 700 employees are benefited. The Machinists and Carpenters struck first when a 15 per cent. demand had been refused. The company's compromise of 5 per cent. increase with an additional increase of 5 per cent. in five weeks was rejected. Later the Iron Molders suspended work to enforce a minimum wage of \$3 per day.

The Illinois State Board of Administration recently issued an order to the officials of all State institutions that employees are not to be interfered with because they have joined or contemplate joining a labor organization. Evidently some of these officials did not take the order seriously and now the board has issued another order, in which is included the original statement, instructing all managing officers to post a copy of the order in a conspicuous place in the respective institutions and also on their bulletin boards. That these officers may be impressed with the fact that the board means what it says, they are instructed to acknowledge receipt of the order in writing.

The United States Supreme Court has construed the Washington State Workmen's Compensation law as abolishing all damage actions in the courts by workmen in the employments covered by the law, whether against employers or against third persons. The widow and children of Benjamin Meese sued the Northern Pacific Railroad for the alleged negligent killing of Meese, an employee of a brewery, at Seattle, alongside the railroad's tracks. The District Court held the compensation law abolished all actions for damages, and dismissed the suit, but the Circuit Court of Appeals held that it abolished litigation only of employees against their employers. The Supreme Court upheld the District Court's interpretation.

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## Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

|                    |                       |
|--------------------|-----------------------|
| Andersen, Walter   | Karell, J.            |
| Andresen, Jorgen   | Krager, C.            |
| Abrahamsen, Halp-  | Karlson, Ingvald      |
| tan                | Kylander, Herman      |
| Aagaard, A.        | Larsen, L. A.         |
| Andersen, Alfred   | La Follette, James    |
| Anderson, Hjalmar  | Le Mins, Aug          |
| Andersen, A. C.    | Larsen, T.            |
| -1108              | Lersten, J. O.        |
| Andersen, Albert   | Louwain, Eric         |
| Berg, Johamus      | Lundgren, Carl        |
| Barrell, Geo.      | McIntyre, James       |
| Bohm, Franz        | Mikkelsen, K. -1620   |
| Bongquist, Gus     | Mjones, John          |
| Bekker, Geo.       | Mathisen, Sigurd      |
| Brewer, Geo.       | Moore, C. R.          |
| Brokow, Albert     | Mikkelsen, A. W.      |
| Camozi, M.         | McLeod, N.            |
| Chamberlain        | Mathisen, Nels        |
| Connouton, T. H.   | Martinsen, C.         |
| Carlson, John -861 | McNeill, R.           |
| Daklin, Gus        | McManigal, T. E.      |
| Dazell, James      | Mortensen, J. R.      |
| Engstrom, Ch.      | Moleny, K.            |
| Erikson, Chr.      | Moen, R.              |
| Edsen, F.          | Moore, J. M.          |
| Eugh, I.           | Nelson, Henry         |
| Erikson, E.        | Nasse, A. K.          |
| Erlgsen, N. P.     | Nielsen, Alfons       |
| Fox, John          | Nilsen, Alf           |
| Fredricksen, B. I. | Nurminen, J. E.       |
| Fredriksen, T. D.  | Norlin, Georg         |
| -529               | Olsen, Harald         |
| Furber, C. W.      | Olsen, Herman         |
| Gustafson, Jh. K.  | Olsen, J. E.          |
| Gustafson, Karl    | Olsen, Albert         |
| Gustafson, Martin  | Olsen, Henrik         |
| Haas, W.           | Olsen, E. -2376       |
| Hansen, Alex M.    | Olsen, A. M. -941     |
| Hill, C.           | Olsen, Johan          |
| Henriksen, Harry   | Peterson, J. P. -920  |
| Herman, Axel       | Paulson, C.           |
| Hernes, K.         | Petterson, Harry      |
| Haltnes, M.        | Petersen, W. -1447    |
| Hall               | Petterson, O. P. -819 |
| Hansen, Fred       | Rosenbald, Albin      |
| Hansen, N. S.      | Silbert, Henry        |
| Hansen, Ingvald    | Stalsvik, J.          |
| Hahn, H. P.        | Schwelstous, W.       |
| Hollin, P.         | Simmlinghilm, G.      |
| Hagger, F. W.      | Samuelson, Hugo       |
| Holmberg, Karl     | Seppola, Emil         |
| Hunter, Ernest     | Smith, Geo. J.        |
| Johnson, P. M.     | Smith, John           |
| Jacobsen, A.       | Skidsmo, A.           |
| Jensen, H. -2011   | St. Clair, Thos.      |
| Jensen, Hans       | Trichert, Karl        |
| Jensen, Simon      | Thune, H.             |
| Jensen, L.         | Thomsen, Elmar        |
| Johanson, Ernest   | Thostrup, Ludvig      |
| Johanson, Andrew   | Verner, K. J.         |
| Johanson, J. S.    | Ursen, J.             |
| Junge, Hanwick     | Wennecke, A.          |

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## INFORMATION WANTED.

Hugo Carlson Ljung, age 29, a native of Gothenborg, Sweden, was last heard from in a Cable Boat on the Atlantic Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Carlson Ljung, Jungmansgatan 5, Gothenborg, Sweden. 1-12-16

Fred Marjama, a native of Russia, age 36, has not been heard from since 1908, at Buffalo, N. Y. Anyone knowing his whereabouts please notify his brother, J. Marjama, 51 South St., New York, N. Y. 9-1-15

Hans Nilson, a native of Tonsberg, Norway, was last heard from at Mobile, Ala., is inquired for by his mother. Anyone knowing his whereabouts kindly notify Louis Donald, Norwegian Vice Consul, 77 St. Francis St., Mobile, Ala. 12-22-15

Anyone knowing the whereabouts of Peter Ljung, age 40, a member of Alaska Fishermen's Union, will please communicate with Mrs. Peter Ljung, 2342 East 16th Street, Oakland, Cal. 1-5-16

## Tacoma Letter List.

|                    |                       |
|--------------------|-----------------------|
| Burke, Andrew      | Olsen, Martin E.      |
| Farrell, William   | Olsen, Ole -288       |
| Hunter, Gilbert H. | Peterson, John        |
| Johannsen, Chris-  | Peterson, Fritz Leon- |
| tan                | and                   |
| Johnson, Hans      | Persson, Herman       |
| Kathy, Albert      | Petterson, Charles    |
| Linea, W.          | -1287                 |
| Line, Victor       | Rimmer, C. M.         |
| Murphy, Daniel     | Schultz, M.           |
| Nielsen, Alf. W.   | Schacht, H.           |
| -1054              |                       |

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## Eureka, Cal., Letter List

|                  |                   |
|------------------|-------------------|
| Contreras, Julio | Kustel, Victor J. |
| Kyrkslatt, Lars  | Kinowsky, A.      |
| Lawrence, Harry  | Ingebretsen, Alf. |
| Melander, G. L.  |                   |

## INFORMATION WANTED.

P. J. Timeny, a native of England, is inquired for by his sister. Anyone knowing his whereabouts please notify Miss H. J. Timeny, 56 Rutland Gardens, Hove, Sussex, England. 11-17-15

Karl Johan Arvid Gardell, a native of Wisby, Sweden, age about 60, who has not been heard from by his relatives, is inquired for by his son and brother. Anyone knowing the whereabouts of the above named will please communicate with Chris Gardell, 116 Drumm street, San Francisco, Cal. 12-15-15

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15



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## Portland, Or., Letter List.

|                     |                     |
|---------------------|---------------------|
| Andreasen, N. S.    | Larsen, H.          |
| Anderson, N. P.     | Lindberg, A. C.     |
| Anderson, John      | Mattson, Hilding    |
| Anderson, Otto      | Miller, Winford     |
| Anderson, Nils      | Martin, J. C.       |
| Anderson, Rasmus    | Moen, T.            |
| Anderson, Hans      | Munchmeier, H.      |
| Adolfson, John      | Morgan, Tim         |
| Anderson, John E.   | Muller, P.          |
| Bleile, Ernest      | Metts, John         |
| Backman, P. J.      | Moller, L. D.       |
| Benson, S.          | McConnell, David S. |
| Bartells, Otto      | Meckermann, Ernst   |
| Bernhardsen, Chas.  | Nielsen, M. P.      |
| Bugge, Mr.          | Ohlsson, J. W.      |
| Christensen, H. P.  | Osterberg, Henry    |
| Carey, A. L.        | Oglive, Wm. A.      |
| Dahlstrom, Gust     | Paulson, Herman     |
| Drosbeck, Karl      | Pettersen, Mauritz  |
| Dybdal, Olaf        | Palm, P. A.         |
| Erickson, Eric      | Roos, Oscar         |
| Edstrom, John       | Rabel, John         |
| Farrel, W.          | Reskran, George     |
| Gundersen, F. M.    | Schaab, Anton       |
| Gundersen, Fredrik  | Samuelson, S.       |
| Hoten, J.           | Storvick, Ingvald   |
| Henriks, Waldemar   | Slocum, Ernest      |
| Jacobsen, Gust E.   | Shallies, K. G.     |
| Johnson, Karl E.    | Schneider, Fritz    |
| Jespersen, Martin   | Sorensen, Jorgen    |
| Johnson, E. D.      | Shea, Oscar         |
| Jorgensen, Robert   | Schacht, H.         |
| Johnson, A.         | Schultz, John N.    |
| Jensen, Christ      | Salmelin, H.        |
| Jensen, Wm.         | Tully, Alex         |
| Johnson, Nils       | Tuhkanen, J. J.     |
| Jonsson, Karl       | Vellenger, Louis    |
| Karlson, Ingvald    | Vinx, H.            |
| Kronstrand, H. T.   | Wheatcroft, L. E.   |
| King, J. L.         | White, Harry        |
| Kelly, Patric       | Westengren, C. W.   |
| Kjer, Magnus        | Zunk, Bruno         |
| Knudsen, Richard E. |                     |

## Aberdeen, Wash., Letter List.

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| Andersen, -1118       | Norling, Reinhold   |
| Andersen, Andrew      | Paaso, Andrew       |
| Burmeister, T.        | Pettersen, Karl     |
| Bjorklund, G.         | Petersen, J.        |
| Bleibe, Ernest        | Peterson, Nels      |
| Carlson, Sven         | Peterson, Ians      |
| Christiansen, Didrich | Risenius, Sven      |
| Clifford, Pat         | Rudt, Walter        |
| Crantz, F.            | Schmidt, Heinrich   |
| Davis, Frank          | Simensen, Isak      |
| Gronros, Oswald       | Scheftner, Bernhard |
| Gueno, Pierre         | Sandqvist, Gunnar   |
| Geschwendt, W.        | Skottol, A.         |
| Holmroos, W.          | Steinhauer, Alvin   |
| Hansen, Ove Max       | Stenwall, Sigurd    |
| Hylander, Gustaf      | Thorn, A. L. -70    |
| Johnson, Alex         | Toves, H. C.        |
| Karlson, Victor       | Toren, Gustaf A.    |
| Ludtke, Emil          | Udby, Harold        |
| Lindholm, John        | Walder, Olsen N.    |
| Lindgren, Ernst       | Wendt, Walter       |
| Machado, Henry        | Westerlund, Albert  |
| Magnusson, Walde-     | Williams, T. C.     |
| mar                   | Packages.           |
| Munsen, Fred          | Glazer, Y.          |
| Nilsen, Harry         | Gorgensen, Olaf     |
| Nordgren, Chas.       | Hansen, John        |
| Nielsen, C.           | MacGuire, O. F.     |
|                       | Stanners, W. S.     |

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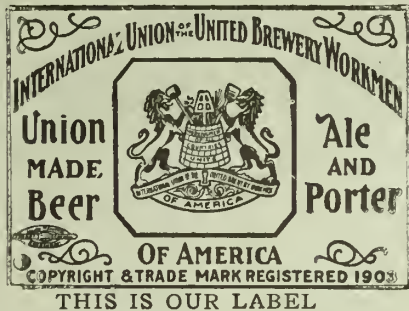
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**INFORMATION WANTED.**

Oscar Olsen, age 37, a native of Hallerna, near Gothenborg, Sweden, who was sailing on the Great Lakes about three years ago, is inquired for by John V. Olsen, Sun Company, Marcus Hook, Pa. 5-26-15

Knut Jensen, No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Tangemunde, A/Elbe Ostenerweg, No. 7, Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis. 4-14-15

Adolph Godfred Eriksen, born in Moss, Norway, is inquired for by his brother, Herman Eriksen. Any one knowing his whereabouts please notify W. Nielsen, 206 Moravian St., Philadelphia, Pa. 5-26-15

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**INFORMATION WANTED.**

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

**Home News.**

The Secretary of the Navy has recommended that \$150,000 be provided for the rehabilitation of the frigate "Constitution," now lying at the Charlestown Navy Yard.

Mrs. Emmeline Pankhurst, the British suffragist, who had been detained by New York immigration officials was finally ordered admitted unconditionally.

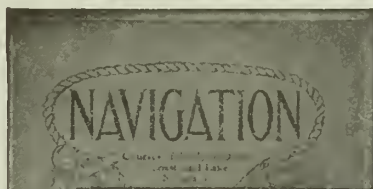
Twelve prisoners at Wilmington, Delaware, were publicly flogged recently in accordance with the sentence of the court. They were compelled to stand stripped to the waist in the open air with the thermometer at 20 above zero. They received from five to twenty lashes each with a rawhide cat-o'-nine tails. They had each been found guilty of theft in different forms.

Senator McCumber of North Dakota, Republican, has presented resolutions authorizing the President to call an international conference on international law. He also introduced an amendment granting complete independence to the Philippines to the pending Philippine self-government bill. The amendment requires the President to first obtain assurances from foreign governments that the independence of the islands will be respected.

The Progressive party national committee has decided to call the national convention at Chicago on June 7, the same date as the Republican convention. It adopted resolutions, of which condemnation of the peace policy of the Wilson administration are the most prominent part. It also expressed hope that the Republican convention would make reunion of the two factions possible. Other clauses advocate a tariff commission, equal suffrage, provision for a merchant marine and "a broader nationalism."

The number of passengers arriving at New York on ships from foreign ports during the year 1915 shows a decrease of 519,467 from the previous year, according to figures made public by the Ellis Island Immigration authorities. The decrease is attributed solely to the war. From all ports and by all steamship lines there was brought here during the year a total of 216,274 persons, as against 735,741 during 1914 and 1,338,216 during 1913. The year closing December 31, 1915, compared with the year previous, shows the following decreases as to classes: First cabin, 60,823; second cabin, 106,782; and steerage, 351,862.

It is said that Majority Leader Kitchin's consent to speed up the so-called shipping bill was secured by the President upon the latter's promise to permit of certain modifications in the measure. Opposition Senators, it is reported, have expressed satisfaction with certain features of the new bill, but it is certain that they will oppose anything in the measure that would make probable Government operation of ships. As now proposed, the bill provides for Government operation in case satisfactory leases to private corporations cannot be made. It is thought that the shipping bill will be disposed of by the House before the preparedness measures are introduced there. Senator Simmons is given as authority for the statement that the Senate will not consider the shipping bill until after it is acted on in the House.

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## Domestic and Naval.

Captain J. M. Scott has taken over the barkentine "John Palmer," which he has purchased for \$50,000 and will add to the Scott fleet operating out of Gulfport. The vessel will bring a cargo of coal south and will load lumber at Sabine, Tex., for the west coast of Italy.

Cotton now is being received at Galveston for seventeen steamships that are due to load. Most of the vessels are for February and in the majority of cases are already booked full. Eight of them are for Liverpool, three are for Manchester, five for Spain and one for France.

The Mobile Towing and Wrecking Co. has asked an increase of \$3,000 per year for supplying the city of Mobile with fire-boat service. The present contract with the tow-boat concern, which was taken over by them when the Bisso Co. left Mobile, was for \$3,000 a year. Now the company wants \$6,000 for supplying two fire-boats, one of them to be on duty at all times.

It is announced that four steamers are to be built by the Toledo Shipbuilding Co. for Norwegian interests at a cost of \$300,000 each. They are to be delivered in April, June and July, 1917. General Manager Charles B. Calder, of the shipbuilding company, says the Norwegians wanted the company to take options on two more ships for 1917 delivery, but he did not care to book more orders so far ahead. The company now has contracts for eleven ships, nearly all of which are for ocean-going trade.

The Townsend Marine Railway Co. of Boothbay Harbor, Me., submitted the lowest bid for the construction of a single-screw wooden steamer for the Department of Fisheries. The price named was \$44,617 for the steamer delivered to the fisheries station at Boothbay Harbor. Other bids were: Rice Bros., East Boothbay, Me., delivered at plant, \$58,900; at station, \$59,000; Gas Engine & Power Co. & Charles L. Seabury Co., Morris Heights, N. Y., delivered at plant, \$68,830; at station, \$69,830.

The Navy Department will invite bids for the construction of the turbo-electric machinery for battle-ships "No. 43" and "No. 44," authorized at the last session of Congress, which are to be built at the navy yards at New York and Mare Island, respectively. Only two firms—the Westinghouse Co. and the General Electric Co.—are expected to be in the competition, and the Department hopes that it will be possible to divide the work so that each concern will obtain an order for the installation on one ship. This will afford an opportunity to encourage the two plants where this type of machinery is manufactured.

The sale of the shipbuilding plant of the New England Company, at Bath, Me., which has been idle for more than ten years, to Harold M. Sewall and other Bath business men is announced. The yards adjoin those of the Arthur Sewall Company, partly owned by Harold M. Sewall, and negotiations for the sale of the combined properties to a Maryland syndicate are said to be pending. In the event that a sale deal is not made it was stated that the plant would be opened in the spring for the building of wooden vessels. The New England Company for many years operated one of the leading wooden shipyards on the eastern coast.

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#### San Francisco Letter List.

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Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

|                     |                     |
|---------------------|---------------------|
| Abbotts, Arne       | Anderson, Arvid     |
| Abrahamson, Half-   | Anderson, C. G.     |
| tan                 | -1716               |
| Adams, Hugo         | Anderson, E. -504   |
| Ahlfors, Arthur     | Anderson, Emanuel   |
| Ahlstrom, A.        | Anderson, Fritz     |
| Ahlstrom, Ellis     | Anderson, Geo       |
| Ahlstrom, Gunner    | Anderson, Gust      |
| Ahlstrom, Harry     | Anderson, G. W.     |
| Akman, Joseph       | Anderson, Harry     |
| Alexanderson, Char- | Anderson, Joseph    |
| ley                 | Anderson, K. E.     |
| Alexanderson, Paul  | Anderson, Sim       |
| Altonen, Karl       | Andersson, E. -1754 |
| Andersen, A. -1973  | Andersson, L. Hen-  |
| Andersen, A. M.     | ning                |
| Andersen, E. -1781  | Andreasen, H. -1477 |
| Andersen, H. J.     | Andreasen, Karl     |
| -1620               | Andresen, A. -1635  |
| Andersen, H. V.     | Andresen, Oscar     |
| Andersen, N. -1549  | Apps, Fred          |
| Andersen, Ole A.    | Apps, P. -1374      |
| Andersen, Peter     | Arizide, Albert     |
| Andersen, S. P.     | Arnesen, Andrew     |
| Andersen, V. -992   | Arnesen, Arvid K.   |
| Andersen, Victor    | Arnold, Geo. B.     |
| Andersen, W. J.     | Athanacellis, M.    |
| Anderson, A. -1447  |                     |

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| Back, Ludwig          | Billings, Kanute   |
| Backman, Adolph       | Bjorkstrom, Arten  |
| Backstrom, Falke      | Bjorkst, K. B.     |
| Bassen, George        | Blucker, John      |
| Behrens, W.           | Bode, Wilhelm      |
| Beier, Fritz          | Bohm, N. W.        |
| Beltoma, Werner       | Bergstrom, Axel    |
| Bergquist, Wm.        | Boylan, C. J.      |
| Berg, Arvid           | Brandt, B.         |
| Bergholm, Edward      | Brant, Max         |
| I.                    | Breivik, Nils J.   |
| Bergstrom, Frank      | Brekke, Hans       |
| Berntsen, Julius      | Brenner, Alfred    |
| Berry, David J.       | Brogard, N.        |
| Berthelsen, Charles   | Bruce, A.          |
| Berthelsen, O. P. C.  | Brunns, H.         |
| Bertelsen, Kristian   | Brynhildsen, H. B. |
| Beyerle, Rupert       | Bush, P.           |
| Calnan, George J.     | Christensen, Otto  |
| Carlson, Rasmus       | Christensen, W.    |
| Carlson, C. O.        | Christiansen, M.   |
| Carlson, Julius       | Clark, J.          |
| Carlsson, Adolf M.    | Classen, H. G.     |
| Carlson, John         | Claus, Charles     |
| Carrera, Pedro        | Clausen, Ingeman   |
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| Catt, Frederick       | Cohmstedt, John    |
| Christensen, Alfred   | Collier, H. S.     |
| Christensen, H. -1366 | Conolly, Oblit     |
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| Christensen, Laurist  | Courtney, Ed.      |
| Christensen, Louis    | Crawford, Fellm    |

|                  |                       |
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| Danielsen, Dave  | De Freitas, J. Inacio |
| Dahlkvist, Fred  | Didricksen, Martin    |
| Davis, Frank A.  | Dodd, Thomas          |
| Day, William     | Dolan, Chas.          |
| De Barr, Hans    | Dreger, John          |
| De Bruin, B.     |                       |
| Eckhoff, Otto    | Engelhardt, Ferd      |
| Edmann, O.       | Emanuelsen, Karl      |
| Eggers, J. O. V. | Erickson, John        |
| Einhardt, John   | Erikson, Olaf         |
| Eisenhardt, Carl | Erikson, Samuel       |
| Eklberg, Hugo    | Erikson, Sigurd       |
| Eklund, John     | Erland, Hans G.       |
| Ellefsen, Otto   | Evans, David          |
| Ellison, Sam     | Evans, Stanley C.     |
| Fabrowski, T.    | Evensen, Louis        |
| Falcon, M.       | Fischer, P.           |
| Falk, Axel       | Fredriksen, B. D.     |
| Farmdey, E.      | Frfg, W.              |
| Farridan, P.     | Fritsch, L.           |
| First, Frank     | Froberg, Erik         |
|                  | Furlong, P.           |

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| Gabrielsen, Peter | Grantstrom, Nestor   |
| Gelger, Joe       | Grinhol, Artur       |
| Gerber, Fritz     | Grothman, H. R.      |
| Gibbons, Joe      | Grundberg, F.        |
| Gibbs, James      | Gundersen, Kristian  |
| Gilbertson, Andre | Gunderson, J. C.     |
| Gillgren, Tom     | Gurtman, H.          |
| Gilljere, I.      | Gustafson, Charles   |
| Gindflood, C.     | Gustafsson, Chas. P. |
| Gjalsdal, Elling  | Gulhransen, Bjorn    |
| Gotz, Rudolph     | Gulekson, A.         |
| Granberg, Fred    | Gulliksen, A.        |
| Grant, Dave       |                      |

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| Haaavre, Norval     | Hansen, G. H.       |
| Hahedank, Fritz     | Hansen, Helmer      |
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| Hall, Sven C.       | Hansen, N. S.       |
| Halvorsen, H. -2229 | Hansen, P.          |
| Hammerquist, A. C.  | Hansen, Peter       |
| Hannus, M.          | Hansen, H. -1786    |
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| Hansen, Dick        | Hauschmitt, A.      |
| Hansen, E. A.       | Hawkins, F.         |
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| Hellman, H. W.     | Holm, Arthur     |
| Hellsten, A. H.    | Holmes, Chas. P. |
| Hengst, Otto       | Hool, Harry      |
| Henriksen, Torkild | Holst, R.        |
| Henriksen, Wm.     | Hoese, Frank     |
| Heyen, H.          | Hokanson, John   |
| Holberg, Oluf      | Howard, G. W.    |
| Hole, Sigvald      | Hubertz, Emil    |
| Holman, W. -2304   |                  |

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| Illig, Gustav      | Ingebretsen, Olaf     |
| Jackisch, Magnus   | Johanson, Emil        |
| Jacobs, August     | Johanson, N. A.       |
| Jade, Hans         | Johanson, N. A. -280  |
| Jakobsen, Jakob    | Johnsen, C. B.        |
| Jakobsen, Valdemar | Johnsen, J. -2369     |
| Jameson, H. W.     | Johnsen, J. A. -2309  |
| Jansen, Jakob      | Johnson, A. -2077     |
| Janson, August     | Johnson, A.           |
| Jenkins, Fred      | Johnson, A. M.        |
| Jensen, C.         | Johnson, Arvid        |
| Jensen, Jack       | Johnson, Carl         |
| Jensen, Just       | Johnson, C. A. -2016  |
| Jensen, P.         | Johnson, E.           |
| Jensen, Thovus     | Johnson, Gust         |
| Jespersen, Martin  | Johnson, John         |
| Johannessen, A. H. | Johnson, R. W.        |
| Johannessen, Johan | Johnsson, C. -2094    |
| Johansen, Alf      | Johnsson, C. J. -1566 |
| Johansen, August   | Johansson, Arvo       |
| Johansen, H. -2277 | Johnsen, John         |
| Johansen, Harry    | Jonson, Chas.         |
| Johansen, Johan    | Jonsen, J. C.         |
| Johansen, T. A.    | Jorgensen, J. -1436   |
| Johanson, John     |                       |
| Johanson, Edward   |                       |

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| Kallas, Alex      | Klotz, Arnold        |
| Kallberg, Arvid   | Kneel, Alex          |
| Kargan, F.        | Knudsen, Ragwald     |
| Karlson, Arnt     | Kofod, George        |
| Karlsson, J. -537 | Kook, Hermann        |
| Kennedy, James R. | Korneliusen, Jens J. |
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| Kingstrim, G. G.  | Kristensen, Vilhelm  |
| Kinlock, Wm.      | Kristiansen, Hans    |
| Kipste, Chas.     | Kristiansen, Jakob   |
| Kirrowsky, Adam   | Kristoffersen, H. O. |
| Kjellberg, A. C.  | Kroon, P.            |
| Klatt, Herman     | Krosberg, Walter     |
| Klaus, K.         | Kustel, Victor J.    |

|                     |                     |
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| Laine, Alex V.      | Lindeman, C. H. O.  |
| Lake, A. F. -1670   | Lindeman, Ernst.    |
| Lake, J.            | Lindgren, Oscar     |
| Lala, August        | Lindkreist, G. A.   |
| Lambert, Edward     | Lindquist, A. G.    |
| Larsen, C. A. -1904 | Link, Geo.          |
| Larsen, Charles     | Lizwarsen, Arthur   |
| Larsen, Emil        | Ijning, Gustaf      |
| Larsen, Laurits     | Ljolling, Herman    |
| Larsen, L. K.       | Louau, John         |
| Larsen, E. -1271    | Lorenson, Jack      |
| Larsen, Peter       | Lorentsen, Karl     |
| Larsen, Axel        | Lorentzen, E. J. D. |
| Lauritsen, Carl A.  | Lowe, John A.       |
| Leelkan, Martin     | Luberg, W.          |
| Lelrewaag, H. J.    | Lueder, William     |
| -2213               | Lund, Aleks         |
| Leonhard, George    | Lundberg, A. E.     |
| Lidsten, Charly     | Lundberg, Oskar     |
| Lind, C.            | Lund, J. W.         |
| Lindberg, Robert    | Lundstrom, John     |
| Linde, August       | Lutten, Theodore    |
| Lindegrants, Fred   | Lybeck, Thomas      |

|                   |                  |
|-------------------|------------------|
| Madden, P. J.     | McLellan, J.     |
| Madsen, P. -1998  | McNiley, R.      |
| Magnusson, Gust   | McLander, G. L.  |
| Mallkoff, Peter   | Melder, Albert   |
| Manse, Felix      | Melia, P.        |
| Manus, P. M.      | Mennicke, Fritz  |
| Mardison, A.      | Mersman, A.      |
| Martens, P. -2262 | Meyer, Frank     |
| Martin, H.        | Meyer, G.        |
| Martin, John B.   | Meyer, Rudolf    |
| Martin, W.        | Mietinen, John   |
| Mass, Rudolph     | Mogensen, C.     |
| Mathleson, Louis  | Moller, Hilding  |
| Mathison, Nels    | Monsen, Andru    |
| Matson, Viktor    | Morris, O. R.    |
| Mattson, Morris   | Moxnes, Kristian |
| Mayers, Paul M.   | Munz, Fred       |
| McGlashan, W. T.  | Murray, C.       |
| McKeating, R.     | Murray, E.       |
| McKenzie, Don     |                  |

|                      |                    |
|----------------------|--------------------|
| Naylor, Harry        | Niemela, John      |
| Nelson, Albert       | Nikander, Einar    |
| Nelson, John         | Nilsen, Anders     |
| Nelson, J. P.        | Nilsen, Charles    |
| Nelsson, Axel. -1141 | Nilsen, Fred -520  |
| Ness, John           | Nilsen, Emil       |
| Nicolaisen, C.       | Nilsen, Harald     |
| Nilsen, A.           | Nilsen, Nick       |
| Nilsen, C.           | Nilsen, J. B. -410 |
| Nilsen, Edwln N      | Nilsen, Harry      |
| Nilsen, E. S. -1116  | Norhonen, E.       |
| Nilsen, J. -1049     | Nurm, John A.      |
| Nilsen, Jack         | Nyberg, Erik       |
|                      | Nyman, Oskar       |

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|--------------------|---------------------|
| Oberg, C. W.       | Olsen, Olaf         |
| Oherg, Harry       | Olsen, Olaf I.      |
| O'Brien, R. F.     | Olsen, O. P. -1141  |
| Okhuysen, J. H. J. | Olsen, Ragnvald     |
| Olango, J.         | Olsen, T.           |
| Olesen, Marinus    | Olsen, Joseph       |
| Olsen, A. -1327    | Olsen, Nick         |
| Olsen, A. -1244    | Olsen, Dolph        |
| Olsen, C. -1315    | Olsson, A. V.       |
| Olsen, F. -1249    | Olsson, C. G. -1101 |
| Olsen, Ferdinand   | Olsson, C. O. -705  |
| Olsen, G. U.       | Olsson, J. U.       |
| Olsen, H. C.       | Ostlad, John O.     |
| Olsen, John        | O'Neill, John       |
| Olsen, Martin      | Opderbeck, Eugen    |
| Olsen, O. -1179    | Ozolin, John        |
| Palm, C. F.        | Paul, George        |
| Pash, Paul         | Paulsen, A.         |

|                       |                      |
|-----------------------|----------------------|
| Paulsen, Aksel        | Peterson, Conrad     |
| Paultin, Martin       | Petersen, Hugo       |
| Pearson, Oscar        | Peterson, L. -1389   |
| Pedersen, P. -896     | Peterson, Win.       |
| Pedersen, P. -1093    | Pettersen, Orbak     |
| Pedersen, P. -1245    | Pettersen, O. E.     |
| Perrien, H.           | Pettersson, A. -1622 |
| Petersen, A. -1675    | Pettersson, Einar    |
| Petersen, A. L. -1589 | Phillips, Max        |
| Petersen, Aaga        | Pilein, Ottus        |
| Petersen, C.          | Pitkanen, Victor     |
| Petersen, Hennling    |                      |

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|------------------|-------------------|
| Quinlan, Thos.   | Quinn, William    |
| Raasel, Matti    | Ritchie, Frank    |
| Randropp, John   | Rondsen, Fredrik  |
| Rasmussen, Jakob | Robertson, A.     |
| Rasmussen, Paul  | Rod, Sakarias     |
| Rath, Herman     | Rolland, Lars O.  |
| Rautio, Jaakko   | Robertson, Robert |
| Reinhold, Ernst  | Rohde, F. -1156   |
| Reponen, Tony    | Ros, Otto         |
| Retail, Otto     | Rotter, R.        |
| Riegel, Billy    | Rudt, Walter      |
| Ries, Robt.      | Ruhn, John        |
| Rinkel, H.       | Ryan, Chas. A.    |

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|--------------------|--------------------|
| Sandblom, Konrad   | Sivertsen, Martin  |
| Sanders, Robert    | Skaanes, Egil      |
| Saunders, James B. | Solestad, D.       |
| Saunders, Jim      | Sorensen, Jorgen   |
| Schaffer, Hugo     | Spellman, E. E. M. |
| Schneider, E.      | Spomer, E.         |
| Schroder, Peter    | Stain, Alfred      |
| Schroder, Willy    | Stange, A. -2063   |
| Schulerts, Edward  | Storey, W.         |
| Sberg, G.          | Strand, Konrad     |
| Soderlund, Uno     | Strasdl, W.        |
| Seimberg, John     | Strauss, Walter    |
| Shultman, Chr.     | Sundberg, John     |
| Siemeas, B.        | Swanson, Martin    |
| Simmonds, J.       | Swenke, Carl J.    |
| Simonsen, Sigvart  |                    |

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|------------------|-----------------|
| Takkanen, Joosep | Tillson, Ed.    |
| Tammola, V.      | Tllus, Victor   |
| Tannum, Hille    | Toberg, Viktor  |
| Tautz, R.        | Tohtz, Dick     |
| Thewas, E. J.    | Tollinger, A.   |
| Thomas, Paul     | Traynor, J.     |
| Thompson, Emil   | Trepte, A.      |
| Thomsen, Max     | Trltz, L.       |
| Thoren, Gus      | Tuppliz, C.     |
| Therney, Michael | Tygesen, Ole    |
| Uppit, Walter    | Ursin, John     |
| Van Frank, A.    | Vestgaard, Jens |
| Vank, R.         | Vickery, C. S   |
| Vankoe, Harry    |                 |

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|--------------------|-------------------|
| Waaln, John        | Wichmann, Carl    |
| Wall, George       | Wick, John        |
| Walsh, M.          | Wiemers, H. M.    |
| Walter, John       | Wilking, Gus      |
| Waltin, Gustaf     | Wilhelm, E.       |
| Wanag, M.          | Williams, John    |
| Wang, E.           | Willman, C.       |
| Welfare, J.        | Willman, F.       |
| Weiss, Kar         | Willman, Frank    |
| Wetiz, Arnolf      | Willman, G. E.    |
| Wesemeyer, Herbert | Winkel, A.        |
| Wetland, John      | Winter, Gotthard  |
| Wheatcroft, L. E.  | Winton, J. A.     |
| White, J. D.       | Wold, Statius     |
| Wiberg, John       | Woldhouse, John   |
| Zabel, Carl        | Ziesenberg, Fritz |
| Zabel, Fred        | Zimmerman, Fritz  |
| Zankert, Karl      | Zwartz, M. C.     |
| Zeckel, Walter     | Zweyberg, John    |
| Ziehr, Ernst       |                   |

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|                      |                     |
|----------------------|---------------------|
| Anderson, A. -1447   | Loren, A. L.        |
| Anderson, Andrew     | Mathisen, H. -1759  |
| Anderson, W. J.      | Muller, H.          |
| Berntsen, Julius     | Nystrom, Emil       |
| Berling, J. B.       | Olsen, Carl -1101   |
| Christensen, Otto    | Olsen, H. C.        |
| Crawford, Felim      | Olsen, James        |
| Christensen, Hans H. | Olsen, O. J. -1020  |
| Fredriksen, B. D.    | Pedersen, O. -1595  |
| Gundersen, Andreas   | Penningsrud, Ludwik |
| Gunvaldsen, Ingvald  | Petersen, Aaga      |
| Hannus, H.           | Petersen, Henning   |
| Haugen, H. C.        | Rarly, Frans        |
| Hetman, Walter       | Schlacht, Alfred    |
| Hofgaard, Hans       | Tahtz, Dick         |
| Jansson, A. L.       | Torstenen, Folke    |
| Jespersen, Martin    | Valbye, Harry       |
| Johnson, Carl        | Vickery, Curtis S.  |
| Knut, Alex           | Winblad, Martin     |
| Krishjan, K.         | Wesgaard, Jens      |
| Lewis, Peter         | Woldhouse, John     |

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DECEMBER 31st, 1915:  
Assets .....\$61,849,662.02  
Deposits ..... 58,840,699.38  
Capital paid up in Cash..... 1,000,000.00  
Reserve & Contingent Funds 2,008,962.64  
Employees' Pension Fund... 211,238.93  
Number of Depositors..... 67,406

Office Hours: 10 o'clock A. M. to 3  
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o'clock M. and Saturday evenings from  
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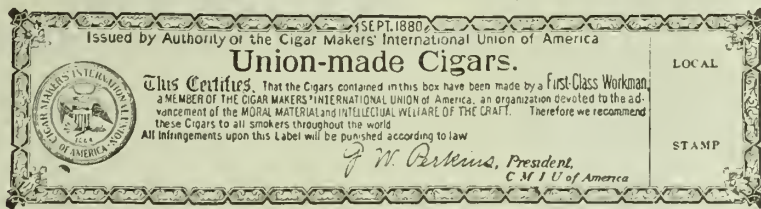
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### INFORMATION WANTED.

Ingvald Andreas Hansen, alias  
Andrew Hansen, a native of Nor-  
way, age about 36; tall, dark; last  
heard of July, 1905. His address  
then was, Andrew Hansen, Karluk,  
Kodiak Island, Alaska. He is in-  
quired for by his mother. Anyone  
knowing his whereabouts please  
notify Staff Captain Robert Smith,  
district officer, native work, Alaska,  
Box 925, Wrangell. 4-3-15

## News from Abroad.

The Austro-Hungarian government  
is said to be preparing a vigorous  
protest against the clearance of  
armed merchant vessels from Ameri-  
can ports.

The British Government has pro-  
hibited neutral vessels from entering  
the port of Inverness and the Cale-  
donian Canal at Fort William. Neu-  
tral vessels entering the port or the  
canal may be detained.

The French government has  
awarded a gold medal to Captain  
Bertram F. Hayes of the White Star  
liner "Olympic," for his courage in  
rescuing at the risk of losing his own  
ship the crew of the French steamer  
"Provincia," which was sunk by an  
Austrian submarine off the island of  
Cerigo, south of Greece.

Aerial warfare is increasing in im-  
portance. The use of aeroplanes for  
dropping bombs on the enemy is  
daily growing more frequent. A large  
number of bombs have been dropped  
on Monastir, and on the Teutonic  
forces near the Greek border. Large  
numbers of planes are in use on the  
western front. A new and swift fly-  
ing machine, known as the "Fokker,"  
visited Paris and England and  
dropped many bombs.

The three-masted schooner "Wil-  
liam Thomas Moore," which was  
towed into Halifax harbor May 21,  
1915, water-logged and dismasted, is  
now almost completely refitted and  
will soon be ready for sea. She was  
abandoned last April when on voyage  
from Wilmington, N. C., with a cargo  
of pine for New York. She drifted  
some twelve hundred miles before  
being picked up by the U. S. derelict  
destroyer "Seneca" and towed into  
Halifax.

It is reported from Washington  
that Germany's proposal to incor-  
porate in the settlement of the "Lu-  
sitania" case a reservation of any  
admission of wrong-doing by that  
nation's submarine commander has  
been rejected by the United States.  
A new proposal from the Berlin  
government is expected shortly, and  
it is hinted that the controversy may  
possibly be closed by the elimination  
of all mention of the merits or de-  
merits of the actual torpedoing of  
the vessel, Germany agreeing to pay  
an indemnity for the Americans lost,  
reiterating expressions of regret and  
calling attention to the condition that  
she already has given the most ef-  
fective disavowal by making assur-  
ances for the future.

Given up for lost days ago, the  
British passenger liner "Appam,"  
plying in the West African trade,  
sailed like an apparition into Hamp-  
ton Roads on February 1, flying the  
German naval ensign and with her  
ship's company under guard of a Ger-  
man prize crew. She brought word  
of a mysterious German commerce  
raider, the "Moewe," which now  
roams the seas, and had on board  
the crews of seven British merchant-  
men and Admiralty transports cap-  
tured by the "Moewe" before she  
seized the "Appam" and started her  
across the Atlantic for an American  
port with Lieutenant Hans Berge of  
the German naval reserve and twenty-  
two men in charge. On board the  
"Appam," all told, are 452 persons,  
the prize crew of twenty-three,  
twenty German civilians who are on  
their way to England for intern-  
ment; 138 seamen, captured with the  
British ships, 116 passengers on the  
"Appam" and the "Appam's" crew  
of 155.

### INFORMATION WANTED.

Anyone knowing the whereabouts  
of Thomas Rowe (now aged about  
74), who was at one time a seaman  
and longshoreman on the Pacific  
Coast and also served in the Pacific  
Coast Navy Yards, will greatly oblige  
inquiring relatives by supplying such  
information. Address, Editor, Coast  
Seamen's Journal. 5-1-16

Any information regarding Wilhelm  
Kuhme, age 27, a native of Germany,  
who was supposed to have been  
drowned in the wreck of the steam  
schooner "Francis H. Leggett," Sep-  
tember 18, 1914, will be thankfully re-  
ceived by the German Consul, San  
Francisco, Cal. 1-19-16

Iwar Westerberg, age about 50,  
sailing second mate on some steam  
schooner on the Pacific Coast, is in-  
quired for by Gus Englund. Any in-  
formation regarding the above named  
will be gladly received at 214 Jack-  
son street, San Francisco, Cal. 1-27-15

Wilhelm Ekelund, a native of  
Sweden, is inquired for by his  
brother, Axel Ekelund, New Harbor  
Hotel, Drumm street, San Francisco,  
Cal. Anyone knowing his where-  
abouts please notify the above ad-  
dress. 3-10-15

John Edstrom, alias Brynjulf Ed-  
strom, born in Norway in 1879, was  
last heard from at Mobile, Ala.,  
where his address was Norwegian  
Chapell, is inquired for. Anyone  
knowing his whereabouts please no-  
tify his mother. Address, 22 Pile-  
stradet, Kristiania, Norway.—12-22-15

George Alexander Sharman, a na-  
tive of Brooklyn, N. Y. About 28  
years of age, height 5 feet 9 inches,  
supposed to have sailed on the Great  
Lakes in 1907, is inquired for by  
M. L. Kinvan, 1211 Mosher street,  
Baltimore, Md. 7-14-15

Patrick McFee, who was cook on  
board the schooner "Robert Henry"  
on a voyage to Mexico last year, is  
inquired for by the U. S. Shipping  
Commissioner, at San Francisco, Cal. 9-15-15



### With the Wits.

Rapping Somebody.—"Seymour has a number of men who take in every important public meeting. Their wives take in washing."—From the Seymour (Ind.) Democrat.

One Lie Nailed.—"I had a seventy-mile drive yesterday," she said enthusiastically.

"There ain't no such thing," retorted the golf-player, grimly.—Detroit Free Press.

The Cause "So this is your studio?"

"As you see."

"But it is very cold here."

"Yes," said the artist, "just now I am painting a frieze."—Grand Rapids Press.

Paying His Way.—In a rural court the old squire had made a ruling so unfair that three young lawyers at once protested against such a miscarriage of justice. The squire immediately fined each of the lawyers \$5 for contempt of court.

There was silence, and then an older lawyer walked slowly to the front of the room and deposited a \$10 bill with the clerk. He then addressed the judge as follows:

"Your Honor, I wish to state that I have twice as much contempt for this court as any man in the room."—Youth's Companion.

Classified.—"Please stop at Regent Street!" said the passenger inside the bus, curtly.

"Right, sir!" replied the conductor, obligingly.

Presently he rang the bell, and the bus stopped in the middle of a wide and very muddy street.

"Here you are, sir," said the conductor.

"Can't you drive a little closer to the car?" growled the fussy passenger as he prepared to alight.

"Right, sir!" said the conductor again. Then he shouted loudly to the driver: "Pull up closer to the pavement, Bill! The gent cleans his own boots!"—Tit-Bits.

### Joint Accounts

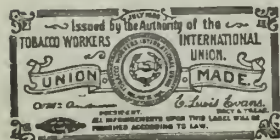
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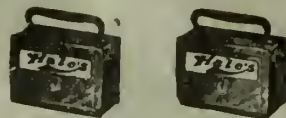


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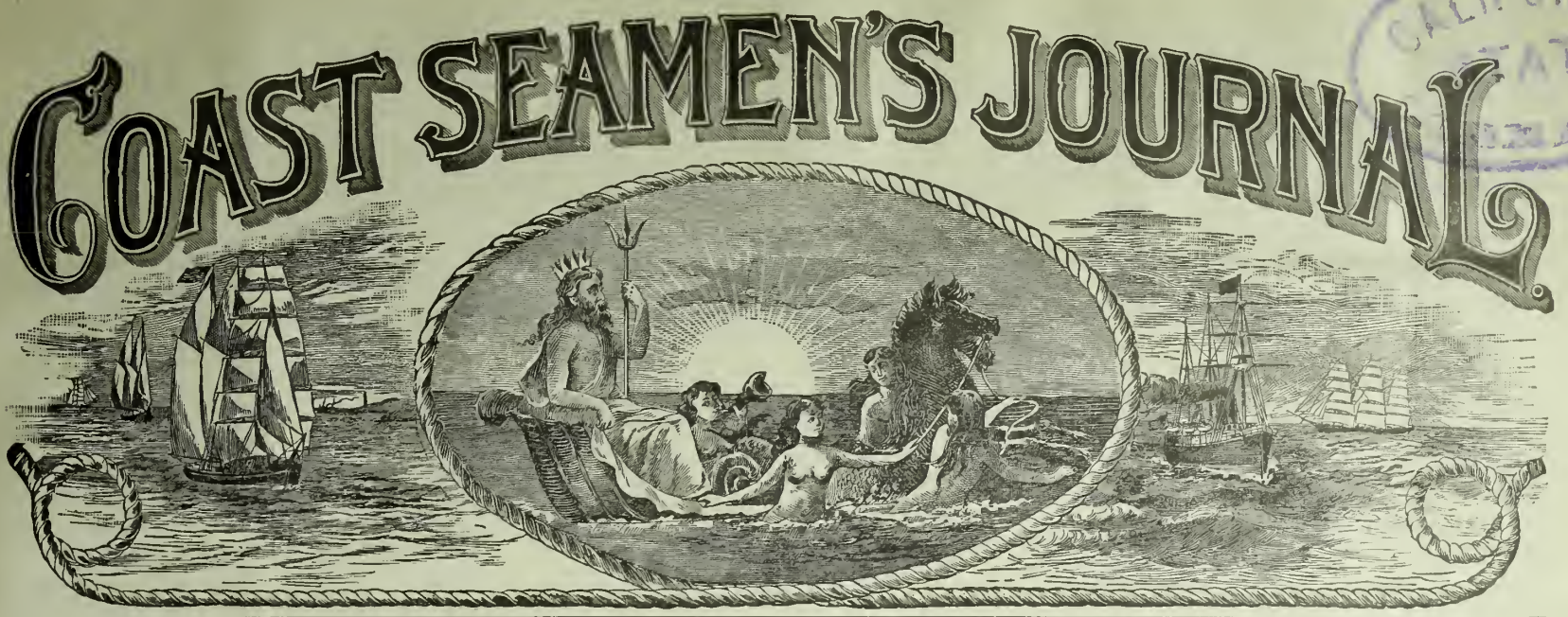
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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

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SAN FRANCISCO, WEDNESDAY, FEBRUARY 16, 1916.

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## THE TOLL OF INDUSTRY.

### Some Startling Facts From the Committee on Industrial Relations.

Two hundred and fifty thousand men, women and children are killed each year in the United States, and 4,700,000 are wounded because our statesmen remain silent in the face of the daily atrocities wrought in times of "peace" by our system of economic and industrial exploitation.

Such is the toll each year in the United States of poverty and its offspring, preventable disease. The figures are ultra-conservative, being but half of the total number of deaths and illnesses which, according to the highest medical authority, could be prevented by stamping out poverty or merely by appropriating a third the cost of one battleship for the public health.

#### The Struggle for Justice at Home.

They do not include the 100,000 American babies killed by poverty each year before they reach their first birthday. These and the quarter million older persons die annually as victims of a system by which the few are protected by Government in the ownership and arbitrary control of the land, natural resources and machinery that should be a source of life and well-being to all.

No President or ex-President lifts his voice against the ceaseless slaughter wrought by "peace" in America. Yet of babies alone, the toll is one thousand times greater each year than that of the "Lusitania" torpedoing.

Instead of attacking the injustices and dishonor and cruelty of exploitation at home, or appropriating money with which the death-toll could be cut in half, our statesmen propose to spend hundreds of millions to defend principles and ideals that have been openly and repeatedly violated here at home without protest, and that are flouted and crucified by men who pose as our leading citizens.

Nor can anything else be expected until the victims, the workers and producers, awake, organize, and match their power against that of those who now exploit them unchecked.

The Committee on Industrial Relations has used figures at the head of this column which have been carefully computed from United States Census reports by competent officials who aided the committee. Surgeon-General Rupert Blue of the United States Public Health Service is authority for the statement that fifty per cent. of deaths from preventable disease can be prevented.

#### Babies Condemned at Birth.

The figures help to explain why those who see the struggle to conquer the world for humanity and justice as the only real struggle refuse to let the issue be clouded by wrangling between diplomats over points of honor that are raised only when the exploiting classes of two nations come into conflict, and that are ignored when these classes are committing atrocities on the workers of the same country.

The committee in the present bulletin will present evidence showing that poverty is the direct cause of a peace toll of misery, suffering and death in this country surpassing that suffered by the armed forces of any belligerent country in Europe.

Governmental neglect is the second cause, and the facts about it will be disclosed in a second

bulletin. But if the money now piling up in New York banks to the credit of men who are preparing an imperialistic campaign of world exploitation were distributed in higher wages, cheap credits, and lower rents, there would be no need for governmental action.

Major General William C. Gorgas is the man who cleaned up Panama and made possible the digging of the canal. He is the highest medical officer of the United States army, and a scientist of world reputation. He said:

"The preventable mortality in this country is greater than the mortality caused by the European war. Science knows that the chief cause of disease is poverty; that disease can never be eliminated so long as people are forced to live poorly and close together."

Here are the figures compiled in co-operation with Government experts and endorsed by them, showing how poverty kills:

In Brookline, Massachusetts, live the well-to-do, and the rich of Boston. Babies die in Brookline at the rate of 76 per thousand. In South Bethlehem, where live the steel workers, whose brawn and brain produce the wealth that has glutted Wall Street banks and the coffers of Broadway wine merchants, babies die at the rate of 233 per thousand.

#### "Killing Babies and Making Millionaires."

Where the people work the hardest, their babies die the fastest. Poverty kills them. It is fair to say that the net result of the American Steel industry is killing babies and making millionaires.

East Orange, New Jersey, is another wealthy suburban town, where no one works very hard and most of the residents work not at all. Babies die there at the rate of 78 per thousand.

Fall River, Massachusetts, is a center of the textile industry of New England. The people there produce the wealth that is spent in towns like Brookline and East Orange, or on Fifth avenue in New York. And their babies die at the rate of 229 per thousand.

For every baby of the well-to-do that dies in East Orange or Brookline, three babies of the poor, who are also the most industrious, die in Fall River or South Bethlehem.

In Fall River wages are so low that many mothers work in the mills. Among 833 infants in Fall River, it was found that the infant mortality rate among families with non-working mothers was 160.5, and that among families with working mothers was 303.6.

But the rate of 76 deaths per thousand in Brookline or 78 per thousand in East Orange is far too high. Even in those towns there are many poor people, for even there, there is some work to be done. And the Children's Bureau of the Department of Labor found that the death rate for babies in Montclair, N. J., was only 39 per thousand in a well-to-do ward, as against 130 per thousand in a ward where the workers live.

The slaughter goes on at two and three times the Brookline or East Orange rate not only in Fall River, but in every factory town in the country. Everywhere poverty, disease, and death

are greatest in towns where people work the hardest and produce the most wealth.

For instance, the infant death rates are 228 per thousand for McKees Rocks, Pa.; 176.4 per thousand for Homestead, Pa.; 190.8 per thousand for Youngstown, Ohio; and 245 per thousand for Manchester, N. H.

There is no reason why the death rates for Brookline and East Orange should not prevail for the whole United States. They would prevail if the people were given a chance to live. According to the United States Census, the infant mortality rate for the United States as a whole is 124 per thousand and the total number of children who died in 1910 was approximately 266,016. If the rate had been 77 per thousand the total number of deaths would have been reduced by 100,828 babies for that year.

#### Comparing Death Rates.

In making the above comparisons the same method has been used for computing the death rates in Brookline and East Orange as for South Bethlehem, Fall River, Homestead, McKees Rocks, and the other towns named. The rate was computed in the only way possible, because of the lack of birth statistics, by taking the total number of children under one year living when the census of 1910 was taken and total number of deaths of children under one year in the same year. The method used when birth statistics are available, is to take the total number born during a year and the total number who died during the same year. This gives a slightly lower rate and it is on this basis that the estimate of a rate of 124 per thousand for the whole United States is figured by the United States Census Bureau. So that the number that could be saved is really greater than the total of 100,828 here given.

In California, the infant mortality rate in Berkeley, a well-to-do suburb of San Francisco, was 57.1 per thousand. In Los Angeles where an anti-picketing ordinance and government by the Merchants and Manufacturers' Association prevent the workers from organizing, and there are many slums and factories, the rate was 110. Climate in each case cut down the rate, but the proportion as between economic comfort and economic want remains the same.

In New York City the United States Public Health Service found that among garment workers with annual earnings of \$666 or more the child mortality rate was 114; while among garment workers with annual earnings of \$486 or less, it was 200.

#### Government by Property?

In a second bulletin, the committee will show how poverty takes its toll in death and suffering among the older children and among grown men and women. It will show also how our political leaders follow up their silence and neglect as to poverty and its causes by refusing to appropriate the small sums that would enable even the poor to protect their lives and those of their babies. It will be a story of government by property, of Executives and Congressmen who bow the knee to power, who refuse appropriations for the public health because the poor who suffer from preventable dis-



case are too inarticulate and unorganized to demand protection, or to punish public servants who withhold it.

In the figures and facts involved in this subject lie truths so shocking to any man devoted to the ideals and principles for which the American flag stands, that one wonders how any defender of the flag could ignore this dishonor and these atrocities when he sets out to awaken the conscience of his countrymen.

### GOVERNMENT-OWNED SHIPS.

A synopsis of the so-called Administration shipping bill introduced by Representative Alexander and providing for a fleet of Government-owned merchant ships, follows:

Section 1 establishes a United States Shipping Board, composed of the Secretary of the Navy and the Secretary of Commerce as members ex-officio, and three appointive commissioners to be appointed by the President, who are to remain in office for two, four and six years respectively, when first appointed, their successors being appointed for six years.

Section 2 provides that each member of the Board, except ex-officio members, shall receive a salary of \$10,000 per annum. The Board shall have a secretary at \$5,000 per annum and may employ paid attorneys, officers, naval architects, clerks and other necessary help.

Section 3 authorizes the Board to construct in American yards or elsewhere or to purchase or charter, vessels suitable for use as naval auxiliaries and army transports, with a view to chartering or selling such vessels to American firms or citizens desiring to use them in the trade between the United States and foreign countries or non-contiguous territories of the United States. For this purpose the Secretary of the Treasury is authorized to issue bonds not to exceed \$50,000,000.

Section 4 provides that vessels so constructed in American yards under the act, may be used by the charterers or purchasers in the coast-wise trade, particularly between the Atlantic, Gulf and Pacific coasts, provided the vessels remain under the American flag and the purchasers or charterers agree that the Government shall at all times have the right to requisition these vessels for military purposes upon terms to be determined by the Shipping Board. When such vessels have in the opinion of the Board become unfit for the purposes for which they were intended, they shall be appraised and sold.

Section 5 authorizes the President to transfer to the Board such existing naval auxiliaries, army transports and Panama Railroad steamers as are suitable for commercial purposes and are not actually needed as parts of the naval and military establishments in time of peace. These vessels are to be sold or chartered as under Section 4.

Section 6 provides that the fleet under the authority of the Shipping Board shall be considered as merchant vessels and that no vessel registered or enrolled under the laws of the United States shall be sold to foreigners or transferred to foreign registry without the approval of the Shipping Board, under penalty of imprisonment of from one to five years and a fine of from \$1,000 to \$5,000, or both.

Section 8 authorizes the Board to form corporations under the laws of the United States to build, purchase or charter steamers operating in the foreign trade and in the trade with non-contiguous territories and to purchase a majority of the capital stock of such corporations, voting the stock on behalf of the United States.

Section 9 empowers the Board to regulate the operations of water carriers in interstate commerce and of carriers between the United States and foreign countries and non-contiguous territories for the purpose of prescribing rates. The Board is also authorized to establish preferential rates by means of special railroad tariffs for the benefit of American vessels engaged in the foreign trade. The division of rates shall, in case of disagreement among the rail and water carriers, be determined by the Shipping Board in connection with the Interstate Commerce Commission.

The Board shall also obtain information concerning the business of the carriers and submit such information and data to the President with a view to recommending legislation to Congress for the promotion and development of the American Merchant Marine and the regulation of marine transportation.

In order to accomplish the purposes stated above, the provisions of the act of February 4, 1887, and amendatory acts are extended to include common carriers engaged in interstate commerce by water and in commerce between the United States and foreign countries and non-contiguous territories, the jurisdiction of the Shipping Board being substituted for that of the Interstate Commerce Commission.

Section 10 provides that after January 1, 1917, carriers by water shall secure a license from the Board and no vessel may be cleared unless owned or chartered by a licensee. These licenses may be revoked by the Board.

Section 11 places the vessels operated under

the act on the list of the United States Naval Auxiliary Reserve, the crews of such vessels to be enrolled in this reserve in various ranks and ratings corresponding to those of the United States Navy, not above the rank of Lieutenant-Commander, provided they are American citizens. The allowances to naval reserve men are to be \$5 a month for enlisted men, \$10 a month for petty officers, \$12 a month for warrant officers and \$15 a month for officers.

Section 12 directs the Board to make a report to Congress not later than December 1 of each year. Section 13 authorizes the Secretary of the Treasury to sell as many Panama Canal bonds as may be necessary to raise \$50,000,000 and Section 14 repeals all conflicting acts on the subject.

### GOLD DREDGING IN CALIFORNIA.

The Great Valley of California spreads out to the north and south in low undulations and plains as far as the eye can see. The great gold-dredging fields of California lie along the belt of country where the Sierra slope merges into the valley plain, but none of these fields is crossed by the Overland Route. One productive district is near Folsom, about ten miles south of Rocklin, on American River. This district produced gold to the value of \$2,498,603 in 1913. The Marysville dredging district, on Yuba River about thirty miles northwest of Rocklin, produced \$2,420,455 in 1913, and the Oroville district, on Feather River about twenty-five miles north of Marysville, \$1,918,050. The gold is obtained by powerful electrically driven dredges—huge floating scows, some of them 150 feet long, provided with great buckets, linked together in an endless chain, for scooping up the gravel and with complete machinery for screening and washing the gravel and recovering the gold. Once floated in a pond, the dredges are made to dig their way through fields, or anything in their way, filling in behind them with washed gravel. The gold was brought down from the slopes of the Sierra Nevada and deposited in recent geologic time by the rivers near which the dredges are working. Of late years the hard boulders left by the dredging have been crushed and utilized as broken rock for road building. Some effort has been made also to restore the dredged ground to arable condition. Where this has been successfully accomplished in the Sacramento region vineyards and olive groves occupy areas from which gold and road metal have been mined.—Overland Guidebook, Bulletin 612, U. S. Geological Survey.

### SAVING IN LETTER WRITING.

Certain German firms attach slips to their letters to aid in a movement now popular in German business circles to suppress all unnecessary terms of politeness in their business correspondence, such as the introductory phrases "Sir," "Sirs," "Gentlemen," and the concluding phrases "Yours, truly," "With the assurance of, etc." and the like. The slip, translated, reads: "Following the example of other firms, I also omit from my business letters the unnecessary terms of politeness, as well as assurances of self-evident esteem. I request that you reciprocate in your correspondence with me."

The elimination of salutations and closing phrases has also been adopted by some firms in the United States, and has been the intra-departmental method of the Department of Commerce for a year.

If capital could find as safe investments as a man has that joins a labor organization they would invest their last cent.

### PROBLEMS AFTER THE WAR.

One of the most interesting of recent developments in Great Britain, as in several countries, is the tendency to consider seriously the questions of the probable industrial situation at the close of the present war. The question was given a very definite official aspect by the recent discussion on the matter in the House of Lords, when Lord Crewe declared on behalf of the Government that the problem was receiving the most careful examination. Competent members of the civil service and a special committee of the board of agriculture had already been dealing with the possible return to the land of some of those serving in the field.

Some time ago we pointed out that there were many indications that such a return to the land might result from the present war. The constantly recurring expression, in letters from soldiers in the trenches, that they would not return to the employment that they had had before they enlisted, were so frequent as to compel attention. The opinion, moreover, has been very freely expressed that when the forces had returned and been disbanded, the country would have to face the alternative of either rendering the land much more easily available than it is at present, or witnessing one of the greatest emigration movements the country has ever known.

As to what will happen in the way of adjustments in the labor world generally after the war, it is, of course, fruitless to speculate. It is, however, on the other hand, highly necessary that tendencies should be duly noted and carefully considered. It must, therefore, be regarded as particularly satisfactory that the British authorities have definitely taken up this question. Lord Haldane was most definite on the matter, and his proposal that a small committee or royal commission should be appointed to deal with the whole question, undoubtedly deserved the support it obtained, notably from Lord Bryce and Lord Lansdowne.

Quite apart from the deeper values of discussing such questions, the debate elicited an immediate result in the form of an assurance from Lord Newton in regard to the provision to be made for soldiers on their return, an assurance which must have come as a relief to many who were uncertain on the matter. Disbanded soldiers, Lord Newton said, would receive four weeks' full pay and allowance for traveling expenses to their homes, the money accrued for the war service, and an insurance policy against unemployment valid for one year.—Christian Science Monitor.

Analysis of latest census returns for New York City's population shows that while the city as a whole forges ahead at an unpredictable rate, the borough of Manhattan is losing in population, not only relatively but actually. In other words, there is a centrifugal force at work lessening that congestion of humanity that Jacob Riis and the earlier advocates of tenement-house reform fought against in the '80's and '90's. It is steadily making the original city a place for business, for manufacturing and for tourists and recreation seekers, and is stripping it of its resources as a home center. The Bronx, Long and Staten Islands, Westchester County and the Jersey suburbs grow in terms of persons as Manhattan grows in terms of property, trade and things.

Demand the union label upon all purchases!



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## Immigration Bill Reported Favorably.

The House Committee on immigration reported favorably on the Burnett immigration bill, in which is included the illiteracy test.

The bill is substantially the same as was passed by the last Congress and vetoed by President Wilson, but in this instance the committee is more explicit in recommendations regarding the admission of those who seek to evade persecution because of religious or political beliefs.

The committee reports that the following be exempted from the operation of the illiteracy test:

"All aliens who shall prove to the satisfaction of the proper immigration officer or of the Secretary of Labor that they are seeking admission to the United States to avoid religious persecution in the country of their last permanent residence, whether such persecution be evidenced by overt acts or by laws or governmental regulations that discriminate against the alien or the race to which he belongs because of his religious faith.

"Nothing in this act shall exclude, if otherwise admissible, persons convicted, or who admit the commission, or who teach or advocate the commission, of an offense purely political."

These exemptions clearly indicate that there is no intention on the part of those who favor American living standards to have this country abandon its historic mission of being a haven for political and religious refugees. Under the proposed bill the political revolutionist, or he who is oppressed because of spiritual beliefs, is admitted, regardless of the illiteracy test.

In their campaign for continued dividends and cheap labor, steamship companies and industrial combines have been aided by thousands of sincere citizens who honestly believed a restriction bill would close America to those seeking freedom. Because of circumstances, these citizens found themselves unwilling allies of trust barons, who will now lose this powerful support as the purposes of restrictionists is better understood.

In urging the House to adopt the bill, Chairman Burnett of the committee called attention to the "great labor and farmers' organizations of the country," the Legislatures of Ohio, Virginia, Tennessee, Vermont and of many other States, together with other organizations that favor immigration restriction.

He stated that many of the ablest men of the country believe that after the European war millions of the poorest and most illiterate will come to this country. The best will stay at home to rehabilitate their stricken countries, and the worst will flock to our land and beat down the price of labor and erect the lowest standard of living which decent men can conceive. Mr. Burnett made this comment on conditions that are now known to exist in East Youngstown, Ohio:

"Is it right that American laborers and their families should be forced to live amid such revolting environments and such debasing condition? Yet that is the result of pouring in the millions of illiterates from Europe to beat down the price of the toil of the man who earns his bread by the sweat of his face. The illiteracy test is restrictive as well as se-

lective and in normal times will keep out more than 200,000 of just such as brought about those conditions at Youngstown.

"The committee has labored earnestly in its efforts to keep out the most undesirable of those coming to our shores and at the same time encourage the immigration of those who come to make their homes with us, to promote the moral and material prosperity of our country and to become permanent citizens of our great Government."

## Real Vocational Education.

"Only a few short months ago vocational guidance was conceived of chiefly as a matter of giving to boys and girls advice in the choosing of life work and assisting in securing of positions," says Dr. W. T. Bawden, of the Federal Bureau of Education, in his annual review. "In view of the ambitious attempts made in a few quarters, and especially the claims of a few concerns that have investigated the commercial possibilities of vocational guidance, extravagant expectations have been raised in the popular mind that have not been realized.

"The most important service that can be rendered the individual youth, under the name of vocational guidance, is to set him to thinking, at the proper time, about the problem of choosing a life work as a problem to be seriously faced and prepared for—to make him fully conscious of its existence as a problem to be solved, and aware of the sources of data having any bearing on its solution."

Dr. Bawden predicts that sooner or later a closer correlation will have to be worked out between the college course and the life of the community for which students are educated.

## Postoffice Men Fined for Resigning.

Postoffice clerks and letter carriers of Fairmont, W. Va., who resigned their positions—quit the service—last November because of a lack of confidence in the postoffice authorities and Civil Service Commission to award them justice, have been fined sums ranging from \$500 down to \$5. The fines total \$1400.

On the advice of their counsel the accused entered a plea of nolo contendere (I will not contest) before Judge Dayton in the Federal Court. Charges against four of the 26 indicted men were dismissed. Because of the worry and mental strain, one of the four, W. H. Fisher, a letter carrier, killed himself with a revolver after he had prepared to attend the trial at Parkersburg. He leaves a widow and three young children.

The Government's attorneys and postoffice officials are elated at the outcome of the court proceedings, and as this is the first case of its kind, they say they have secured a precedent that will cover future cases. Summed up, this decision means that under present laws and practices, postoffice employes will lose their positions if they protest against working conditions and they will be fined if they quit their employment.

Some Parkersburg trade unionists are

(Continued on Page 10.)

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

## AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

## GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekland Bldgs., 22 Canning Place, Liverpool.

## BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

## GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

## FRANCE.

Federation National des Syndicats des Inscriptions, Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

## NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

## SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgaten 1 B., Sweden.

## DENMARK.

Somandenes Forbund, Toldbogade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

## HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

## ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

## AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

## SPAIN.

Sociedad Sindical de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

## URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

## ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

## BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

## SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



## World's Workers.

An eight-hour day has been introduced among the shore workers employed by the transatlantic liner companies at Glasgow harbor. Hitherto the men have worked 9 and 9½ hours per day. The men affected are the boiler-scalers and the seamen and firemen, who work by the ship in port. Wages are also to be increased. The rates for boiler-scalers have been advanced from 9d. to 10½d. per hour, for seamen and firemen from 8d. to 9d., and for donkeymen from 9d. to 10d.

The Textile Workers' Union in Victoria, Australia, recently passed the following resolutions: "That this executive recommends that the Woolen Mills Wages Board close up as soon as possible, with a view to going to a higher tribunal; that the Federal Council be asked to serve a demand upon all employers in Victoria for an increase of 20 per cent. upon all adult workers' wages; that all branches be asked to support this action, and, failing compliance with this demand by January 1, 1916, the members be called together to consider what further action should be taken."

A public meeting held under the auspices of the Townsville (Australia) trade unions recently resolved: "That this meeting, whilst appreciating the efforts of the Government, through the prices control board, to provide the public with frozen meat, the arrangements made are absolutely valueless, as no means were provided for satisfactory administration of same. Moreover, there is every reason to believe frozen meat is now sold as fresh and at the same price as fresh meat. Therefore this meeting urges upon the Government the urgency of immediately establishing a State butchering shop at Townsville."

The number of workpeople, exclusive of seamen, reported to the British Board of Trade as killed in the course of their employment in November, 1915, was 284, an increase of 15 on a month ago and of 4 on a year ago. The mean number for November during the five years 1910-1914 was 283, the maximum being 306 and the minimum 269. Fatal accidents in the railway service during November, 1915, numbered 43, compared with 36 in October, 1915, and 41 in November, 1914. The total number of fatal accidents at mines was 112, an increase of 11 on a month ago and of 3 on a year ago.

The war bonuses and increases in rates of wages reported to the British Board of Trade as taking effect in November affected over 333,000 work people and amounted to over £24,200 per week. Of this total coal mining accounted for over £16,000; the transport trades, engineering and shipbuilding, and the bleaching, printing, dyeing, and finishing of textile fabrics also showed considerable increases. During the eleven months ended 30th November, 1915, the total number of work people whose rates of wages were reported to have been changed was over 2,930,000, and the net effect of the changes was an increase of over £564,000. The amounts stated are exclusive of increased earnings due to overtime, and also of changes affecting agricultural laborers, seamen, railway servants, police, and Government employees. It is said to be known, however, that the majority of work people in each of these occupations have received increases or war bonuses.

## SAN PEDRO, CAL.

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50c Per Day and Up—\$2 Per Week and Up

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SAN PEDRO, CAL.

### REMOVAL ANNOUNCEMENT.

**S. G. SWANSON** for the **BEST** there is in **TAILORING** Less the Fancy Price  
who has been established since 1904 on Beacon Street, between 6th and 7th  
**IS NOW** located on the 2nd floor **BANK OF SAN PEDRO BLDG.,**  
entrance 110 WEST 6th STREET, SAN PEDRO, CAL.,  
Where he is better prepared, because of Much lesser rent, to give the trade the  
advantage of lower prices and as formerly, special care is given to garments entrusted to him for Cleaning, Repairing and Pressing.  
Note—Clothes also cut, trimmed and made from your own cloth with the  
Union Label too. The new woolsens are now ready for your inspection, how about your order?

### San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

DEALERS IN ALL KINDS OF  
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### Mills, Elbert & Nash

SIXTH AND BEACON STREETS  
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— Dealers in —

EDGEWORTH TOBACCO AND  
UNION LABEL CIGARS

GIVE US A TRIAL

### ALASKA FISHERMEN.

San Francisco.

Anderson, Andy C. Iversen, Knut  
Christiansen, Anton Sivertsen, Ed.  
Christiansen, A. Thomson, John  
Hokansson, Ingvar Wing, Martin -41

### INFORMATION WANTED.

Otto E. Bickel and John Sherman  
Bickel, brothers, who have not been  
heard of for many years, are in-  
quired for by their sister. They are  
both tall, light complexioned, and  
blue eyes. Any information regarding  
their whereabouts will be highly ap-  
preciated. Please address Miss Laura  
Bickel, 1591 East Ninety-third street,  
Cleveland, Ohio. 4-14-15

### M. BROWN and SONS

have moved to

109 SIXTH STREET

Opposite Sailors' Union Hall

SAN PEDRO, CAL.

### INFORMATION WANTED.

Eugene Martin, age 25, 6 feet tall,  
gray eyes, is inquired for by his  
mother. Anyone knowing his where-  
abouts please notify Mrs. Rose T.  
Martin, 4231 15 N. E., Seattle,  
Wash. 1-27-1915

Vencelus Durbich is inquired for  
by his brother. Anyone knowing his  
whereabouts please communicate with  
Gerolamo Durbich, Zurich, Switzer-  
land. 7-28-15

Peder Bjorback, supposed to be a  
sailor on the Pacific coast, and a  
native of Norway, is inquired for.  
Anyone knowing his whereabouts  
please notify Mrs. Mildred Baxter,  
Box 27, R. F. D. No. 5, Seattle,  
Wash. 2-2-16

Adolph Krakan, last heard of at  
Port Pirie, January, 1912, and again  
in March, 1913, from Warumbo, 118  
miles from Adelaide, South Australia,  
is inquired for by his mother at  
Hamburg, Germany. 8-25-15

### San Pedro Letter List.

|                       |                     |
|-----------------------|---------------------|
| Mbl. Einar The        | Larson, Hans -1677  |
| Andersson, Oskar      | Leideker, Edith     |
| Andersen, Sven        | Ladan, Joe          |
| Acne, T.              | Lindholm, Chas.     |
| Alexander, P.         | Mathiasen, Nils     |
| Anderson, John        | Melson, Wm. E.      |
| Anderson, Martin      | Mikalsen, Andreas   |
| -1894                 | Mahn, Gustaf        |
| Bentsen, Hans B.      | Mesak, E.           |
| Berggren, Gus         | Naylor, Harry       |
| Bergh, Borge          | Niejahr, Oskar      |
| Brein, Hans           | Olsen, Andy         |
| Bergman, Leo          | Olsen, John         |
| Benrowitz, Felix      | Olsen, C. O. -834   |
| Clemmensen, Chas.     | Olin, Emil          |
| Cook, Harry           | Olson, Olof. S.     |
| Danielson, Dave       | Ophaug, W.          |
| Ericsson, Otto        | Orvold, Jack        |
| Eriksen, Lars         | Owen, Fred          |
| Eklund, Sven          | Plintz, Johan       |
| Fasholz, Daniel       | Peterson, Hans      |
| Fisher, Wm.           | -1064               |
| Fjellman, Jonas       | Peterson, N.        |
| Fricke, Wm.           | Peterson, Hugo      |
| Gunter, The           | Peterson, Aage      |
| Geller, Fred          | Poset, P.           |
| Gallenberg, Martin    | Rand, Jacob         |
| Gilholm, Albin        | Sjoholm, Gustav     |
| Gronlund, O. -414     | -1542               |
| Gusek, Bernhard       | Soderlund, Anton    |
| Hendrikson, Henry     | Schmidt, Lauritz P. |
| Holmstrom, Fritz      | Sevenson, Paul      |
| Haake, Max            | Schlieman, P.       |
| Haupt, Fritz          | Strahle, Chas.      |
| Hansen, Charly        | Shallies, Gust      |
| Hansen, Hilmar        | Stute, Michael      |
| Hannus, Alex.         | Sorensen, Peter     |
| Janson, Osear         | Sorensen, Jorgen    |
| Jensen, Hans -1555    | Slevers, G. P.      |
| Johanson, A.          | Tamlsar, P.         |
| Johnson, Fred -1723   | Trovik, Harald      |
| Johnsson, J. A. -1659 | Uappa, Koste        |
| Johnson, Algot        | Ullig, Richard      |
| Johansen, Emil        | Wall, A.            |
| Johansson, Victor     | Warkkala, John      |
| Karlson, Aksel A.     | Widln, Andrew       |
| Koff, Michael         | Zayan, G.           |
| Kolodzie, George      | Newspapers and      |
| Lybeck, Thos.         | Packages.           |
| Lundin, Chas. -1054   | Billington, Martin  |
| Lindberg, G. W.       | Peterson, Aage      |
| Lindberg, Ernst       | Schmidt, Lauritz P. |

### Honolulu, H. T.

|                      |                   |
|----------------------|-------------------|
| Anderson, John E.    | Nelsen, C. F.     |
| Burk, Harry -1284    | Petersen, Carl    |
| Crantly, C. W.       | Peters, Walter    |
| Eugenlo, John        | Reither, Fritz    |
| Ekelund, Rickhard    | Solberg, B. P.    |
| Ivertsen, Sigvald B. | Strand, Conrad    |
| Lengwenus, W. L.     | Thompson, Emil N. |
| Moller, F.           |                   |

### INFORMATION WANTED.

The following-named members of  
the crew of the "Watson," at the  
time she picked up the "Camino,"  
can get their salvage money by  
calling on F. R. Wall, 324 Mer-  
chants Exchange Building, on Cali-  
fornia street, near Montgomery:  
G. Klingstrom, W. Sjolholm, Martin  
Schnee, F. Christiansen, L. T. Om-  
holt, J. Jeppesen and Martin Pet-  
erson. 2-9-16

Carl Fritjof Johansson Lind, age  
39, a native of Sonderborg, Germany,  
sailing on the Pacific Coast, is in-  
quired for by his brother. Anyone  
knowing his whereabouts please no-  
tify John Lind, 1401 West 9th St.,  
Cleveland, Ohio. 3-24-15

Anders C. Anderson, a native of  
Norway, who left his personal effects  
at Port San Luis, Cal., after leaving  
a ship at that place, is inquired for.  
Anyone knowing his whereabouts  
please notify D. R. Jacks, Deputy  
Collector of Customs, Port San Luis,  
Cal. 12-22-15

Martin Nielsen, a native of Den-  
mark, member of the Sailors' Union  
on the Pacific for the last 8 years,  
has not been heard of since July,  
1912. His address then was Sailors'  
Union, Seattle, Wash. Any one  
knowing his whereabouts please no-  
tify George Leonhard, Sailors' Union,  
59 Clay St. 8-11-1915

Olai Ingebrigtsen (Brock), a na-  
tive of Norway, last heard from 13  
years ago, when leaving San Fran-  
cisco for Australia on the American  
bark "Golden Gate," is inquired for  
by his brother. Any information re-  
garding the above named will be  
gladly received by Niels Ingebrigtsen,  
469-49th street, Brooklyn, N. Y.; or  
Sam Andersen, 100 Steuart street,  
San Francisco, Cal. 8-4-15

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# Pacific Coast Marine.

The Coos Bay bar dredge "Colonel P. S. Michie" has left Gray's Harbor to undergo repairs at Portland, later returning to Coos Bay for summer work on the bar and channel.

The steamer "Olson & Mahony," 779 tons, was reported sold by her owners to Compagnie du Boleo at Santa Rosalia, Mexico, for the sum of \$220,000, one of the highest prices paid for a steamer of that size.

The most remarkable charter made in some time was that of the schooner "Inca," just chartered at 200s. for August loading for South Africa. She is now loading a lumber cargo at Westport, under a 110s. rate to Australia.

With all repair work on her hull completed by the Seattle Construction and Dry Dock Company, the liner "Mariposa," which went on the Lama Passage rocks near Bella Balla last October, has steamed for Esquimalt for reconstruction of its interior by the Yarrow Yards.

The report of Acting Port Warden Krog of San Pedro shows that nine steamers of foreign registry called for a municipal pilot during the month of January, having an aggregate tonnage of 21,416. During December fourteen steamers with an aggregate tonnage of 46,033 took municipal pilots.

The United States Senate has passed the resolution making \$600,000 available for re-equipping the Mare Island and New York navy yards, and the bill increasing by 300 the entrance class at Annapolis Naval Academy. The measures passed the House earlier in the week and are certain of President Wilson's approval.

Pulled from the Oakland mud flats, where it had been lying for nearly a year, the steamer "Balboa" of the American-Mexican National Steamship Company's line has gone to the United Engineering Works for general repairs and alterations preparatory to being placed on the southern run for another company.

During the week two well-known sea captains were named as members of the San Francisco Bar Pilots. The new members of the association are Captain W. P. Canty, now in command of the steamer "Catania," and Captain F. E. Frazier, who is master of the steamer "China," now at Hongkong. These two skippers were named to fill two vacancies in the association. One was caused by the retirement of Captain James Miller several months ago and the other by the death of Captain Fred Jordan recently.

The keel of the United States torpedo-boat destroyer "Shaw" was laid at the Mare Island Navy Yard, with naval officers swinging hammers and tapping tight the first rivet. The "Shaw" will be ready for commission the end of the year. The contract to build it has been taken at \$626,670, about \$200,000 under private bids. The first rivet was driven by Pay Director Frank T. Arms and Commander C. N. Offey, head of the machinery division. Lieutenant Leo Sahm acted as holder-on and Lieutenant F. J. Cleary as rivet heater. Chief Carpenter F. X. Maher was rivet passer.

The steamer "Senator," of the Pacific Coast Steamship Company, will ply between San Francisco and St. Michaels and Nome the coming season instead of running from Seattle to the Far North as she has been doing for years. She will go direct to the Far North without stopping on the Sound. The change is being made, it is said, on account of the stringent prohibition law in Washington. By running out of this port she will be in position to supply a part of the liquor trade in Alaska, traffic she would be unable to procure by operating out of Seattle. The "Senator" will leave on her first trip from San Francisco to the Far North June 1.

The Alaska Steamship Company announced the charter of the newly purchased steamer "Burlington" to the Southern Pacific Railroad for one round trip to Galveston, the cargo to be discharged there and shipped over the Southern Pacific to San Pedro, San Francisco and Seattle. Upon return to New York the "Burlington" will load a full cargo of coal for Valparaiso, and after discharging there will proceed to Antofagasta to load copper ore and nitrates for Puget Sound. The freighter "Bennington," also recently purchased by the Alaska Steamship Company, left New York Sunday for Norfolk to load a full cargo for Valparaiso and will bring copper ore and nitrates.

Steamboat rates cannot be justly established on a valuation basis, but should be governed by a set standard of service to which the public is entitled, says the State Public Service Commission of Washington in determining a rate-cutting case. While the present case is one of the minor ones before the commission in which "cut rates" are involved, the commission believes that its decision will set a precedent for later determinations and result eventually in banishing the "rate war" among navigation companies operating on the Puget Sound. The defendant in the case was the Bremerton Transportation Co., which operates a "tramp" service, touching points on a larger company's schedule. Its rates were below those of the regular line.

The United States Lighthouse Service has issued a new light list for the Pacific coast of this country, and the coasts of Alaska and the Hawaiian and Samoan Islands. The list includes all lighted aids to navigation maintained by or under authority of the service on those coasts. For the convenience of mariners there are also included the lighted aids to navigation on the coast of British Columbia maintained by the British Government. This publication relates to lighthouses, lighted beacons, light vessels, lighted buoys, and fog signals, but not unlighted beacons or buoys. A copy of the list will be sent free of charge to any shipmaster or pilot on application to the Division of Publications, Department of Commerce, Washington, D. C. The present edition is corrected to January 1, 1916.

The lives of scores of passengers on the steamer "Harvard" were imperiled, four members of the crew of the steam-schooner "Excelsior" were injured and several others narrowly escaped death on February 7, when the two vessels came together in the dense fog off Pier 41 in San Francisco Bay. The "Harvard" was not badly damaged, but one entire side of the "Excelsior" was stove in and the vessel, all but her upper works submerged, began to drift with a strong ebb tide toward Lime Point. Her crew was taken off in safety. The tug "Sea Lark" had hold of the derelict and was trying to drag her to the mud flats off Sausalito, but the tide bore them both out past Lime Point and finally the wrecked steamer was abandoned, drifting out to sea. She was picked up later and towed to the Berkeley flats.

"It is not intended to open the Panama Canal until a safe and practicable permanent channel is reasonably assured," said Governor George W. Goethals in a notice that has been received by the foreign trade department of the San Francisco Chamber of Commerce. The notice was issued under date of January 22 and continues: "As soon as this office feels that sufficient information on these two points is at hand to justify it, a prediction will be made. In the meantime it is recommended that the canal be not considered in routing shipping. The work of restoration of the channel is, however, proceeding most favorably. The office has in mind the desire of commerce to resume navigation through the canal, and as long advance notice as possible will be given to shippers in order that preparations for such routing of vessels may be adequate."

High officials of the United States immigration service at San Francisco and former officers of the liner "Mongolia" are named in an indictment voted by the Federal Grand Jury and returned in United States District Judge Dooling's court. The indictment charges conspiracy to smuggle Chinese laborers into San Francisco from China. Among those indicted are Deputy Immigration Commissioner W. T. Boyce, Immigration Inspector Joseph X. Strand and Immigration Inspector Frank Hayes. These three men have been connected with the immigration service at San Francisco and at other stations ever since their boyhood. They are well known in Government circles throughout the country. All the steamship officers named have been big figures in local shipping circles for many years and have hosts of friends on the Pacific Coast and in Oriental ports of call. As an overt act in the alleged conspiracy Preston says that the attempted landing of eighty-six Chinese from the liner "Mongolia" last November is set forth in the indictment.

A terminal plant to cost \$1,000,000, to be constructed along the lines of the Bush terminal of New York, is to be established on Oakland's inner harbor by the Alaska Packers' Association according to a statement by Captain J. F. Mosher, vice-president and general manager of the concern. At this plant will be centralized all the local activities of the association, under the new plan. Its entire fleet will be anchored there for overhauling at the end of each fishing season and will be outfitted with supplies and stores for the Alaska fisheries. The warehouses which are to form a part of the new plant will handle the major portion of the association's products. It is estimated by the officials of the association that the present payroll of \$20,000 a month to local employees will be increased to \$100,000 a month as soon as the new centralization plant is in full operation. So confident are the officials that the present agitation for a free channel will result in changes being authorized by the Federal Government that contracts are to be let at once for extensive dredging operations which are to be the first step in the big terminal operations. A channel 500 feet wide, 1700 feet long and 25 feet deep is to be dredged.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

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and

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P. O. Box 314.

(Continued on Page 11.)



# Coast Seamen's Journal

Published Weekly at San Francisco

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBURG .....Editor  
I. M. HOLT.....Manager

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Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, FEBRUARY 16, 1916

## CAPITAL'S SHIPPING POLICY.

It is doubtful whether there has ever been a period in the history of our nation when the subject of ocean shipping received as much attention and general publicity as it does right now.

Beneath it all is the nation-wide desire to secure for America (1) a merchant marine of sufficient tonnage to meet all requirements of commerce, (2) an effective and efficient naval auxiliary, and last but not least, a naval reserve composed of well trained, experienced and resourceful American seamen.

The motive power which has intensified that nation-wide desire is complex and manifold. Likewise are the methods which have been suggested to shape the desire into something more substantial than columns of type and oratory galore.

All who wish to be honest with themselves and are possessed of sufficient intelligence to distinguish between canting hypocrisy and sound fundamentals must admit that the very foundation of a worth-while and enduring American merchant marine was laid at the last session of Congress by the passage of the Seamen's bill.

To be sure, there are those who clamor for an "American" merchant marine, but who at the same time insist upon employing the cheapest coolie labor. Then there are "Americans" (not necessarily of the hyphenated variety) whose financial interests in foreign shipping place them squarely against any changes in an arrangement which has yielded them handsome profits.

These groups of citizens are not large or consequential, but they wield an influence in publicity circles that can not be ignored. When it comes to publicity work the common people are easily outwitted and outdistanced by the "interests." And therein lies the sole danger that must be reckoned with in any serious attempt to create an American merchant marine in fact as well as in name.

The so-called referendum on the Seamen's Act by the National Chamber of Commerce is a point at issue. Already the same organ-

ization has voted 698 to 82 "against" Government-owned ships; and 558 to 186 "for" ship subsidies. The pending referendum vote on the Seamen's Act was especially arranged for the protection of the millions of American dollars invested in foreign shipping.

It is not proposed to repeal the entire law. Oh, no! Only those sections are marked for slaughter which aim to equalize the cost of operation between American and foreign vessels touching at our ports. All that these patriots desire to repeal is Section 4, relating to half pay at American ports by foreign seamen; Section 13, relating to the language test and the complement of able seamen; Section 14, relating to life-saving appliances and manning of lifeboats; and, of course, those sections "dealing with the means of reclaiming deserters from foreign ships at American ports."

Well, if Congress should heed this referendum and comply with the requests of the "framing committee" appointed by the National Chamber of Commerce, the Seamen's law would then, for the first time, actually become a burden upon American ships. But that is precisely what is wanted. Realizing the futility of a campaign to re-establish involuntary servitude upon American seamen, they now seriously propose to repeal so much of the Seamen's law as to at least keep the foreign sailor in serfdom and to make him a subject for exploitation without the power to hit back at the exploiters. And this damnable scheme is advocated by creatures who pose as "Americans."

Summed up, the "shipping policy" of organized American capital as represented in the National Chamber of Commerce, is as follows:

1. No Government-owned ships.
2. Subsidies for private-owned ships manned by coolies.
3. Repeal of the safety features in the Seamen's Act.
4. Re-establish the power of consuls to cause the arrest and imprisonment of deserting seamen.

Brazen and bold-faced the organized American dollars have announced their platform. The buccaneers who sailed the Spanish Main were perfect gentlemen in comparison with twentieth century "interests" who demand free gifts from the national treasury; the right to employ and exploit coolie crews; and, above all, the immediate repeal of every bothersome safety rule and regulation.

Enough is enough!

## COPPER MINERS WIN.

In reporting upon the settlement of the Arizona copper miners' strike the daily press did not credit those workers with a "victory." But it was a victory, nevertheless, and it was in a large measure due to the manly and courageous attitude of Arizona's chief executive, who refused them the use of armed guards, gunmen and professional strike-breakers.

The victory marks a triumph for labor of the greatest importance, demonstrating as it does that labor can win its battles for industrial democracy when the Government does its duty and protects the workers against hired thugs and professional strike-breakers.

Mediators Davies and Myers of the United States Department of Labor deserve much of the credit for making the mine owners see the light. For months the latter refused to make any concession to redress grievances which the Government's investigation had proved to be real and serious. They insisted

that the strikers first go back to work. But with copper at 26 cents and with organized labor all over the country rallying to the miners' support, the mine owners' desire for big profits gradually overcame their opposition to giving their employes a voice in determining the conditions of employment.

Substantial wage increases were granted. Laborers are to be paid \$2.50 a day instead of \$1.62, and miners will receive, at the present price of copper, \$3.41 a day, in accordance with a sliding scale. Carpenters will be paid \$5 per day, machinists and boilermakers \$5.31.

The settlement followed widespread publication of the facts of the strike by the Committee on Industrial Relations, including publication of articles in the New York Call and in the New Republic, a weekly journal, which brought the arbitrary conduct of the companies home to their New York directors and helped to create a public sentiment which greatly annoyed the copper barons. In the final analysis, however, it was organization—plain old-fashioned unionism—which initiated and brought the struggle to a successful conclusion.

## ACCIDENTS AT SEA.

At the recent meeting of the American Association for Labor Legislation, Dr. Frederick Hoffman, the noted statistician, dealt with the statistics of death through accident at sea. Dr. Hoffman said that records which should be compiled by the Bureau of Navigation to show the death rate by accident were very incomplete because the regulations requiring the filing of this information were largely ignored.

According to the statistics of the Prudential Insurance Company, which are, on the whole, believed to be the best available, the percentage of deaths by accident among seamen is 17 per cent., as against 10.5 per cent. among the general population. Dr. Hoffman proposed a resolution urging upon Congress and the Bureau of Navigation the annual tabulation and analysis of statistical data on the hazard of employment in the American merchant marine.

It is gratifying to note that others besides seamen are beginning to take notes of the Bureau of Navigation's curious inner workings. Some day there will be a man at the head of that Bureau who will see to it that all regulations are enforced.

## AN EYE-OPENER.

Perhaps the most interesting exhibit in the pending "anti-preparedness" fight in Congress, is the diagram hanging in the office of the Chairman of the Ways and Means Committee of the House of Representatives. It may be said to sum up Congressman Kitchin's fundamental opposition to any increase in the Army and Navy budgets at this time. He takes the position that the United States is now paying an excessive proportion of its annual income for war "past and to come."

"Both relatively and absolutely the proposed increases in our Navy and Army budgets are enormous," says Congressman Kitchin. And he proves his contention by the diagram referred to, reading as follows:

### Spent on "Preparedness"—1915.

|                    |     |
|--------------------|-----|
| Germany .....      | 55% |
| Japan .....        | 45% |
| Great Britain..... | 37% |
| France .....       | 35% |
| United States..... | 62% |

|                                       |     |
|---------------------------------------|-----|
| Under the Administration's Plan—1916. |     |
| United States.....                    | 70% |

In brief, these comparative figures show



that at the expiration of the five-year period for the pending preparedness program this country will be expending on its Navy and Army more than any nation in the world in times of peace ever expended on its Army and Navy; more than England, with her "two-power" navalism; more than Russia or Germany, with their huge militarism. In other words, if this program goes through, over \$70.00 out of every \$100.00 collected from the people will go into militarism and navalism, including \$22.00 for pensions, leaving less than \$30.00 for all other functions of our Government and for all other benefits of the people.

Verily, we ourselves are living in a glass house, yet we have been throwing stones at the warring nations of Europe.

#### PIERCED BY THE TRUTH.

Big Business and its spokesmen have served formal notice that the Committee on Industrial Relations is to be suppressed.

Because it told the truth about Youngstown and the shameful exploitation of immigrant workmen by the United States Steel Corporation, "The Iron Trade Review," official organ of the steel industry, in its issue of January 27 demands that the Administration at Washington drive the committee from the National Capital.

In a long tirade, this organ of exploiting corporations sputters and fumes over the showing of facts contained in the report on the Youngstown riot by George P. West and the accompanying discussion of conditions in the steel industry at large by Basil M. Manly, director of the Committee and director of the investigation conducted by the United States Government into conditions of labor in the steel industry in 1910.

Liquor was the sole cause of the Youngstown disturbance, we are told.

"Any attempt to make the terrible affair an outgrowth of a labor difficulty is a deliberate attempt to deceive," continues the editor. He goes on to meet cold facts with abusive adjectives through a column of reading matter. Not a fact is denied or controverted. And he concludes with this advice to President Wilson:

We believe that enough has been shown thoroughly to discredit the tirades issued by Manly and West. It is high time for the Administration at Washington to suppress this mischief-making coterie, which has no legal existence and ought to be driven from the National Capital.

Fortunately the gunmen, detectives and subsidized officials with which the Steel Corporation governs its steel towns and suppresses organization and free speech have not yet extended their rule to Washington, and while the ravings of the "Iron Trade Review" serve to indicate which way the wind is blowing they are doomed to futility.

Captain Adrian Zeeder, who took the former Pacific Mail liner from New York to London, is reported to be a very unhappy mariner. He does not like those "teasing wavelets" of the North Atlantic; he disapproves of the British channel climate; and, last but not least, he has a deep longing for his old-time meek and docile Chinese crew. The doughty Captain should take courage. Department Circular No. 265 has so "facilitated" the enforcement of the language test that any old Chinese crew ought to qualify under the Seamen's Act.

#### OUR HERITAGE—THE SEA.

Timely and Interesting Comment From the Columns of the British Columbia Federationist.

Many a warning which the world would have been better for heeding was uttered in the first instance by some more or less obscure human whose social lowness was used by others as an excuse to pour contempt on the inconvenient truthfulness of his words. Of such to-day is Andrew Furuseth, the seamen's international president. He has a message of admonition for those of the great maritime nations of the earth who, for immediate paltry profit, would invite the power within their gates which will ultimately wrest from them their domination of the seas. The cornerstone upon which all his contentions are based is one of the chief facts which mark the course of the world's economic history at all stages since first men set out to sail the seas. The fact is this: That according to the degree of its sea skill and power, so is a nation and a race greater or less in its general affairs of mankind.

Further than that, the annals of all the great sea trading nations prove that the freer the seaman, the more skilled, daring, and enterprising he was, with subsequent advantage of prestige to the race from which he came. It was by such men that the sea was originally conquered; and as long as sailing upon it required an all-round knowledge of seamanship the sailor as an individual had a considerable standing with the master of the vessel, and the owners ashore in the home port. To quote Furuseth, those relations were "as the burgher to the burgo-master in the free cities of the middle ages"; and then the foundations of European sea power were being laid by what were probably the hardest freemen the world has ever known. But steam came, and consigned much of the cunning of the wind-catcher to the scrap heap of superseded processes. Oak gave place to iron, and so arose the saying, "Wooden ships, iron men; iron ships, wooden men." Literally it meant that the application of mechanical power to the propulsion of ships had rendered the former high degree of individual seamanship less necessary—with subsequent reduction of status to the seaman.

The effect of the new order of things was all to the material advantage of the ship-owner who, by the laws of a game governed only by considerations of supply and demand, was not slow to grasp the significance of this new power, which invention applied to industrial development has placed in his hands. From that time onward till now the former freedom of the white seaman has been slipping from him, and in its place has been welded the shackles of an irksome servitude begotten of economic helplessness. Slowly but surely this is driving from the ranks of "them that go down to the sea in ships and occupy their business in great waters" the caliber of men who carried the maritime power and racial influences of the European guild age to the uttermost parts of the earth, and set in motion the first processes of colonization which brought into being the Spanish Main and ultimately the American nation. And so has it come about that to-day men do not seek the sea until forced to do so as the last resort short of starvation. Furuseth, himself an experienced seaman, draws a vivid verbal picture of the "decensus Avernii" of the seaport worker to the point where uncertain employment and other characteristic features of "long-shore environment eventually combine to make him join the roll of a ship's company as a common seaman, despite all he knows of the condition into which he is going.

Every advantage which shipowners can take to give them cheaper seamen, that they are taking. As a particular evidence of this the British and American mercantile marine are largely manned, so far as common seamen are concerned, by Chinese, Hindus (Lascars), and other Asiatics. Furuseth recently told us how a few months ago he counted a group of nineteen vessels in Brooklyn harbor. Of these fifteen were British, two United States and two Norwegian. All had Chinese crews. True, the new Seamen's Act, which is now in force on United States vessels, and which will soon apply to all vessels coming to the United States, will effect some changes in respect to this particular evil. But it will require more imagination and far-sighted sagacity to meet this problem than the tinkering and petty compromises of politicians whose mental purview begins and ends with votes. The decision of the white races of today in respect to this matter is not going to be written in the form of mere legislation, but in terms marking an epoch in their history.

The status of the white seaman has got to be made such by the collective insistence of far-sighted men animated by a desire for the preservation and improvement of the best types of nationality in a world which even at that is not, to say the least about it, of the best. Much of the spade work must of necessity fall to the lot of the class directly affected—the seamen themselves, backed by their organization and the active help of the larger movement of which they form a part. As Furuseth put it at the recent convention of the Trades and Labor Congress of Canada, "We come to you as blood of your blood, and bone of your bone, and

(Continued on Page 10.)

## OFFICIAL.

#### SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Feb. 14, 1916. Regular weekly meeting came to order at 7 p. m., Joe Falus presiding. Secretary reported shipping dull. Full Shipwreck Benefit was awarded to eight members of the crew of the steam-schooner "Excelsior." The \$250 donation to the Danbury Hatters was declared carried.

JOHN H. TENNISON, Secretary pro tem. Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., Feb. 7, 1916.

No meeting. Shipping fair; prospects uncertain.

REGINALD TOWNSEND, Agent. Room 11, De Cosmos Block, 1424 Government St.

Vancouver, B. C., Feb. 7, 1916.

Shipping dull; prospects uncertain.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Feb. 7, 1916.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, Feb. 7, 1916.

Shipping and prospects poor.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Feb. 7, 1916.

Shipping dull; prospects poor.

J. PEARSON, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, Feb. 7, 1916.

Shipping dull; prospects poor.

JACK ROSEN, Agent.

44 Union Ave. North. Tel. East 4912.

Eureka Agency, Feb. 7, 1916.

Shipping dull; prospects uncertain.

OTTO DITTMAR, Agent.

227 First St. P. O. Box 64. Tel. 159.

San Pedro Agency, Feb. 7, 1916.

Shipping dull; prospects uncertain.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Jan. 31, 1916.

Shipping dull; prospects poor; lots of members ashore.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

#### MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Feb. 10, 1916. Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping slow. Full Shipwreck Benefit was ordered paid to two members of the wrecked steam-schooner "Excelsior."

EUGENE STEIDLE, Secretary. 42 Market St. Phone Kearny 5955.

Seattle Agency, Feb. 3, 1916.

Shipping quiet.

LEONARD NORKGAUER, Agent.

Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Feb. 3, 1916.

No meeting. Shipping fair for waiters, slow for cooks.

HARRY POTHOFF, Agent.

P. O. Box 54.

Portland Agency, Feb. 7, 1916.

No meeting. Shipping quiet.

THOMAS BAKER, Agent.

89 Second St. N. Phone Broadway 2306.

#### DIED.

Otto Herman Johnson, No. 707, a native of Sweden, age 46, reported as having been drowned in the wreck of the steam-schooner "Hanalei," Nov. 23, 1914.

Henry Gederbauer, No. 971, a native of Germany, age 29, was drowned off St. Nicholas Island, Cal., Jan. 8, 1916.



**"OUR WEALTH AND INCOME."**

Dedicated to Richard T. Ely, the distinguished sociologist and economist, a volume entitled "Our Wealth and Income" takes its place among an interesting series which its publishers have been bringing out with a view to popularizing economic studies. Economics in our time is no longer the dry subject that it was in past epochs. The unexampled progress which we have made, progress which is one of the wonders of the world, has invested it with fascination for the student of political and sociological conditions. Dr. Ferrero, the eminent Italian historian, found the theme worthy of a separate study, and has given us some startling vistas in his "Ancient Rome and Modern America." Mr. King's study, while less imaginative than that of the Italian writer, is as interesting in another way, and will be found immensely useful to the practical student.

The author has written an interesting chapter on the present status of the working class. In his view, the height of wages in purchasing power is the fundamental determinant of economic well-being:

"The period of 1850-1900 saw that come to pass in the United States which the English economists of the earlier nineteenth century deemed impossible—the improvement of the workingman's economic welfare to the extent that he was lifted out of the conditions formerly thought inseparable from a working life. He tasted the cup of learning; he experienced the joys of leisure and entertainment. . . . Larger income and more learning naturally brought more power and secured more respect."

In the epoch referred to, Mr. King finds the golden age of American labor. Never before in the history of mankind had human toil been so richly rewarded. He draws a striking picture of the American proletariat at the close of the nineteenth century, and institutes a picturesque comparison with Rome, in which the invading hordes of immigrant labor from southern and central Europe assume the role of the Goths. At the dawn of the twentieth century the spoilers are seen by the author "gazing longingly from east and west at the riches wrested by American brawn and brains from Nature." Into the Atlantic ports, unresisted and almost unheeded, this invading army comes in undiminished numbers. It is a peaceful army and is composed of millions of "hard-working soldiers of industry." Of this industrial invasion the author gives us the views of an expert, and his opinions are interesting and original.

Other subjects treated involve the question why some of the population are very rich and others very poor, and whether, if wealth and income were more equally distributed, every one could live in luxury; whether we are coming more and more under the domination of private corporations, and whether the condition of the working-class is becoming better or worse as time goes on, are among the questions discussed.

The author is Willford Isbell King. The publishers are The Macmillan Company, New York. Price \$1.50.

The Tasman, the greatest glacier in New Zealand, has an average width of 6,270 feet, though at its widest point it is somewhat more than two miles across. The Tasman is eighteen miles in length.

Demand the union label upon all purchases!

**THE IONIAN ISLANDS.**

The Ionian Islands, which have recently come into the limelight by the landing of Allied troops at Corfu, are one of those curious international "concerns" which are found scattered up and down the world. Perhaps it would be more correct to say that they were, because, since the treaty of 1864, by which Great Britain formally made the islands over to Greece, their history has been more or less settled and distinctly uneventful. Before that time, however, they had annals indeed, annals almost as varied as those of Cyprus or Crete.

Corfu, Cephalonia, Zante, Santa Maura, Ithaca, Cythera, and Paxo—the Heptanesus or "Seven Islands"—were known in the treaty of 1864 already referred to, as the "United States of the Ionian Islands." They first emerge out of the fogs of tradition about the ninth century, when we find Leo the Philosopher forming the islands into a distinct province under the title of Thema of Cephalonia. Thus they belonged to the eastern empire for nearly 200 years, but towards the close of the eleventh century, when the Norman was making his hand felt throughout Europe, came Robert Guiscard to Corfu and captured it. Robert did not hold it long, but from that time onwards, during the struggles between Greek emperors and crusaders, the islands every now and again emerge out of obscurity and become the setting for some great happening.

Then later on came the rise of Venice. In 1204 the Venetians obtained possession of Corfu, and with all the statesmanship they were so capable of, they proceeded to secure their possession. In the early days of ownership they had a rude shock, for Leon Vetrano, the famous corsair, swept down suddenly on the island from the outer sea and made good his foothold. It was, however, a short-lived reign. Leon was quickly defeated, and the Venetian Senate proceeded with much eager haste to colonize the island, giving sundry fiefs therein to certain noble Venetian families. Great peace, however, had none of the islands. They were forever a prey by turns to roving pirates and to Greeks and Turks, and so they labor on through the centuries till the fall of the Venetian republic in 1797 and the treaty of Campo Formio, which annexed the islands to France. France lost them again on the fall of Napoleon and, by the treaty of Paris, the islands, after having passed through an astonishing number of experiments in the way of government, were placed under the exclusive protection of Great Britain.

Hereafter is a story of successive high commissioners and the policies they pursued and the things they did that they ought not to have done, and the things they did not do that they ought to have done. It would fill many books. Anyway, out of it all there grew up a great demand for union with Greece. The arrival of Mr. Gladstone at Corfu in 1858 as high commissioner extraordinary to investigate the condition of the islands aroused many hopes; but it was not until 1864 that the plenipotentiaries of the five great powers concerned finally signed the treaty which brought the protectorate to a close. On the 31st of May of that year the Union Jack was hauled down; Sir Henry Storks, the high commissioner, with all his men and men-of-war, left Corfu, and on June the 6th King George of Greece made his state entry. The rest is the silence of small

happenings until the Allies began to look for the submarine bases of the Teutons.

**UNION HEADQUARTERS RAIDED.**

Almost coincident with the announcement that the Czar of Russia had been appointed a field marshal in the British army, a Boston daily published the following significant dispatch:

London, England.—Three police raids have recently taken place in London in connection with Russian working-class movements in this country. The bodies affected were the Russian political prisoners and exiles' relief committee in London, and the Russian seamen's union. Some months ago the committee was established in London in order to carry on work which has had to be suspended in many continental centers owing to the war. The chairman of the committee is Philip Snowden, M. P.; the treasurer Robert Williams, secretary of the National Transport Workers' Federation; the secretary George Tchycherine, a Russian refugee, and the assistant secretary Mrs. Bridges Adams, who for many years has been associated with the Labor movement on its educational side. The work of the committee was steadily progressing, but the police have now raided the lodgings of Mr. Tchycherine and removed many of his papers, including a list of names of Russian refugees who, among their fellow exiles, collect money in aid of political prisoners in Russia.

On the same day the office of the Seamen's Union was raided, as well as the private house of the secretary, Mr. Dmitri Anitchkin. Copies of the journal of the union were seized, and many other documents relating to work over a period of years. The union's headquarters were established in London as a result of the German invasion of Belgium, before which they were situated at Antwerp.

Following on the raid, Mr. Anitchkin drew up a manifesto which was to have been distributed among the delegates who attended the Labor conference on conscription. Copies of the manifesto were sent to the house of Mrs. Bridges Adams, who had made arrangements for their distribution. Twenty minutes after their arrival, however, the police raided the house and carried off the copies of the manifesto, thus preventing its distribution at the Labor conference the following day. Mrs. Adams, on inquiring at the Home Office, was informed that the raid had been undertaken at the instance of the "competent military authority."

Hawaiians are said to be greatly pleased because the powers that be in Washington are falling in with their view in regard to the manner of appointing federal officials for the islands. In the past these officials have been chosen almost wholly on the mainland, while competent persons on the islands have been ignored. The disposition in the national capital at present is to select Hawaiians for all posts when compatible with public interest. This is a practice followed in relation to the States of the Union; there is apparently no good reason why it should not be followed in relation to so important a territory as Hawaii.

Self-government is the foundation of all our social institutions. Seek not to enforce upon your brother, by legislative enactment, the virtue that he can possess only by the dictates of his own conscience and the energy of his own will.—John Quincy Adams.



## PREVENTING FOG WITH OIL.

The following clipping from the Hydrographic Bulletin is interesting:

"At the suggestion of the officer in charge of the Branch Hydrographic Office, New Orleans, attention is called to the possible value of oil as a preventive of fog. It is reported that experiments have been made in France with variable success to prevent the fogs in river valleys, the best results being obtained by employing vegetable oils. This covered the surface with a thin film of oil which kept the air from coming in direct contact with the warmer water and thus hindered the condensation of the water vapor.

"It may well be that a ship which has to stop or anchor off a fog-bound coast can create a clear zone around her by distributing storm oil for a time.

"The Hydrographic Office would be glad to hear from those who make the experiment and from any who may already have had experience in this line. Careful note should be made of all the conditions, such as the character of the fog, temperature of air, temperature of sea water at surface, state of the sea, direction and force of the wind, method of employing oil, kind and amount of oil used, and how much headway, if any, the ship had; then report whether the oil appeared to spread well, how long it was applied, and what effect it had on the fog. (From Hydrographic Bulletin No. 1356, of August 25, 1915.)"

The first response to the above is from Capt. E. K. Roden, in charge of the nautical department of the International Correspondence Schools, Scranton, Pa., who writes as follows:

"A few years ago, while engaged as chief officer of the S. S. 'Tyra,' bound from Buenos Aires to Rosario de Santa Fé, Argentine Republic, we ran into a heavy fog when in the neighborhood of San Pedro, a small town situated half way between Rosario and the mouth of the River Parana. The fog became so dense as to compel us to drop our anchor and await clear weather. While at anchor a part of the crew was engaged in stowing away glass demijohns of olive oil carried on the main deck. Through careless handling two of the demijohns were broken and their contents spilled on deck, the oil running out slowly through the scuppers on the port side. The rate of the current of the river at this point is about three knots, and as the oil was carried aft with the current it spread, producing a glossy avenue a hundred or more feet wide down the river in the wake of our ship. At the same time the oil had a remarkable effect on the fog. A distinct clearing in the fog bank became noticeable at once along that part of the river covered with the oil, and this continued until the last drop of the spilled oil had passed through the scuppers. So pronounced was the clearing produced by the oil that 'grass islands' drifting down with the current could be seen at a distance of a mile, while bunches of grass outside the oil zone were hidden from view when only a few yards away from the ship.

"Six months later the writer again had an opportunity to note the effect of oil on a fog bank. This time we were at anchor a mile outside of Magdalena, a resort south-east of Buenos Aires, in the mouth of Rio de la Plata. The fog was very dense and a boat was sent toward Magdalena with a

dripping oil tank attached to its stern. A clearing was again noticed in the wake of the boat, but a strong wind blowing the fog across the course of the boat soon made the clearing less distinct.

"From this and subsequent experiments I have made on a small scale, it is my opinion that in calm weather good vegetable oil can be used with advantage in clearing a pathway or zone through a fog bank, provided the fog is caused by the evaporation of surface water. With a strong wind the effect is lost, except possibly in the direction in which the wind is blowing. The effect of wind, however, may be overcome, it seems, by distributing oil over a considerable portion of the sea.

"Inclosed waters like New York Bay might be cleared of fog by having several distributing stations for oil and by taking advantage of tides in spreading the oil and thus minimizing the effect of wind.

"The value of oil as a preventive of fog is worth a thorough investigation, and I suggest that such an investigation be undertaken under the auspices and direction of the Hydrographic Office. (Hydrographic Bulletin, September 15, 1915.)"

## NO IMMIGRANTS FOR FIVE YEARS.

I am in favor of the complete and absolute prohibition of immigration for the next five years. I do not believe that any class should be exempt.

This would not necessarily interfere with visitors under certain conditions, but every foreign visitor in this country should be under police inspection, should be registered with the police authorities and should be compelled during his stay to present his papers whenever called upon to do so. We have been treated in this way in visiting European countries and I do not see why we should not be equally careful with those who visit us.

I am not sure that the tide of immigration to this country will be greatly increased after the war. I think, however, that this is more than likely. At any rate, I am in favor of the absolute prohibition of immigration into this country for a period of at least five years. I am ready to go further than this. I believe that the man who has become an American citizen and has taken the oath of allegiance to this country, and who asserts that in case of war between this country and that from which he came he would fight for his fatherland, should be deported, or at least he should forfeit his citizenship and should be treated as an alien.—V. C. Vaughan in Social Service Review.

The great aqueduct that connects Los Angeles with its mountain reservoirs, 231 miles away, has stood the test of recent trying conditions in a way highly creditable to the builders, who were employes of the community, and not private contractors. So much is said about the jobbery that is supposed to go with community-built and community-managed enterprises in the United States, that it is a pleasure to comment on cases that prove the falsity of the generalization.

The good cause never dies, and it is never defeated. Its defeats are but the recoils of the battering ram from the wall that is fated to crash in; its deaths are like those of Italian story, where each man cloven in twain by the sword of the slayer springs up two men, mailed and armed to slay.—William Douglass O'Connor.

## NOTICE TO SEAMEN.

### IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,  
V. A. OLANDER, Secretary.

## LAKE DISTRICT, I. S. U. of A.

### HEADQUARTERS:

#### LAKE SEAMEN'S UNION,

570 West Lake Street, Chicago, Ill.

### BRANCHES AND AGENCIES:

BUFFALO, N. Y. .... 55 Main Street  
Telephone Seneca 936 R.  
CLEVELAND, O. .... 1401 W. Ninth Street  
Telephone Bell Main 1842.  
MILWAUKEE, WIS. .... 133 Clinton Street  
Telephone South 240.  
ASHTABULA O. .... 21 High Street  
Telephone 552.  
NORTH TONAWANDA, N. Y. .... 152 Main Street  
Telephone Bell 2762.  
DETROIT, MICH. .... 15 Twelfth Street  
Telephone 3724.  
SUPERIOR, WIS. .... 1721 N. Third Street  
Telephone, New, Broad 385.  
BAY CITY, MICH. .... 108 Fifth Avenue  
OGDENSBURG, N. Y. .... 70 Isabella Street  
CONNEAUT, O. .... 922 Day Street  
SOUTH CHICAGO, ILL. .... 9142 Mackinaw Avenue  
PORT HURON, MICH. .... 517 Water Street  
ERIE, PA. .... 107 E. Third Street

### MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

#### HEADQUARTERS:

71 Main Street, Buffalo, N. Y.

Telephone Seneca 48.

#### BRANCHES:

CLEVELAND, O. .... 1185 W. Eleventh Street  
CHICAGO, ILL. .... 445 LaSalle Avenue  
MILWAUKEE, WIS. .... 151 Reed Street  
DETROIT, MICH. .... 27 Jefferson Ave., East  
SUPERIOR, WIS. .... 1814 Fourth Street  
OGDENSBURG, N. Y. .... 70 Isabella Street  
BAY CITY, MICH. .... 108 Fifth Avenue

### MARINE COOKS AND STEWARDS' UNION.

#### HEADQUARTERS:

406 N. Clark St., Chicago, Ill.

Telephone Main 365.

#### BRANCHES:

|                 |                        |
|-----------------|------------------------|
| Buffalo, N. Y.  | Toledo, O.             |
| Cleveland, O.   | North Tonawanda, N. Y. |
| Milwaukee, Wis. | Superior, Wis.         |
| Ashtabula, O.   | Erie, Pa.              |

### UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

#### MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

#### RELIEF STATIONS:

|                      |                         |
|----------------------|-------------------------|
| Ashland, Wis.        | Ogdensburg, N. Y.       |
| Ashtabula Harbor, O. | Oswego, N. Y.           |
| Buffalo, N. Y.       | Port Huron, Mich.       |
| Duluth, Minn.        | Manitowoc, Wis.         |
| Escanaba, Mich.      | Marquette, Mich.        |
| Grand Haven, Mich.   | Milwaukee, Wis.         |
| Green Bay, Mich.     | Saginaw, Mich.          |
| Houghton, Mich.      | Sandusky, O.            |
| Ludington, Mich.     | Sault Ste. Marie, Mich. |
| Manistee, Mich.      | Sheboygan, Wis.         |
| Erie, Pa.            | Superior, Wis.          |
| Menominee, Mich.     | Toledo, O.              |



## WEEKLY NEWS LETTER.

(Continued from Page 3.)

alive to the principles involved and the far-reaching effect of the decision. "If the men had a couple of good lawyers," said one of these workers, "they would win. They were bluffed into accepting a compromise verdict without realizing the importance of fighting the case."

The employes' attorneys did not appreciate the effect of this case. One of them assured an A. F. of L. representative: "These men were not guilty of conspiracy, but it is expensive to maintain an action against the Government in the courts. This means years of litigation and much financial loss. That is why they decided not to contest."

It is agreed now that if a fight had been made the country would become acquainted with the treatment accorded postal workers by department officials. This publicity would undermine the system of bureaucracy that has been perfected by officials who have brought about a condition where postal employes resign in a body.

These postal workers are members of organizations non-affiliated to the American Federation of Labor. The latter organization is supporting the efforts of its affiliated National Federation of Post Office Clerks which is urging the adoption of the Keating bill. This proposed act would assure the postal worker the right of appeal from a tribunal beyond the control of the Postoffice Department and thereby make a repetition of the Fairmont incident impossible, as the cause for resigning would be removed.

## What Arkansas Farmers Ask.

At a meeting of farmers in Denning, Ark., one of the speakers told the farmers how to keep a ham for twenty years. In answer to this advice, a committee representing the Farmers' Union stated in a local newspaper that:

"We fail to see what the value or knowing how to keep a ham for twenty years is to the man who is to be forced by necessity to eat his hams, gravy, bone and all before they have much more than time to get cold. Unfortunately, few of us are financially able to indulge in such sentimentality. If the old gentleman will get up a scheme whereby the farmer will be financially able to live for even two years without eating his hams, the farmers of this country will erect a monument that will make the Statue of Liberty look like a five-cent doll.

"This last mentioned speaker, when asked direct questions, made some very important acknowledgments. He admitted that farm tenancy and landlordism was on the increase; that the principle of landlordism was wrong; that the farmer was at the mercy of big business, and that it was a cut-throat game."

## Is There Academic Freedom?

Are professors allowed to speak their minds freely, or are they merely "hired men," to be engaged and discharged without assigned cause at the pleasure of the university trustees? These and other questions affecting free speech in American institutions of higher learning are discussed by Dr. S. P. Capen, of the Federal Bureau of Education, in his review of the year

made to the Secretary of the Interior. Dr. Capen states that upon the settlement of this question depends the whole welfare of American education.

"That there is always some pressure exerted in academic communities, as elsewhere, to keep radical propagandists quiet and to discourage destructive criticism of the existing order none will deny," he says. "Its extent varies with the institution. As a rule, it is exerted subtly, often unconsciously, in large universities which are supposedly free."

It is stated that "instances are not unknown where the governing boards of State institutions have behaved as if the institutions under their control belonged to them, and neither the educational officers nor the public had the right to demand reasons for their acts."

## Income Tax Law Is Upheld.

The United States Supreme Court has unanimously upheld the constitutionality of the income tax provisions of the Underwood Tariff Act in a decision that interprets in the broadest manner the taxing power of the Federal Government.

The effect of the decision will be to increase sentiment for higher taxes on large incomes. Representative Hull, the author of the law, said:

"The decision has unfettered the income tax as a source of revenue. All doubt is removed and Congress is left much freer to act. I believe that Congress will take advantage of the opportunity to amend the law materially. Without any unusual or unjust charges it can be made to yield \$185,000,000 to \$295,000,000 a year, as against \$85,000,000 or \$95,000,000 at present."

According to last year's returns there were 357,515 incomes subject to the Federal income tax. Included in the list were 60 of \$1,000,000 and over. The minimum amount taxed, \$3000 to \$4000, was paid by 82,754 persons. It is predicted that a definite movement will now be started to levy on large private fortunes to pay for the army and navy increases.

## Living Wage Is Necessary.

Under the caption "Worthy of His Hire," the Kansas City Post says:

"If there was a question of finding money in the city treasury to pay the wages of political retainers useful in the spring election, it is probable it would be found. But the question of obtaining the amount to add to the wages of the city's day laborers is another matter. In spite of the resolution of the council giving a 25-cent increase to the one class of city employes who really work, the boards who have direct charge of these men say it can't be done until the end of the fiscal year in April.

"Winter time is the period when the raise is most needed. With this inclement weather, few of the day laborers are able to make enough to keep body and soul together. Practically 80 per cent. of them work outside and are deprived of a chance for employment in bad weather. Just how they manage to get food and warm clothing and fuel is a profound mystery. With comparatively steady work in the summer at from \$8 to \$10 a week on the average, there is no chance to lay by savings for the winter season.

"It is a barbarous condition that is facing

a great and prosperous city. It would be infinitely better for the three boards which hire laborers to delay some minor improvement than to longer tolerate the injustice put upon these men. The members of the board could find the money needed. It is to their shame that they do not bestir themselves into activity that would complete the manifest justice started by the council. No criticism could follow from any source over the abandonment of some small plan by each of the boards. A more important thing is observing the humanities. If the laborers were able to put in every work day in the year their wages would not equal the sum set by the government as the minimum needed for a decent living.

"The payment of an adequate wage to the thousand or more city employes of this class would stimulate trade of merchants selling food and clothing. It would allow the workers better housing and be of direct benefit to the community in every respect. It is essential that labor be an asset rather than a liability in making a city prosperous."

## Miners Won't Amalgamate.

By a unanimous vote the recent convention of the United Mine Workers of America decided not to amalgamate with the Western Federation of Miners.

This is in line with recommendations by a committee appointed by the United Mine Workers' Union to consider the question of amalgamation with the metal miners. The committee pointed out that the work of the two unions—from a practical standpoint—is entirely different, and that an amalgamation would weaken both in their respective attempts to organize the coal miners and the metal miners. In referring to the differences between the two industries, the report says:

"We point to the fact that while the metal miner, like the coal miner, is called upon to brave the dangers of a common calling underground, that the product of the metal miner in nowise enters into competition with that of the coal miner; in fact, his relationship to the coal mining industry is not so near, nor so important in time of industrial strife, as that of the men employed in the transportation industry, nor is his relation to us from a competitive standpoint so important as is that of the men employed in the production and marketing of oil and gas, and in the plants and water-power site used to generate electrical power. We cite the foregoing in order to make plain that coal mining and metal mining are industries separate and distinct so far as the competitive relationship of their product is concerned."

The convention supports this recommendation of its committee, which also declares: "A continuation of our present close relationship seems to be all that is desired, and we so recommend."

## OUR HERITAGE—THE SEA.

(Continued from Page 7.)

appeal to you as the women and men of Canada to bring our desires to the attention of the governments of Canada and of the British Empire, so that the sailor may again be free and the slavery of the sea be banished forever. If this is not done sea power will not vanish, but it will pass into the hands of other nations as it has done before in history for the same reasons; and with its passing will go most of the things which make for progress in a world which can ill afford to sacrifice any one of them."—British Columbia Federationist.



### SUPPORTING A BARON.

In making William Waldorf Astor a baron, King George has unconsciously and unintentionally helped the cause of economic education in the United States. For some reason Americans can more easily see the injustice of tribute levied upon them by an English baron living abroad than tribute levied by an American citizen living at home. Ground rent paid to Baron Astor in England is as great a drain—no more and no less—than the same rent when paid to Mr. William Waldorf Astor, American citizen of New York City.

Americans should have seen the injustice of paying their neighbor citizen Astor, rent for the privilege of living and working in the land of their birth. But it is such a common thing for Americans to pay tribute that way that many of them do not realize its injustice. It became somewhat easier for some of them to see it when Astor took up a residence abroad, although the principle of paying money to an American living abroad is no different than paying it to one at home. If he has performed a service equal in value to what he gets; then there is nothing wrong in paying it to him, no matter where he may live. If he has not performed a service, then he is no more entitled to it when living in New York than when living in England.

It became even easier for Americans to see that Astor was not morally entitled to tribute from New York City when he became an English subject. And now that he has been officially recognized as a member of the aristocracy, it will be still easier to show his former fellow citizens that land values created by the American people rightfully belong to them and not to an English baron. And when they see this they will begin to see that the injustice does not consist in paying to a foreign aristocrat, but in paying to anyone, aristocrat or commoner, foreigner or American, money that he has not earned.

If more of America's predatory citizens would acquire titles of the foreign nobility the work of economic emancipation would be greatly facilitated.

### MALMO AND SURROUNDINGS.

"The southwestern provinces of Sweden are to this day the richest of the land; the ports along their seaboard, the centers of commercial activity and seafaring enterprise, are rivaled alone by the capital which dominates the midlands; and their rich arable lands and teeming factories are the principal sources of Sweden's agricultural and industrial wealth. These shores are the first that meet the eye of the traveler who visits Sweden," writes O. G. von Heidenstam in "Swedish Life in Town and Country." "He must approach by sea, whether he comes by steamer to Gothenburg, crosses the Sound from Copenhagen to Malmo, or Elsinore to Helsingborg, or arrives from Berlin via Sassnitz and Trelleborg, the three great highways that lead to the country.

"Let us take either of the middle routes; they represent the shortest sea passage. Running parallel to the coast of Denmark, and to all appearances a continuation of the same on the other side of the Sound, the Swedish coast will appear ere the Danish has been lost sight of—a low-lying sandy shore, dotted here and there,

amid clusters of trees reaching down to the beach, with smoking chimneys and timber-built windmills. The latter, dark-hued, shutter-rigged, with high peaked roofs, resembling the helmet and visor of an ironclad warrior, stand waving their giant gaunt arms, as though signaling in some mysterious language to the ships at sea or to the mainland across it. The chimneys, commonplace and prosaic, represent modern Sweden, industrial and progressive. The windmills, picturesque and fantastic, represent ancient Sweden, poor, adventurous and heroic. While humbly tiling her own fields and grinding her own corn, she had her eyes fixed on the world without, where the sons of her soil were playing their part in the drama of history. Yet pride in the memories of a great past in no way diminishes their eagerness to keep well abreast of the present, to continue to play their part, not as of yore in warfare and battle, but in the fields of invention, discovery, industry.

"Along the coast, facing the blue waters of the Sound, lie flourishing towns, Malmo, Landskrona, Helsingborg; and beyond them, on the heights, stand a Royal summer residence, Sofiero, and the stately chateau of Kulla-Gunnarstorp, commanding the wide stretch of the entrance to it. On the Danish coast opposite, rises the grand old castle of Kronborg, where Shakespeare made a Danish prince teach the world wisdom, a glorious background to a magnificent picture."

### THE WORLD'S DEEPEST WELLS.

The deepest well in the world is in Upper Silesia, in the German Empire. It is a diamond-drill hole in a coal field and is 7350 feet deep. A well in the United States which may go deeper, according to the United States Geological Survey, is four miles northwest of McDonald, Pa., and about fifteen miles west of Pittsburgh. This well, which is being sunk to the Medina sandstone—a bed that elsewhere contains oil and gas—is now 7174 feet deep. Some gas and oil were struck in the upper part of the well. Between the depths of 6830 and 7100 feet rocks bearing rock salt and salt water were encountered. These are regarded as of Salina age, the same as those carrying rock salt in western New York. The temperature in this well at the depth of 6775 feet, as recently determined with great accuracy, is 145.8 degrees Fahrenheit.

At Derrick City, McKean County, Pa., near Bradford, there is a well 5820 feet deep, which is probably the second deepest well in the United States. Another deep well is on Slaughter Creek, Kanawha County, West Virginia; it is 5595 feet deep. It penetrated a sandstone at 5030 to 5050 feet, and from this depth to the bottom, a distance of 545 feet, the well is in limestone. Near West Elizabeth, Pa., there is another well 5575 feet beneath the surface, penetrating into a black shale. Another deep well is being drilled at Gaines, Pa. This has already reached a depth of 5500 feet. Deep well drillers in this country of course employ the most improved and effective rigs, but one of the most remarkable of wells, reaching a depth of 3600 feet, was drilled for petroleum in western China by means of such crude appliances as a cable made of twisted strands of rattan.

### Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

### International Seamen's Union of America

(Continued from Page 5.)

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##### Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

##### Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

### The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia  
29 ERSKINE STREET, SYDNEY, N. S. W.



## Labor News.

A committee appointed by the Michigan State Federation of Labor is considering changes in the State compensation law. Meetings have been held in Detroit and in Lansing and it has been decided to recommend that the waiting time be reduced before benefits are paid and increasing compensation rates. While the committee will favor asking the Legislature for these changes, it is believed that the referendum will have to be finally invoked.

The newly formed Machinists' Union of Westfield, Mass., has accepted the compromise offer of the Westfield Manufacturing Company and about 450 employes will receive a wage increase of 10 per cent., time and one-half for overtime, double time for Sundays and holidays, union recognition through shop committees. The men asked for eight hours, and it is stated that this question will be considered by the management at the close of the company's fiscal year, August 31.

The State Supreme Court of Idaho has declared the unemployment law unconstitutional. This law was passed by the last State Legislature and provided that county commissioners, when requested, should furnish employment to any one out of work. The commissioners of Boise were defendants in the suit. They pleaded that there were no funds available for the employment of laborers, that the county has no work, and that efficient work requires tools, machinery and supplies. Supporters of the law insisted that the commissioners should devise ways to carry out the plain intent of the law. The act was the first of its kind passed by any State.

"Isn't there something wrong with our democracy—first slavery and then the cruel labor of 2,000,000 children?" asked Dr. Felix Adler, in a recent address on "Dangers to Children in a Democratic Environment." "There are 895,000 children between 10 and 13 years of age in gainful occupations in the United States. There are more than 1,000,000 between 14 and 15. In all, there are a little less than 2,000,000," said the speaker, who urged the passage of the Keating-Owen bill, which has been reported favorably by the House Committee on Labor. This bill would debar from interstate commerce the products of children under 16 years of age in mines and quarries, and under 14 years in factories and workshops.

The recent convention of the United Mine Workers of America pledged its unanimous approval of impeachment proceedings against Federal Judge Dayton. In the last Congress Representative Neely, of West Virginia, started impeachment proceedings against Judge Dayton, which included: Showing marked favoritism to corporations having litigation in his court; urging litigants to employ his son, who is an attorney; violating the law regarding the selecting of jurors; lending his aid to coal operators of West Virginia by issuing improper injunctions which denied miners the right to organize; conspiring with certain corporations and individuals in the formation of a carbon trust, contrary to law; publicly announcing that he would not permit the Miners' Union to exist within the jurisdiction of his court, and with being so prejudiced as to unfit him temperamentally to hold a judicial office.

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## Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Andersen, Walter Karell, J.  
Andresen, Jorgen Krager, C.  
Abrahamsen, Halp- Karlson, Ingoald  
tan Kylander, Herman  
Aagaard, A. Larsen, L. A.  
Andersen, Alfred La Follette, James  
Anderson, Hjalmar Le Mins, Aug  
Andersen, A. C. Larsen, T.  
-1108 Lersten, J. O.  
Andersen, Albert Louwain, Eric  
Berg, Johamus Lundgren, Carl  
Barrell, Geo. McIntyre, James  
Bohm, Franz Mikkelsen, K. -1620  
Bongquist, Gus Mjones, John  
Bekker, Geo. Mathisen, Sigurd  
Brewer, Geo. Moore, C. R.  
Brokow, Albert Mikkelsen, A. W.  
Camozi, M. McLeod, N.  
Chamberlain Mathisen, Nels  
Connouton, T. H. Martinsen, C.  
Carlson, John -861 McNeill, R.  
Daklin, Gus McManigal, T. E.  
Dazell, James Mortensen, J. R.  
Engstrom, Ch. Moleny, K.  
Erikson, Chr. Moen, R.  
Edsen, F. Moore, J. M.  
Eugh, I. Nelson, Henry  
Erikson, E. Nasse, A. K.  
Brigsen, N. P. Nielsen, Alfons  
Fox, John Nilsen, Alf  
Fredricksen, B. I. Nurminen, J. E.  
Fredriksen, T. D. Norlin, Georg  
-529 Olsen, Harald  
Furber, C. W. Olsen, Herman  
Gustafson, Jh. K. Olson, J. E.  
Gustafson, Karl Olson, Albert  
Gustafson, Martin Olson, Henrik  
Haas, W. Olson, E. -2376  
Hansen, Alex M. Olson, A. M. -944  
Hill, C. Olson, Johan  
Henriksen, Harry Peterson, J. P. -920  
Hernan, Axel Paulson, C.  
Hernes, K. Petterson, Harry  
Haltnes, M. Peterson, W. -1447  
Hall Petterson, O. P. -819  
Hansen, Fred Rosenbald, Albin  
Hansen, N. S. Silbert, Henry  
Hansen, Ingvoid Stalsvik, J.  
Hahn, H. P. Schwestous, W.  
Hollin, P. Simminghjlm, G.  
Hagger, F. W. Samuelson, Hugo  
Holmberg, Karl Seppola, Emil  
Hunter, Ernest Smith, Geo. J.  
Johnson, P. M. Smith, John  
Jacobsen, A. Skidsmo, A.  
Jensen, H. -2014 St. Clair, Thos.  
Jensen, Hans Trichert, Karl  
Jensen, Simon Thune, H.  
Jensen, L. Thomsen, Elmar  
Johanson, Ernest Thosttrup, Ludvig  
Johnson, Andrew Verner, K. J.  
Johanson, J. S. Urson, J.  
Junge, Hanwick Wennecke, A.

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## INFORMATION WANTED.

Hugo Carlson Ljung, age 29, a native of Gothenborg, Sweden, was last heard from in a Cable Boat on the Atlantic Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Carlson Ljung, Jungmansgatan 5, Gothenborg, Sweden. 1-12-16

Fred Marjama, a native of Russia, age 36, has not been heard from since 1908, at Buffalo, N. Y. Anyone knowing his whereabouts please notify his brother, J. Marjama, 51 South St., New York, N. Y. 9-1-15

Hans Nilson, a native of Tonsberg, Norway, was last heard from at Mobile, Ala., is inquired for by his mother. Anyone knowing his whereabouts kindly notify Louis Donald, Norwegian Vice Consul, 77 St. Francis St., Mobile, Ala. 12-22-15  
Anyone knowing the whereabouts of Peter Ljung, age 40, a member of Alaska Fishermen's Union, will please communicate with Mrs. Peter Ljung, 2342 East 16th Street, Oakland, Cal. 1-5-16

## Tacoma Letter List.

Burke, Andrew Olsen, Martin E.  
Farrell, William Olsen, Ole -288  
Hunter, Gilbert H. Paterson, John  
Johannsen, Chris- Person, Fritz Leon-  
tian  
Johnson, Hans Persson, Herman  
Kathy, Albert Peterson, Charles  
Linea, W. -1287  
Line, Victor Rimmer, C. M.  
Murphy, Daniel Schultz, M.  
Nielsen, Alf. W. Schaeht, H.  
-1054

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## Eureka, Cal., Letter List

Contreras, Julio Kustel, Victor J.  
Kyrkslatt, Lars Kinowsky, A.  
Lawrence, Harry Ingebretsen, Alf.  
Melander, G. L.

## INFORMATION WANTED.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

Olof Pedersen, a native of Norway, age about 60, supposed to be sailing on the Pacific Coast, is inquired for. Anyone knowing his whereabouts please notify J. T. Miles, 761 Greenwich St., New York, N. Y. 2-16-16



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## Portland, Or., Letter List.

|                     |                     |
|---------------------|---------------------|
| Andreasen, N. S.    | Larsen, H.          |
| Anderson, N. P.     | Lindberg, A. C.     |
| Anderson, John      | Mattson, Hilding    |
| Andersen, Otto      | Miller, Winford     |
| Anderson, Nils      | Martin, J. C.       |
| Anderson, Rasmus    | Moen, T.            |
| Anderson, Hans      | Munchmeier, H.      |
| Adolfson, John      | Morgan, Tim         |
| Anderson, John E.   | Muller, P.          |
| Bleile, Ernest      | Metts, John         |
| Backman, P. J.      | Moller, L. D.       |
| Benson, S.          | McConnell, David S. |
| Bartells, Otto      | Meckermann, Ernst   |
| Bernahrdson, Chas.  | Nielsen, M. P.      |
| Bugge, Mr.          | Ohlsson, J. W.      |
| Christensen, H. P.  | Osterberg, Henry    |
| Carey, A. L.        | Oglive, Wm. A.      |
| Dahlstrom, Gust     | Paulson, Herman     |
| Drosbeck, Karl      | Patterson, Mauritz  |
| Dybdal, Olaf        | Palm, P. A.         |
| Erickson, Eric      | Roos, Oscar         |
| Edstrom, John       | Rabel, John         |
| Farrel, W.          | Reskran, George     |
| Gundersen, F. M.    | Schaab, Anton       |
| Gundersen, Fredrik  | Samuelson, S.       |
| Hoten, J.           | Storvick, Ingvald   |
| Henriks, Waldemar   | Slocum, Ernest      |
| Jacobsen, Gust E.   | Shallies, K. G.     |
| Johnson, Karl E.    | Schneider, Fritz    |
| Jespersen, Martin   | Sorensen, Jorgen    |
| Johnson, E. D.      | Shea, Oscar         |
| Jorgensen, Robert   | Schacht, H.         |
| Johnsen, A.         | Schultz, John N.    |
| Jensen, Christ      | Salmelin, H.        |
| Jensen, Wm.         | Tully, Alex         |
| Johnson, Nils       | Tuhkanen, J. J.     |
| Jonsson, Karl       | Vellenger, Louis    |
| Karlson, Ingvald    | Vinx, H.            |
| Kronstrand, H. T.   | Wheatcroft, L. E.   |
| King, J. L.         | White, Harry        |
| Kelly, Patric       | Westengren, C. W.   |
| Kjer, Magnus        | Zunk, Bruno         |
| Knudsen, Richard E. |                     |

## Aberdeen, Wash., Letter List.

|                       |                     |
|-----------------------|---------------------|
| Andersen, -1118       | Norling, Reinhold   |
| Andersen, Andrew      | Paaso, Andrew       |
| Burmeister, T.        | Pettersen, Karl     |
| Bjorklund, G.         | Petersen, J.        |
| Bleibe, Ernest        | Peterson, Nels      |
| Carlson, Sven         | Peterson, Hans      |
| Christiansen, Didrich | Risenius, Sven      |
| Clifford, Pat         | Rudt, Walter        |
| Crantz, F.            | Schmidt, Heinrich   |
| Davis, Frank          | Simensen, Isak      |
| Gronros, Oswald       | Scheftner, Bernhard |
| Gueno, Pierre         | Sandqvist, Gunnar   |
| Geschwendt, W.        | Skottol, A.         |
| Holmroos, W.          | Steinhauer, Alvin   |
| Hansen, Ove Max       | Stenwall, Sigurd    |
| Hylland, Gustaf       | Thorn, A. L. -70    |
| Johnson, Alex         | Toves, H. C.        |
| Karlson, Victor       | Toren, Gustaf A.    |
| Ludtke, Emil          | Udby, Harold        |
| Lindholm, John        | Walder, Olsen N.    |
| Lindgren, Ernst       | Wendt, Walter       |
| Machado, Henry        | Westerlund, Albert  |
| Magnusson, Walde-     | Williams, T. C.     |
| mar                   |                     |
| Munsen, Fred          | Glazer, Y.          |
| Nilsen, Harry         | Gorgensen, Olaf     |
| Nordgren, Chas.       | Hansen, John        |
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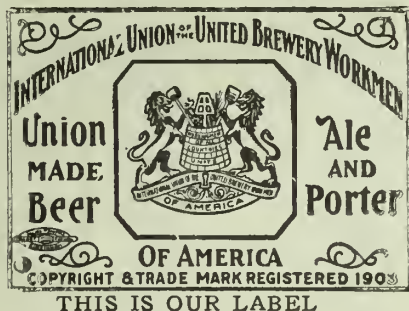
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## INFORMATION WANTED.

Oscar Olsen, age 37, a native of Hallerna, near Gothenborg, Sweden, who was sailing on the Great Lakes about three years ago, is inquired for by John V. Olsen, Sun Company, Marcus Hook, Pa. 5-26-15

Knut Jensen, No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Tangemunde, A/Elbe Ostenerweg, No. 7, Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis. 4-14-15

Adolph Godfred Eriksen, born in Moss, Norway, is inquired for by his brother, Herman Eriksen. Any one knowing his whereabouts please notify W. Nielsen, 206 Moravian St., Philadelphia, Pa. 5-26-15

## Home News.

Secretary of War Lindley M. Garrison and Assistant Secretary Henry Breckinridge tendered their resignations which were promptly accepted by the President.

Two hundred and twenty midshipmen, about one-quarter of the whole number at the United States Naval Academy, will be asked to resign owing to their failure to pass in certain subjects at the semi-annual examinations which have just been concluded. The number in each class is about as follows: First, or graduating class, 20; second, 50; third, 60; fourth, 80.

In his efforts to find revenues, Senator Simmons has intimated this week that it might be necessary to increase the tax on incomes and to tax inheritances, sugar and munitions of war. Many of the States are now taxing inheritances and some are seriously contemplating the taxing of incomes. The tendency toward direct taxation in Washington, it is thought by students of economics, is likely to lead to double and triple taxation and to other complications in Federal, State and municipal revenues.

It seems to be the understanding at Washington that Representative Kitchin, leader of the House majority, will not take charge of the Administration tariff bill in that body, but that it will be handled by Representative Rainey instead. This is indicative of the division existing in the Democratic side. It is not unlikely that division will also manifest itself, notwithstanding the President's efforts in the West, on the preparedness issue and in relation to the shipping bill. The tariff board measure follows lines that have long been familiar to the newspaper reading public.

Trade unionists in New York will urge the re-enactment of the national public works law of 1909 which was amended by the last Legislature to permit contractors to employ aliens when citizens are not available. This latter amendment was passed while the United States Supreme Court was considering the 1909 act, which was later declared constitutional on the ground that the State, as guardian of the people's money, has the right to prescribe conditions under which it may be expended. In view of this decision, the State Federation of Labor will ask the Legislature to re-enact the old law.

Indications point to a prolonged controversy of the three-cornered variety over eventual possession of the British passenger liner "Appam," brought into Hampton Roads by a German prize crew. Everything hinges upon the status of the vessel under international law. It is for the United States Government to determine whether the vessel as she was brought into waters over which it has jurisdiction was in fact a prize or whether, in the process of bringing her in, she had been transformed into a German auxiliary cruiser. If she is a prize she may stay in Hampton Roads until the close of the war; if a cruiser she must clear within the time stipulated by treaty or, with her German crew, be interned, or she may be returned to the British owners. The matter is complicated by the existence of a treaty between Prussia and the United States entered into more than a century ago and never abrogated. The indications are she will be declared a fair prize.

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## INFORMATION WANTED.

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

Theodore Krakan, last heard of in September 1911, at New Orleans, La., is inquired for by his mother. Any one knowing his whereabouts please notify Mrs. Ad. Krakan, Langenehm 38 I, Hamburg 22, Germany.—8-25-15.

Karl Johan Arvid Gardell, a native of Wisby, Sweden, age about 60, who has not been heard from by his relatives, is inquired for by his son and brother. Anyone knowing the whereabouts of the above named will please communicate with Chris Gardell, 116 Drumm street, San Francisco, Cal. 12-15-15

Noblesse Oblige.—In the privacy of his home the village butcher was telling his wife of the arrival of a new summer resident.

"She came in to-day," he said, with enthusiasm, "and I can tell you she's a real lady, brought up select and exclusive. She don't know one cut o' meat from another, nor veal from mutton."—Christian Register.

Proverbial.—Success has turned many a man's head—in fact it's a long head that has no turning.—Boston Transcript.



## Domestic and Naval.

Andrew Mills & Sons, New York, have acquired the schooner "Childe Harold," 674 tons reg., built at Bath, Me., in 1886.

The demand for vessels to tow barges from coal ports to Boston has led to the chartering of a number of fishing steamers.

The President of the United States has conferred upon Captain George Robert Metcalfe, commander of the White Star liner "Megantic," a handsome gold watch and chain in recognition of his brave services in rescuing some of the crew and passengers of the steamer "Denver," which was abandoned in the North Atlantic March 23, 1915.

An order has been placed by the Panama Canal authorities for early delivery of four additional dump barges, each of 600 cubic yards capacity, to be used in the dredging operations in Gaillard Cut, Panama Canal. The need of more barges has become imperative since the new 15-yard dipper dredge "Cascadas" has been added to the dredging fleet.

A. Cohn, president of the Northwestern Grain Co., of Portland, Ore., has arranged to ship 10,000 tons of Northwestern wheat to Europe via New Orleans. This is the first time that grain from that region has ever reached New Orleans for export, the movement being due to the closing of the Panama Canal and the scarcity of tonnage on the Pacific Coast.

The lake-built steamer "Crescent," which was brought to the Atlantic Coast some time ago and has since been laid up at New York, has been purchased by Captain Arthur L. Crowley and New York parties, and will be placed in the coal carrying and towing business on the coast; the steamer has just received new boilers and has been thoroughly overhauled at New York.

One of the Kaiser's preparations for trouble and the ending of the Monroe Doctrine, was started when the Hamburg line took over the Atlas line. The management immediately commenced to make West India pilots and while the company operated the line it employed a system of placing different captains on the steamers on that route, schooling them in navigation of the West Indies.

Dock improvements to cost at least \$75,000 have been commenced by the Hillyer & Spearing Company, Jacksonville, Fla., for the Merchants' & Miners' Transportation Company at Jacksonville. The work consists of the building of a solid foundation for the terminals by filling approximately 40,000 cubic yards of sand beneath the docks and warehouses, driving new creosoted pilings, reinforced by wrought iron rods and the extension of the south end platform.

New Orleans, La., is erecting a fireproof grain elevator on the river front a short distance from the cotton warehouse. Construction to be of reinforced concrete, with the exception of the galleries which will be structural steel. The working house will be structural steel and will contain 47 bins with a capacity of 175,000 bushels. On the south side of the working house will be four receiving legs and on the north four shipping legs, each of the legs having a capacity of from 20,000 to 25,000 bushels per hour. The total capacity of the storage annex will be 847,000 bushels, which, together with the 175,000 bushels of the working house, gives a total storage capacity of 1,022,000 bushels.

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Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abrahamson, Half-  
 Adams, Hugo  
 Ahlfors, Arthur  
 Ahlstrom, Ellis  
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 Alexanderson, Char-  
 ley  
 Alexanderson, Paul  
 Andersen, A. -1973  
 Andersen, A. M.  
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 Andersen, H. V.  
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 Bassen, George  
 Beckstrom, F.  
 Behrens, W.  
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 Beltoma, Werner  
 Benson, G. -1919  
 Bergquist, Wm.  
 Bergstrom, Axel  
 Berg, Arvid  
 Bergstrom, Frank  
 Bernhard, J. S.  
 Bernsten, Julius  
 Berry, David J.  
 Berthelsen, Charles  
 Berthelsen, O. P. C.

Caen, P.  
 Calnen, Geo. T.  
 Carlsen, Jack  
 Carlson, C. O.  
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 Carlsson, Adolf M.  
 Carlsson, John  
 Carrera, Pedro  
 Catt, Frederick  
 Christensen, Alfred  
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Danielsen, Dave  
 Dahlkvist, Fred  
 Davls, Frank A.  
 Day, William  
 De Barr, Hans

Eckhoff, Otto  
 Edmann, O.  
 Eggers, J. O. V.  
 Einardt, John  
 Ekberg, Hugo  
 Eklof, John  
 Ellefsen, Otto

Falcon, M.  
 Falk, Axel  
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Gabrielsen, Peter  
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 Gerber, Fritz  
 Gibbons, Joe  
 Gibbs, James  
 Gilbertson, Andre  
 Gillgren, Tom  
 Gilliere, I.  
 Gindflood, C.  
 Gjasdal, Elling  
 Gonda, Con  
 Gotz, Rudolph  
 Granberg, Fred  
 Grant, Dave

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 Hacklin, Chas.  
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 Halvorsen, H. -2229  
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 Hanson, Charlie

Bertelsen, Kristian  
 Beyerle, Rupert  
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 Bjorkstrom, Arten  
 Bjorseth, K. B.  
 Block, Wm.  
 Blucker, John  
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 Breivik, Nils J.  
 Brekke, Hans  
 Brenner, Alfred  
 Breivick, Johan  
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 Bruce, A.  
 Bruns, H.  
 Brynhildsen, H. B.  
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De Bruin, B.  
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 Erikson, Sigurd  
 Evans, Stanley C.

Fredriksen, B. D.  
 Frig, W.  
 Fritsch, L.  
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Grantstrom, Nestor  
 Gravet, E. L.  
 Grinthol, Artur  
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 Gustavsen, O.  
 Gustafson, Charles  
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 Gulbransen, Bjorn  
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Hanssen, H. -1786  
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 Heinen, Ch.  
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 Hengst, Otto  
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 Heyen, H.  
 Hole, Sigvald  
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 Hoose, Frank  
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#### Ingebreetsen, Olaf

Jade, Hans  
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 Jameson, H. W.  
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Laine, Alex V.  
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 Larsen, C. A. -1904  
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 Laula, Victor  
 Lauritsen, Carl A.  
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 Lindkrants, Fred  
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Maas, Rudolph  
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Niemela, John  
 Nikander, Einar  
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 Nilsen, Charles  
 Nilsen, Fred -520  
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 Nilson, Emil  
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#### Quarnstrom, Aleck

Raasei, Matti  
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 Gunvaldsen, Ingvald  
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 Hetman, Walter  
 Hofgaard, Hans  
 Jansson, A. L.  
 Jespersen, Martin  
 Johnson, Carl  
 Knut, Alex  
 Krishjan, K.  
 Loren, A. L.

Mathisen, H. -1759  
 Muller, H.  
 Olsen, Carl -1101  
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 Olsen, James  
 Olsen, O. J. -1020  
 Pedersen, O. -1595  
 Penningrud, Ludwik  
 Petersen, Aaga  
 Petersen, Henning  
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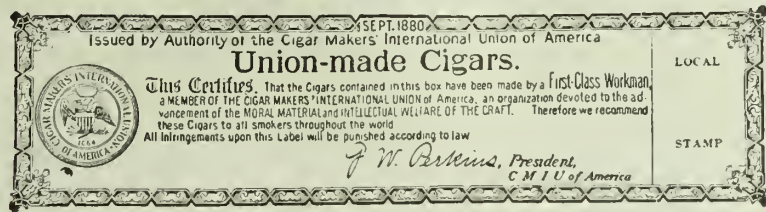
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### INFORMATION WANTED.

Anyone knowing the whereabouts of Thomas Rowe (now aged about 74), who was at one time a seaman and longshoreman on the Pacific Coast and also served in the Pacific Coast Navy Yards, will greatly oblige inquiring relatives by supplying such information. Address, Editor, Coast Seamen's Journal. 5-1-16

Any information regarding Wilhelm Kuhme, age 27, a native of Germany, who was supposed to have been drowned in the wreck of the steam schooner "Francis H. Leggett," September 18, 1914, will be thankfully received by the German Consul, San Francisco, Cal. 1-19-16

Iwar Westerberg, age about 50, sailing second mate on some steam schooner on the Pacific Coast, is inquired for by Gus Englund. Any information regarding the above named will be gladly received at 214 Jackson street, San Francisco, Cal. 1-27-15

Wilhelm Ekelund, a native of Sweden, is inquired for by his brother, Axel Ekelund, New Harbor Hotel, Drumm street, San Francisco, Cal. Anyone knowing his whereabouts please notify the above address. 3-10-15

John Edstrom, alias Brynjulf Edstrom, born in Norway in 1879, was last heard from at Mobile, Ala., where his address was Norwegian Chapell, is inquired for. Anyone knowing his whereabouts please notify his mother. Address, 22 Pilestradet, Kristiania, Norway.—12-22-15

George Alexander Sharman, a native of Brooklyn, N. Y. About 28 years of age, height 5 feet 9 inches, supposed to have sailed on the Great Lakes in 1907, is inquired for by M. L. Kinvan, 1211 Mosher street, Baltimore, Md. 7-14-15

Patrick McFee, who was cook on board the schooner "Robert Henry" on a voyage to Mexico last year, is inquired for by the U. S. Shipping Commissioner, at San Francisco, Cal. 9-15-15

## News from Abroad.

The steamer "Australian Transport," which stranded on Samasana Island, off Formosa, while bound from New York and Cape Town to Vladivostok, is of 4,773 tons, built in 1911, and owned by Messrs. Houlder Bros. and Co., Ltd., London, her insured value being £54,000.

All river tugs and the greater number of lighters in Roumania have been requisitioned by the Roumanian Government. Vessels requisitioned are, however, allowed to ply between Roumanian ports with a military guard on board to control their movements. The measure does not apply to sea-going vessels.

Germany and Austria, through their embassies, have notified the United States of their intention to treat armed merchantmen as warships after March 1. That was fixed to give the entente allies time to signify their intention toward the recent note of the United States proposing the disarmament of all merchantmen.

An official statement says the British losses up to January 9 were: Officers 24,122, other ranks 525,345, including killed 7,801 officers and 120,337 other ranks; wounded 14,176 officers and 339,107 other ranks, and missing 2,145 officers and 65,901 other ranks. The distribution of the casualties was: 400,510 in France, 117,549 in the Dardanelles, and 31,408 in other theaters.

Germany and Austria have formally notified the United States that, beginning March 1, commanders of their submarines will consider armed merchant ships of the entente allies to be warships and will treat them accordingly. Under such instructions, commanders would be at liberty to sink without warning, any armed vessel, whether passenger or freight carrying.

Canada's Parliament building was destroyed by fire, the cause of which has not yet been determined, but which is said to have been immediately preceded by one or more explosions, leading to the suspicion that it was of incendiary origin. The Dominion authorities are conducting a searching investigation into the circumstances surrounding the fire, especially in the light of reports that it may have been due to the explosion of a gas bomb. Several persons perished, of whom two were women guests in the speakers' gallery.

A situation of great gravity is said to have arisen in Barcelona and the surrounding district and unless there is a sudden change in the prospects the effects of it throughout Spain may be of the most wide-reaching character, for it is a simple but effective expression in a practical form of the severity of national circumstances as caused by the war. Workers of nearly every description are striking, or threatening to strike, there is the utmost danger of the strike becoming general, and, with former experiences in view, and the extreme difficulty of existing circumstances in consequence of the war, it is impossible to say what might happen then. Processions are marching through the streets, meetings are being held in open places and in the public halls, in which menacing speeches are being uttered, the same are being organized in the towns within the Barcelona region, such as Villanueva y Geltru, Sabadell, Tar-rasa and others, to all of which the strikes have already extended.

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### INFORMATION WANTED.

Ingvald Andreas Hansen, alias Andrew Hansen, a native of Norway, age about 36; tall, dark; last heard of July, 1905. His address then was, Andrew Hansen, Karluk, Kodiak Island, Alaska. He is inquired for by his mother. Anyone knowing his whereabouts please notify Staff Captain Robert Smith, district officer, native work, Alaska, Box 925, Wrangell. 4-3-15



### With the Wits.

Half and Half.—"Timothy came last, looking half scared, half sheepish, and half amused."—Young's Magazine. Timothy must have been a big chap, at least.—New York Tribune.

Of Some Use.—"Gentlemen," remarked the professor, "the general function of the heads of several learned members of this class is to keep their neckties from slipping off."—Harvard Lampoon.

Handy.—"Willie," said the teacher of the juvenile class, "what is the term 'etc.' used for?"

"It is used to make people believe that we know a lot more than we really do," replied the bright youngster.—Chicago News.

Do You?—"Beware of the girl who giggles," says a social-settlement worker.

Social-settlement workers, who have exceptional opportunities for meeting many kinds of people, may actually know of girls who don't giggle.—New York Evening Sun.

Infringing.—One morning little Mary hung about the kitchen continually bothering the busy cook to death. The cook lost patience finally.

"Clear out o' here, ye sassy little brat!" she shouted, thumping the table with a rolling-pin.

The little girl gave the cook a haughty look.

"I never allow any one but my mother to speak to me like that," she said.—Pittsburg Chronicle-Telegraph.

Cause and Effect.—Mr. W. K. Haselden, the well-known cartoonist, tells the following story:

"A man coming out of prison after ten years' penal servitude asked what was going on in the world.

"Well, there's most of Europe fighting, and the pubs are closed at ten in London," he was told.

"Go on!" exclaimed the ex-convict. "Well, I never! Fancy the pubs closing early having such an effect!" —Tit-Bits.

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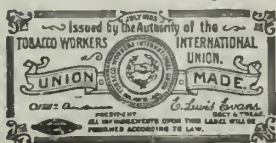
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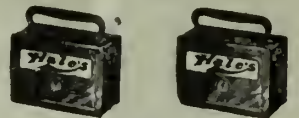


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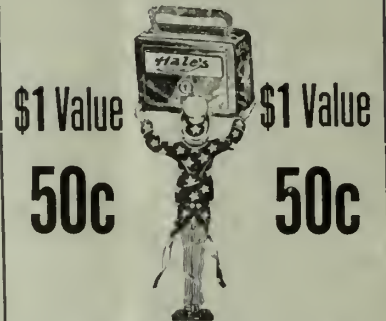
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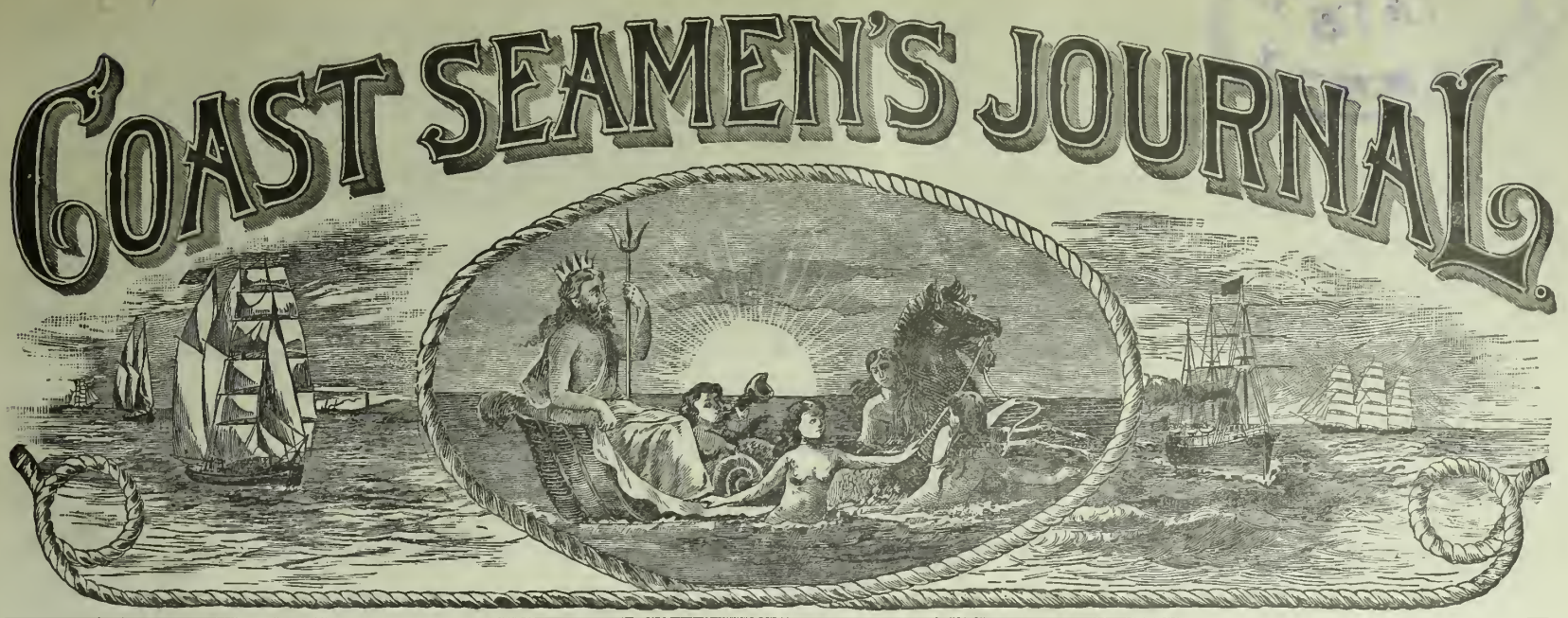
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VOL. XXIX, No. 24.

SAN FRANCISCO, WEDNESDAY, FEBRUARY 23, 1916.

Whole No. 2370.

## OUR MERCHANT MARINE.

Address by Andrew Furuseth Before the Economic Club of Boston, Feb. 23, '16.

Mr. Chairman: It is a matter of common knowledge and general agreement that the over-sea merchant marine of the United States was steadily decaying from about the time of the Civil War to the beginning of the present European war. The reasons are economic but they are created by law. The causes for this decay have been variously stated, to be:

First—Our antiquated navigation laws.

Second—Excessive building cost of American vessels as compared with foreign vessels.

Third—Excessive cost of operation of American vessels as compared with foreign vessels.

As shortly as I can I shall try to deal with these statements and the remedies suggested.

### Our Antiquated Navigation Laws.

When those who use this phrase—a phrase so widely disseminated and so generally used that it is assumed to need no explanation—are asked for specifications, they say: "We furnish better accommodations for our seamen than do other nations"; but when our laws dealing with seamen's accommodations are placed side by side with those of England, France, Germany, and Norway, we find that our laws are not as liberal to the seamen as the laws of those countries. Then they say: "We furnish a better scale of food," but when we compare the English scale of food, as it existed up to 1906, we find it identical with the scale of food on American vessels, up to February 21, 1899, and that the present scale of food of the two nations is about the same. We further find that the scale of food in vessels of Norway, Denmark, Germany and France, differs very slightly from our own, and that there cannot be very much distinction in "the cost of food per person" in either of them.

Then it is claimed that American vessels carry more men. Comparing the same class of vessels, belonging to any of these nations, with similar vessels under the American flag and employed in the same trade, it will be found that there is no real difference in the number of men employed and that the American vessels sometimes carry one or two men more, sometimes two or three less.

Finally, it is suggested that it is a question of wages, and this is true, insofar as it applies to vessels sailing from ports of the United States. The only difference in wages between foreign and American vessels trading between ports of other countries is in the wages of the officers, and this is not by any means an important amount. I shall deal with the question of wages later.

### The Cost of Construction.

Summing up the testimony of the shipowners as it has been given to committees of Congress and to the Merchant Marine Commission, we find that some of the witnesses testified that the cost of an American vessel is about 33% higher; others claimed that it is 50% higher. One of these contentions is as correct as the other. If an American-built vessel costs \$900,000, the claim is that it can be built on the Clyde for \$600,000. This would make the differential about 33%; but if the vessel was built on the Clyde at \$600,000 and the same vessel would cost \$900,000 if built in an American yard, it

would be correct to say that the difference is 50%.

Of course, the more expensive vessel carries a financial burden throughout her normal life, that is in proportion to her higher original cost. Given 6 per cent. interest on money invested, 6 per cent. insurance, and 5 per cent. depreciation, if the vessel costs \$300,000 more, she will have in the same time to earn \$35,000 to \$36,000 more, than the vessel that costs \$300,000 less, before she can begin to pay dividends.

The origin of this difference is in the monopoly of the American shipbuilder. The cure is free ships. Let the shipowner buy his vessel, where he can buy it cheapest, and sail it where he can make the most money. The Emergency Shipping Act furnished a remedy, though it is not a complete one. In order to make it complete, those vessels so registered must be admitted to the coastwise trade. When this is done the cost of construction will be equalized, and the privilege of participating in the coastal and the intercoastal trade will be such as to induce foreign vessels to come under the American flag.

The vessels built in foreign yards are now compelled to be on an equality with vessels under a foreign flag, except that they have the protection of a powerful neutral during the war. If in trade between Atlantic ports and the Orient they cannot carry part cargo from the Atlantic to the Pacific Coast, or vice versa; if they bring a cargo from Europe to New York, and have charter to bring cotton from a Southern port back to Europe, they must go empty from New York to the loading port. This is an inexcusable economic waste, detrimental to the shipowner and the shipper alike.

### The Cost of Operation.

Let us assume that two vessels, one under Belgian, the other under American flag, are trading between Antwerp and Boston. These vessels will buy their supplies in either of the two places, where they can be bought cheapest. The same situation exists between San Francisco and Sydney, or between Puget Sound and Japan, so that, the only difference is in the wage cost, and we have only to deal with the question of wages.

The wages of the seaman have been and are now the going wages of the ports of shipment. The wages of the port of shipment are very largely determined by the wage level of the country tributary to the port in question, modified, if at all, by the wages of the port to which the vessel is bound.

The United States is a high wage country and the wages paid here are higher than in other countries, except in New Zealand and Australia. Vessels, regardless of their flag, if in the same or similar trade, and shipping their men in any port in the world, pay substantially the same wages for the same kind of work; so that the Boston wage rate is paid by the Norwegian, the English or the French, if they hire their men in Boston; the Liverpool wage rate is paid by the Norwegian, French or American, if they hire their men in Liverpool.

This has been so clearly understood that in 1884, the Congress of the United States made it

the basis of an Act "To remove certain burdens on the American Merchant Marine and encourage the American foreign-carrying trade, and for other purposes."

One of the main features of this act was to permit the American shipowner to discharge the crew hired in an American port, to hire another crew in the same port with his competitor, to come to the United States and go back to a foreign port without re-shipping in the United States, and thus get away from the American wage rate. This was an effort to equalize the cost by leveling the American wage down to the rate paid by the competitor. The act was approved on June 26, 1884, and was enacted upon petition from the American shipowners. It is still the law.

### Equalizing the Wage Cost.

This law resulted in equalizing the wage cost of American and foreign vessels trading between foreign ports. It, however, failed of its purpose in American ports. First, because it contemplated and provided for the imprisonment of seamen coming on an American ship from a foreign country to the home port of the vessel—an innovation contrary to the time-honored conceptions of maritime law. Second, because this innovation found no sympathy either from the judges, the lawyers, or the public. Thirdly, it had the entire trend of American life against it.

Its chief result was to increase the drift from the sea on the part of Americans.

The imprisonment of seamen for leaving American vessels in American ports was abolished by the Act of December 21, 1898. From that time the seamen had a right to quit; they could not be held against their will, unless they were Chinese, who were prevented by the Exclusion Act from coming on shore, and this gave to the vessels of the Pacific Mail and to the Dollar vessels, engaged in the Oriental trade, an advantage above all other vessels, even over the Japanese vessels, in the wage cost of operation. These vessels shipped their men in Hongkong at about fifteen dollars Mexican per month; the Japanese shipped their men in Japan, paying twenty-five yen per month.

The differential in wages against the American vessel continued, and it ranged from 20% in British ports to 30% or 40% in some Baltic and Mediterranean ports, and then rose to more than 200% in ports of India or China. These facts are testified to by the shipowners and their spokesmen.

### The Difference in Wages.

Taken together with the difference in the cost of construction, the difference in wages was fatal. The American ship could not compete. To overcome these handicaps the American shipowner was exempted from taxation of floating property, from payment of fees levied in the enforcement of the navigation laws and was further permitted to disregard any safety line in loading; he can now load his vessels to any depth he thinks proper; he can carry as much of a deckload as he may think safe; there are no laws restraining him. He has shed practically all liability to traveler and shipper, through limitation of shipowners' liability, which



has been reduced to the "freight money pending" and the income from sale of the wreck. While this is conditioned on having an efficient crew, he escapes by organizing a separate corporation for each vessel, so that, when the vessel is lost the corporation has no assets.

He is permitted and encouraged to obtain and employ the cheapest men that can be found. With exception of the licensed officers he could and did disregard any question of skill or experience, or even of a knowledge of the language of the officers, in the men employed; experience, age, nationality and race were disregarded to obtain the cheapest men, and yet the wage cost of operation continued against the American vessel. This had its origin in the wage level on shore, and in treaties with other countries.

#### Treaties With Other Countries.

In treaties entered into with other maritime nations we had agreed to mutually arrest, detain and surrender seamen, who might desert or refuse to continue to labor in our high wage ports under contracts which they had signed in low wage ports. These treaties were further assisted by statutes, enforceable upon demand, made by the consul of the nation to which the vessel belonged. When such demand was made, we used our peace officers to hunt down the deserter and to deliver him back. In other words, we used our police power to keep the wage rate of our competitors below that of our own. He hired his men in the cheapest wage ports and compelled them to stay by their contracts in our high wage ports, thus gaining an advantage, which enabled him to drive the American flag from the ocean.

To assist in meeting this condition, Congress passed the laws of June 26, 1884, of June 19, 1886, and the Mail Subsidy Act; but these laws were not sufficient. American money went into foreign vessels, and because, "the heart of man is with his treasure," its interest is now to prevent any real change, except such as can be met by other nations, and we hear the ever-repeated cry of ship subsidy.

#### Ship Subsidy.

This is a game at which all can play, and the higher the play the more money for the international shipowner. In this game he is in the position of the wife who witnessed a struggle between her husband and a bear—"Go it, dearie; go it beanie."

Nation against nation; taxpayers paying, shipowners collecting. With it comes the cry for cheaper and ever cheaper men compelled to live the lives of outcasts. The ship subsidy advocates would build sea power on ships; they claim that ships will bring men. The refusal of the American man to seek employment in our protected coastwise trade teaches them nothing. They cannot or will not recognize the most stupendous fact of modern life—the schoolmaster and his work; they will not or cannot understand that modern education and the ancient status of seamen cannot exist together.

The American man, feeling the situation, gradually deserted the sea; the American boy shunned it. This country had to depend upon foreigners out of whom to make officers; to such an extent is this the case, that if they had not been forthcoming, a very large percentage of such merchant marine as we now have, in the coastwise and foreign trade, would be compelled to remain at the docks for want of men to serve as officers on them.

The same reason that caused the American to quit the sea has been operating in Great Britain, Norway, Sweden, Denmark, and in Germany along the seacoast, where the condition is best known and general education highest. As the men of these different nationalities quit the sea, their places were taken by men from South Africa, India, the Malay Islands, China and Japan. The sea power was gradually passing from the white race.

#### The LaFollette Seamen's Act.

The remedy for this condition is in the LaFollette Seamen's Act. It provides for the abrogation of the treaties, and the repeal of the laws, under which this country served as the slave-catcher for shipowners of other nations. It provides, in ports of call, for the payment of one-half of the wages earned, in order that the seaman may have the means with which to exercise and protect his new freedom. This act abolishes the ancient status.

In re-shipping her men, the foreign vessel comes under the same law as American vessels, which law prohibits any payment of wages before it has been earned; a standard of efficiency is imposed upon men shipping as able seamen (part of deck or navigating crew), and the law further provides that in all vessels of more than one hundred gross tons leaving ports of the United States, at least 75 per cent. of the crew in each department of the vessel must be able to understand any orders given by the officers of such vessel.

Foreign vessels coming to ports of the United States will thus be compelled, if their crews shall quit them, to hire men of the same skill and under the same law as men are hired by American vessels; as a result the wages paid by them will be the same.

This is an effort to equalize the wage cost by permitting the economic law of wages to level foreign wages up to the rates paid in our ports.

This law has three very important purposes: important to the public. First, the obtaining of a better personnel in the interest of safety. If

you have read about the disasters at sea and the constantly increasing losses of passengers, you will agree with Congress and the President at least in this part of the legislation.

Second, the equalization of the wage cost, already partly explained; but it will not stop by equalizing the wage cost in vessels leaving ports of the United States. The same selfishness that will induce the seaman to leave his vessel to get higher pay, will induce the shipowner of Europe and Asia to so increase the pay from the home port, and to so improve the treatment and conditions of the seamen, that they will remain voluntarily with the vessels. The law of supply and demand, coupled with the fear of what is expected, will induce the shipowner to do, for business reasons, what he refused to do for the safety of the traveling public or for national reasons.

Third, bringing the American to sea again, and thus restore to this country its fair share of sea power.

In this connection I want to call to your attention, that the report made to the last Congress was, that our navy then needed 18,000 more men, to be put on war footing. With the additional vessels launched, or to be launched, it would probably be nearer 20,000 now. There are not, in my opinion, which is based upon my acquaintance with the seamen, 10,000 sailors and firemen in the merchant marine of the United States, subject to draft. If we should unfortunately get into this war, regardless of the side, something like 30 per cent. of the seamen of our merchant marine might have to be interned. Where are your 20,000 men to come from? Remember, it takes a longer time to convert a landsman into a seaman than it takes to build a battleship.

If the Seamen's Act was properly enforced there would, in a comparatively short time, be between the volunteers and the native Americans, sufficient to furnish not only the 20,000 men but a good many more. There is employment for about 60,000 sailors and firemen under the American flag in the ocean, coastwise, and lake trade. I exclude the others from my estimate, because they, except the deep-sea fishermen, will not have sufficient training to make them useful.

#### The Opposition.

That there should be determined opposition to this legislation, was to be expected. The shipping interests of foreign nations would not be idle when there was a serious purpose to so change the seamen's status as to permanently interfere with their power over the seamen and their special privileges here in the United States.

The Chambers of Commerce in our most important seaports became at once very active. Through the press responsive to them, they began a campaign which for misrepresentation, or ignorance of the real facts, and for its intensity, challenges comparison. On the one hand it was insisted that the law so discriminated against American vessels as compared with foreign vessels that it would drive the few remaining American vessels from the ocean; on the other hand it was contended that it is so antagonistic to foreign vessels that they will be driven from our ports and we will get into very serious foreign complications.

The National Chamber of Commerce appointed a committee to study this new law. This committee no doubt tried to do its full duty; they did not, however, call into consultation any of the men who had been prominently occupied in studying the condition and as a result had championed this law; they met in Washington and could no doubt have had the benefit of consulting with the Hon. William B. Wilson and the Hon. Rufus Hardy. I should gladly have given to them the same information I gave to the committee of Congress. They do not seem to have been looking for this kind of information. In substance they recommended the repeal of Sections 4, 13, 14, 16, 17 and a part of Section 11. The provisions of this act liberating the seamen and calculated to equalize the wage cost of operation are found in these sections. These are the provisions to which foreign shipowners very naturally object. This fact is overlooked by the committee and in the referendum, which the National Chamber of Commerce is submitting for vote of its members.

The opponents of this legislation—led by the International Shipping Federation, Limited, with headquarters in London, members of its Executive Board in most maritime countries, and representatives in all,—finally claim that the law will be nugatory because the men will not desert.

With the prospect of higher wages in front of the seamen, the opponents say that the seamen will not embrace the opportunity. They will not desert, or if they do, it will be because of the blandishments of union delegates.

The treaties providing for the arrest, detention and delivery of deserters, began to be made in the beginning of the last century. The imprisonment of from one to twelve months for violating a contract to labor, then came into general use in foreign ports. There were no Seamen's Unions or union delegates at that time. These treaties were negotiated and the laws were enacted, because the shipping interests believed that the seamen would leave the vessels they were in, to get higher wages in some other vessel. They believed that the hog will follow his nose to the warm swill, unless there

is a fence to stop him. They built the fence. The LaFollette Seamen's Act tears it down.

The shipowners know that the seamen will take advantage of the opportunity, that the vessels will be compelled to carry more efficient men and pay higher wages; therefore, they are opposing this law.

But why do American shipowners oppose it? Because there are between three and four hundred million dollars of American money invested in foreign vessels, and because, like all other bodies of slave owners, they object to the liberation of their slaves. They consider it an attack upon their interests and a reflection upon their humanity and character. Are they not doing better for the slaves than the slaves could possibly do for themselves?

#### Execution of the Law.

The Department of Commerce is authorized and instructed to make rules for the enforcement of some of the most important sections of this act. Of course the drafting of these rules is done by the Bureau of Navigation and the Bureau of Inspection, subject to approval by the Secretary of Commerce. The Commissioner of Navigation, Mr. Chamberlain, and the Inspector-General of Steam Vessels, Mr. Uhler, have been persistently and consistently opposed to this legislation. They opposed this legislation before committees of Congress; and as delegates to the Conference on Safety at Sea, held in London, they helped to build an international barrier against it. They, on several occasions, expressed the belief, that it would tend to equalize the wage cost of operation; but that yet it was unwise. To entrust to them the drawing of these rules was very much in the nature of setting the fox to watch the goose. Honest! Of course, they are honest! So is the fox!

This law has been in operation for three months in American vessels; where are the signs of improvement in the personnel? If it does not improve the personnel on American vessels how can it improve the personnel on foreign vessels coming to ports of the United States? To this I answer, it has not, so far, improved the personnel on American vessels because the law is not enforced on American vessels. It has not affected foreign vessels yet, because the law will not be in full operation on foreign vessels until some time in June this year.

Of course, if the regulations which the Department of Commerce is authorized to make, are of such nature that they will not improve the personnel on American vessels; if the regulations "limits and softens the obnoxious law" so as to permit shipowners to continue as of yore, it will necessarily leave foreign vessels untouched, because the regulations must be the same under the law.

You may ask, what are then the prospects of having an American merchant marine and of bringing the American to the sea? When will the improvement come? My answer is—that is on the knees of the gods. But it will certainly come as soon as there shall be less American money in foreign vessels, or as soon as the public shall get a better understanding of this legislation, or as soon as the shipping interests shall have less influence with the bureau chiefs, who advise the too busy Secretary of Commerce, or when those bureau chiefs are promoted, or die—fortunately, few men are immortal, and it is only after death. They say in England that governments may come and governments may go, but the permanent officials go on forever. I am sorry to state that this seems to apply to our country as well, though our bureau chiefs are not made permanent by law. We put new wine into old bottles and the wine is spoiled.

Congress may pass laws based upon a most careful consideration of human nature and the experience of the past. It may try to make them so that they may work nearly automatically; yet those who are entrusted with their execution may nullify them or bring them into ill repute. Thus our Shipping Commissioners' Act, passed in 1872, to facilitate the shipment of seamen "according to law" and to curb the crimping element by furnishing a central place where agreements might be made, before they are certified to by the Shipping Commissioners, has so far failed of its purpose, that a majority of seamen would gladly see the whole farce wiped out. There are no such places; the men are sent on board of the vessels, often lying at anchor away from the shore, and the signing on is done there, where the men are far from feeling free to urge their desires or to consult together about their interests. Too often it is a species of shanghaiing with the help of law and under cloak of respectability. So far it has been ruled that the Shipping Commissioners are not to participate in any way in the enforcement of the LaFollette Seamen's Act, thus making it all the easier to violate it.

If foreign-built vessels were admitted to complete American registry, the cost of construction would be equalized.

If the LaFollette Seamen's Act were enforced the cost of operation would be about the same in all nations' vessels, and there would be no economic forces working against an American merchant marine.

There would be some forces working in its favor; other nations regulate freeboard; we do not. Some pay old-age and disability pensions;

(Continued on Page 11.)



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## Western Unionists Do Not Favor Japs.

Officers of the California State Federation of Labor have issued a circular refuting the claim that organized workers in California are weakening in their demand for Japanese exclusion because two Japanese, bearing credentials from the Laborers' Friendly Society of Tokyo, were extended courtesies by the labor organizations of California.

"These two Japanese came to America in order to learn something about our working class movement, our methods of organization and, if possible, to use the knowledge thus acquired to improve the condition of the working people in Japan," say the unionists.

"Unfortunately, a serious misapprehension seems to have arisen in certain quarters upon the motives which prompted California trade unionists to welcome the Japanese delegates and to permit them to sit in the meetings of our councils and our federations, and fully gratify their thirst for knowledge."

The State Federation of Labor officials make emphatic protest that their desire to be courteous should be construed as in any way weakening labor's demand for Japanese exclusion, which is based entirely on economic grounds.

At the present time there is no exclusion law against Japanese, whose government officials have restrained emigration from that country because of American opposition. California unionists are alert to the danger of having this opposition neutralized by repeated claims that trade unionists are not antagonistic to Japanese workers, even though the latter's living standard is lower.

## Land and Labor.

State Labor Commissioner Olson of the State of Washington answers the claim of immigration restriction opponents who are blind to the effect of present immigration and who lightly announce that "the immigrant should be placed on the land."

Last July Acting Vice Counsel Jan Kool of the Netherlands, stationed at Seattle, Wash., wrote Secretary of State Howell relative to "conditions attractive to foreign immigration" into that State. The letter was answered by Labor Commissioner Olson, who forwarded a copy to A. F. of L. Secretary Frank Morrison, who used it in his argument in favor of restriction before the House Committee on Immigration, January 21, 1916.

Mr. Olson's letter to the Hon. Jan Kool follows:

July 21, 1915.

Hon. Jan Kool,  
Acting Vice Consul, the Netherlands,  
American Bank Building, Seattle, Wash.

Sir: Pursuant to a request made to this department by Hon. I. M. Howell, Secretary of State, to furnish you with information regarding the conditions attractive to foreign immigration into this State, I have the honor to submit to you under separate mail, a copy of the ninth biennial report of this bureau, which contains on pages 13 to 24, inclusive, a brief review of the conditions relating to that subject.

Being advised through your letter of inquiry to the Secretary of State that this information is desired for use in a quarterly report to be made to your Government and assuming that the information in this report will be disseminated among your people in the Netherlands, permit me to accentuate some of the statements made in the report of the Bureau of Labor, above referred to, that the conditions in this

State are not encouraging to the foreign immigrant who, with limited means, desires to come here to establish himself in industrial or agricultural pursuits.

For many years past there has been a surplus of labor in our manufacturing industries, and especially is this true of unskilled labor. This condition has naturally forced wages to a very low level, and it is not uncommon to find great groups of foreigners working on railroad construction and highway work, receiving therefor as little and even less than \$1.60 per day and paying from 90 cents to \$1 per day for board, and these conditions are being intensified because of the further fact that but little steady employment is offered and the workmen are therefore compelled to "drift" the greater portion of the year looking for work.

The result is that unemployment, owing to the constant influx of European immigration, has resolved itself into a stupendous problem, and until our lands are made available to the people at prices that will permit settlement the condition of unemployment is apt to increase from year to year.

The land question lies at the heart of our labor problem, and the possibility of a family of limited means successfully establishing themselves on a small farm has almost vanished, and in consequence our cities are being glutted with industrial workers who are unable to find employment even at the present wage standard, which has been reduced to the lowest level. Little, if any, government land is now available to new settlers unless it be in regions so remote from the markets that success is rarely accomplished. While it is true that we have millions of acres of highly productive land, much of which is lying in idleness, this land is being held by speculators who are unwilling to sell except at fabulous prices—at prices so high that the added cost of development puts it beyond the reach of the person of moderate means.

The situation, therefore, is by no means inviting to the immigrant who, with small means, is hopeful of bettering his conditions by coming to the United States. In justice to the people of your country, who are liable to be influenced by plausible literature designed to attract them to this country, but which does not acquaint them with obstacles that are invariably encountered by foreign people reaching our shores, I am constrained to offer discouragement to such foreign immigration that can only add to our problem of unemployed.

Very truly yours,

(Signed) E. W. OLSON,  
State Labor Commissioner.

## Forced Immigration Caused Ohio Riot.

Gunmen started the East Youngstown riot, President Campbell of the Youngstown Sheet and Tube Company opposes night schools, and few children attend the public schools in that Ohio mill town.

The above statements are made features of a report by President Voll and Secretary-Treasurer Donnelly of the Ohio State Federation of Labor to the executive board of that organization after a personal investigation of conditions in East Youngstown.

These unionists say, in part:

"We found that the private police employed by the Youngstown Sheet and Tube Company were the aggressors in the fighting preceding the rioting and therefore responsible for inflaming the minds of the people. We found there was no provision for the education of foreigners, who largely comprise the population. On the contrary, the company, through its president, Mr. James Campbell, objected to night schools for these people. Out of a population of between 9,000 and 10,000, there are only 421 voters in East Youngstown and 1,100 children in the schools. But 9 of these are in the high school, 20 in the eighth grade, 10 in the seventh, 30 in the sixth, 52 in the fifth, 153 in the fourth and 825 in the first, second and third.

"After years of exploitation, both in and out of the mills, these men struck as their only means of protest against inhuman

(Continued on Page 10.)

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

### AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

### GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekland Bldgs., 22 Canning Place, Liverpool.

### BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

### GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

### FRANCE.

Federation National des Syndicats des Inscriptions, Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

### NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

### SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgatan 1 B., Sweden.

### DENMARK.

Somandenes Forbund, Toldbogade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

### HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

### ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

### AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

### SPAIN.

Sociedad Sindical de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

### URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

### ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

### BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

### SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



## World's Workers.

Returns received by the British Board of Trade from certain selected ports in the United Kingdom show that 30,806 seamen shipped on foreign-going vessels during December, an increase of 620 on November, but a decrease of 7355 on December, 1914.

It is reported from Copenhagen that many of the large German workshops and factories have opened a labor exchange bureau in Copenhagen, with the object of persuading Danish workmen to find employment in German and Austrian factories. The bureau is under the control of the German consul-general in Copenhagen. Workmen are chiefly needed for the iron works and munition factories; also craftsmen. The president of the Danish Labor Union, however, is warning workmen against seeking employment through the above bureau.

The question of providing farms for returned soldiers, says the "Australian Worker," is causing the New South Wales Government no end of worry. The land eminently suitable for the purpose is all privately-owned, and the work of the community (including the soldiers when they weren't soldiers) has made it so valuable that buying it back at its community-made value is almost impossible. On the other hand, the available land not privately-owned is scarcely the sort to offer to a broken-down man. In fact, all the old land scandals are now coming home to roost, and they are very unpleasant birds.

The number of workpeople, exclusive of seamen, reported to the British Board of Trade is killed in the course of their employment in December, 1915, was 347, an increase of 63 on a month ago, and of 56 on a year ago. The mean number for December during the five years 1910-1914 was 349, the maximum being 619 and the minimum 268. Fatal accidents in the railway service during December, 1915, numbered 59, compared with 43 in November, 1915, and 44 in December, 1914. The total number of fatal accidents at mines was 109, a decrease of 3 on a month ago, and an increase of 13 on a year ago. There were 6 fatal accidents at quarries compared with 7 a month ago and 11 a year ago. The total number of fatal accidents to seamen during December, 1915, was 228, a decrease of 22 on a month ago, and of 140 on a year ago.

A law, dated August 6, 1915, which came into force on January 1, 1916, creates for the first time in Norway machinery for the settlement of labor disputes by the State. One noteworthy feature of the new measure is that it applies the principle of compulsory investigation and delay before stoppage of work takes place, in which respect it resembles the Canadian Industrial Disputes Act of 1907. Other noteworthy features are the compulsory registration of trade unions and employers' associations, and the recognition and regulation of collective agreements. With regard to the prevention and settlement of labor disputes two methods of procedure are established. Questions arising out of existing collective agreements must be brought before a specially constituted labor court, while those originating in other matters affecting labor are to be submitted to Conciliation Boards to be set up throughout the country.

## SAN PEDRO, CAL.

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A. E. BLAIZE

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PHONE 187 J

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### REMOVAL ANNOUNCEMENT.

**S. G. SWANSON** for the **BEST** there is in **TAILORING** Less the Fancy Price

who has been established since 1904 on Beacon Street, between 6th and 7th IS NOW located on the 2nd floor BANK OF SAN PEDRO BLDG., entrance 110 WEST 6th STREET, SAN PEDRO, CAL., Where he is better prepared, because of Much lesser rent, to give the trade the advantage of lower prices and as formerly, special care is given to garments entrusted to him for Cleaning, Repairing and Pressing.

Note—Clothes also cut, trimmed and made from your own cloth with the Union Label too. The new woollens are now ready for your inspection, how about your order?

### San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

DEALERS IN ALL KINDS OF  
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Los Angeles Examiner and All San  
Francisco Papers on Sale. Agents  
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SIXTH AND BEACON STREETS

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— Dealers in —

EDGEWORTH TOBACCO AND

UNION LABEL CIGARS

GIVE US A TRIAL

### ALASKA FISHERMEN.

San Francisco.

Amundsen, Daniel Jensen, Knut  
Anderson, Andy C. Johnson, Harry  
Burla, F. Johansen, Louis  
Blom, Ernest Koning, D.  
Christiansen, Anton Sivertsen, Ed.  
Christiansen, A. Thomson, John  
Doris, Geo. Wing, Martin -41  
Hokansson, Ingvar

### INFORMATION WANTED.

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio.

4-14-15

### M. BROWN and SONS

have moved to

109 SIXTH STREET

Opposite Sailors' Union Hall

SAN PEDRO, CAL.

### INFORMATION WANTED.

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash.

1-27-1915

Veneclus Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolamo Durbich, Zurich, Switzerland.

7-28-15

Peder Bjorback, supposed to be a sailor on the Pacific coast, and a native of Norway, is inquired for. Anyone knowing his whereabouts please notify Mrs. Mildred Baxter, Box 27, R. F. D. No. 5, Seattle, Wash.

2-2-16

Adolph Krakan, last heard of at Port Pirie, January, 1912, and again in March, 1913, from Warumbo, 118 miles from Adelaide, South Australia, is inquired for by his mother at Hamburg, Germany.

8-25-15

### San Pedro Letter List.

|                      |                     |
|----------------------|---------------------|
| Abd. Elmar The       | Larson, Hans -1677  |
| Andersson, Oskar     | Leideker, Edith     |
| Andersen, Sven       | Lalan, Joe          |
| Aene, T.             | Lindholm, Chas.     |
| Alexander, P.        | Mathiasen, Nils     |
| Anderson, John       | Melson, Wm. E.      |
| Anderson, Martin     | Mikalsen, Andreas   |
| -1894                | Malm, Gustaf        |
| Bentsen, Hans B.     | Mesak, E.           |
| Berggren, Gus        | Naylor, Harry       |
| Bergh, Borge         | Niejahr, Oskar      |
| Brein, Hans          | Olsen, Andy         |
| Bergman, Leo         | Olsen, John         |
| Benrowitz, Felix     | Olsen, C. O. -834   |
| Chennensen, Chas.    | Olin, Emil          |
| Cook, Harry          | Olson, Olof. S.     |
| Danielson, Dave      | Ophaug, W.          |
| Eriksen, Otto        | Orwold, Jack        |
| Erikson, Lars        | Owen, Fred          |
| Eklund, Sven         | Pintz, Johan        |
| Fasholz, Daniel      | Peterson, Hans      |
| Fisher, Wm.          | -1064               |
| Fjellman, Jonas      | Peterson, N.        |
| Fricke, Wm.          | Peterson, Hugo      |
| Gunther, The         | Peterson, Aage      |
| Geiler, Fred         | Posco, P.           |
| Gallenberg, Martin   | Rand, Jacob         |
| Gillholm, Albin      | Sjoholm, Gustav     |
| Gronlund, O. -414    | -1542               |
| Gusek, Bernhard      | Soderlund, Anton    |
| Hendrikson, Henry    | Schmidt, Lauritz P. |
| Holmstrom, Fritz     | Sevenson, Paul      |
| Haake, Max.          | Schlieman, F.       |
| Haupt, Fritz         | Strable, Chas.      |
| Hansen, Charly       | Shallies, Gust      |
| Hansen, Hilmar       | Sutse, Michael      |
| Hannus, Alex.        | Sorensen, Peter     |
| Janson, Oscar        | Sorensen, Jorgen    |
| Jensen, Hans -1555   | Sievers, G. P.      |
| Johanson, A.         | Tamlsar, P.         |
| Johnson, Fred -1723  | Trovik, Harald      |
| Johnson, J. A. -1659 | Uappa, Koste        |
| Johnson, Algot       | Uhlig, Richard      |
| Johansen, Emil       | Wall, A.            |
| Johansson, Victor    | Warkkala, John      |
| Karlson, Aksel A.    | Widlin, Andrew      |
| Koff, Michael        | Zayan, G.           |
| Kolodzie, George     | Newspapers and      |
| Lybeck, Thos.        | Packages.           |
| Lundin, Chas. -1054  | Billington, Martin  |
| Lindberg, G. W.      | Peterson, Aage      |
| Lindberg, Ernst      | Schmidt, Lauritz P. |

### Honolulu, H. T.

|                      |                   |
|----------------------|-------------------|
| Anderson, John E.    | Nelsen, C. F.     |
| Burk, Harry -1284    | Petersen, Carl    |
| Crantly, C. W.       | Peters, Walter    |
| Eugenlo, John        | Reither, Fritz    |
| Eklund, Riekhard     | Solberg, B. P.    |
| Ivertsen, Sigvald B. | Strand, Conrad    |
| Lengwenus, W. L.     | Thompson, Emil N. |
| Moller, F.           |                   |

### INFORMATION WANTED.

The following-named members of the crew of the "Watson," at the time she picked up the "Camino," can get their salvage money by calling on F. R. Wall, 324 Merchants Exchange Building, on California street, near Montgomery: G. Klingstrom, W. Sjolholm, Martin Sehnee, F. Christiansen, L. T. Omholt, J. Jeppesen and Martin Peterson.

2-9-16

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio.

3-24-15

Anders C. Anderson, a native of Norway, who left his personal effects at Port San Luis, Cal., after leaving a ship at that place, is inquired for. Anyone knowing his whereabouts please notify D. R. Jacks, Deputy Collector of Customs, Port San Luis, Cal.

12-22-15

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Any one knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St.

8-11-1915

Olai Ingebrigtsen (Broek), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American bark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469-49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Stewart street, San Francisco, Cal.

8-4-15

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### SAVINGS DEPARTMENT

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it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the

### SWEDISH AMERICAN BANK

and for the accommodation of its Scandinavian customers, the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

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Open Saturday Evenings, 6 to 8

E. W. WILSON, Manager



# Pacific Coast Marine.

The Wallace shipyard of Vancouver, B. C., has been awarded a \$20,000 contract for repairs to the Canadian Pacific Railroad steamer "Princess Maquinna."

The American four-masted bark "Golden Gate," Captain Burgess, arrived in Auckland, New Zealand, on February 16, after an unusually fast run of forty-nine days from San Francisco. The "Golden Gate," owned by Hind, Rolph & Co., left San Francisco December 30th with a cargo of 74,811 cases of oil and 650 tons of salt.

Work is being rushed to completion on the three new 550-foot slips being constructed at the Moore & Scott (Oakland) shipyards at a cost of \$250,000. It is expected that the slips will be ready for use about the middle of March. The foundations have already been laid and the contractors are now awaiting the arrival of the structural steel.

The work of the coast guard vessel "McCulloch," Captain B. L. Reed, in getting away at 1:30 in the morning, one hour after being notified of the plight of the schooner "City of Papeete" off Santa Cruz recently, has been receiving much favorable comment. The vessel picked up the disabled schooner at 7:35 in the morning and had her safe in San Francisco harbor on the same day.

Word reached San Francisco of the death of Captain H. C. Nelson at Yokohama January 12. He passed away from a fever attack. Captain H. C. Nelson was in command of the steamer "Maverick," now interned in Java. He was well known on the Coast, having operated for many years out of this and other ports. Among his former commands were the steamers "M. F. Plant" and "Arcata."

Under instructions from the owners the cargo from the water-logged schooner "Repeat" is being discharged at Astoria. The vessel has on board about 500,000 feet of lumber and it is expected that the greater portion of this will be taken out, in order that an examination can be made of the hull. Neither vessel nor cargo was insured, so the owners are the only ones concerned in her repairs.

The steamer "Fort Bragg," which was given up for lost when it went on the rocks last November off San Jose del Cabo, Mexico, has arrived at San Francisco, after making an unsuccessful attempt to reach the dry dock at Long Beach, Cal., because the floods during January had partially filled that section of the harbor with silt. The "Fort Bragg" was towed north by the steamer "Arctic."

Coming to San Francisco under her own steam the former German freighter "Walkure," now the American steamer "Republie," is en route from Papeete, Tahiti, for San Francisco and will make the run in about twenty days. The "Republie" was recently raised from the harbor at Papeete, after being sunk as a result of an attack by German war ships on the French possession.

The report of the disposal of the American ship "John Ena" by A. P. Lorentzen, managing owner, to the Rolph Coal and Navigation Company, was confirmed during the week. The windjammer changed hands for a consideration of \$180,000, it is said. Under charter to the Standard Oil Company, the square-rigger will carry a cargo of case oil to Australia, receiving the profitable rate of 48 cents per case.

News from the north to the Marine Department of the Chamber of Commerce was to the effect that the steamer "Pavlov," which struck off Kodiak several days ago, would be a total loss. The vessel dragged ashore from the position where she struck during a heavy sou'easter. The "Pavlov" was a vessel of 527 tons and was operated by the Pacific Fisheries Company. She was formerly the steamer "A. G. Lindsay."

Articles of incorporation for the Pacific Freighters' Company were filed February 2. The purpose of the company, according to the incorporation papers, is to build and lease sea-going vessels and to engage in trade between United States ports. The company is incorporated for \$250,000, the incorporators being W. L. Conyn, B. F. Mackall and Raphael Roma, all of the firm of Conyn, Mackall & Company, a local shipping and commission concern.

Abrahamsen, the diver and wrecker, is conducting salvage operations on the steam-schooner "Excelsior," which was damaged by collision with the turbiner "Harvard" recently. The waterlogged vessel is now lying on Southampton shoals, north of Yerba Buena Island, where she was towed by tugs. It is Abrahamsen's endeavor to float the "Excelsior" by pontoons and shift her to the United Engineering Works. It is understood Abrahamsen is to receive \$1500 on the "no cure, no pay" basis.

The Robert Dollar Company has disposed of two of its steamers to the Japanese Government, according to a report current in shipping circles. Several days ago the concern was reported to have sold the steamer "Robert Dollar" to the Japanese for a sum exceeding \$1,000,000. Now the company is reported to have done the same thing with the steamer "Melville Dollar." Stanley Dollar admitted that negotiations had been under way for the disposal of the vessel. He did not care to discuss the terms, which

are said to have been \$300,000. The "Melville Dollar" is of 921 tons net, 220 feet long, 39.3 feet beam, with a depth of 13.7. She was built at St. Clair, Mich., in 1903.

Although in the last sixty days it has strengthened its fleet by purchasing three steamships, the Pacific-Alaska Navigation Company, operating the Admiral line, has found it necessary to charter the steam schooner Wellesley for the Alaska season. The charter was closed during the week by Richard J. Ringwood, manager of the Pacific-Alaska Navigation Company. The Wellesley is a wooden hull vessel of 709 gross tons. Under decks she has a cargo capacity of 1000 tons. Lumber will be carried on the decks, the vessel having a deckload capacity of 300,000 feet. She is the only chartered vessel in the fleet, the company owning the other eight ships. The Wellesley is owned by the Parr McCormick Steamship line of San Francisco.

It is reported that fines of \$11,000 in one case and \$5500 in the other are to be remitted in the cases of the river steamers "Pride of the River" and "Constance" as a result of a hearing before Collector of the Port J. O. Davis. The fines were imposed because the two steamers were not equipped with the proper lifeboats, equipment and illuminated lifebuoys, as specified in the law. Captain A. W. Petzinger of the "Pride of the River" and Captain C. M. King of the "Constance," both properties of the California Transportation Company, appeared at the hearing and stated that it was impossible to get the equipment at the time, as all supplies had been sold out. Since, they said, their commands had been equipped according to the law's requirements.

The C. P. R. steamer "Princess Ena" will sail from Vancouver with a full cargo of supplies for Vladivostok. Scarcity of tonnage is responsible for the placing of the "Princess Ena" in the off-shore trade in which she will probably make more than the one voyage. When the "Princess Ena" clears the coast for Vladivostok she will be under the command of Captain Cooper, who brought her out from England. The "Princess Ena" has been on this coast for the past eight years. For a number of years the vessel was operated in the freight carrying trade between Victoria, Vancouver, Prince Rupert and Skagway, and on one occasion made a voyage to Southern California. For the past eighteen months she has been lying idle at Victoria. The total carrying capacity of the vessel is 1550 tons deadweight. Her sea speed is ten knots.

At a meeting held in New York of the directors of the Pacific Mail Steamship Company, which was attended by new directors representing W. R. Grace & Co. and the American International Corporation, the controlling interests in the company, the following board was elected: George J. Baldwin, Lawrence H. Sherman, Maurice Bouvier, Ames Higgins, E. P. Swenson, H. W. De Forrest, Charles A. Stone, Frank B. Anderson and John H. Rosseter. The board organized by re-electing the following officers: President, George J. Baldwin; first vice-president, John H. Rosseter; second vice-president, Gordon C. Carson; secretary, Ames Higgins; assistant secretaries, Charles A. Lutz and H. E. A. Railton; treasurer, Percy Mayes; assistant treasurer, M. B. Wallach and auditor, H. E. A. Railton. E. P. Swenson and H. W. De Forrest are the only two members of the board who were former directors of the Pacific Mail Steamship Company. Maurice Bouvier and Ames Higgins have been elected to the board temporarily and will later be succeeded by Joseph P. Grace and Robert F. Herrick.

No longer is the battleship "Oregon"—"bulldog of the Navy" and perhaps the most highly venerated war vessel on the Pacific Coast—in active service. During the week the veteran warship went on the retired list when it was turned over, without formality, to the Naval Militia of California for use as a training ship. Commander J. M. Reeves transferred his flag crew to the old protected cruiser "Marblehead," now in the naval reserve. The "Oregon," built in San Francisco by the Union Iron Works, went into service in 1893. She was made famous by her notable voyage around Cape Horn in 1898 during the Spanish-American war. The "Oregon" covered 13,800 miles and joined the American fleet at Santiago, Cuba, in time to take part in the notable sea battle that marked the destruction of Cervera's squadron. The "Oregon" went into action with the Spanish armored cruiser "Infanta Maria Teresa" on July 3, 1898, and was struck three times, but not seriously damaged. The armament of the "Oregon" is four 13-inch guns, eight 8-inch, twelve 3-inch, four 3-pounders, two 1-pounders and two Maxims. Her complement was 580 men.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Adv't.)

## International Seamen's Union of America

Affiliated with  
AMERICAN FEDERATION OF LABOR  
and

INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary,  
570 West Lake St., Chicago, Ill.  
AFFILIATED UNIONS.

### ATLANTIC DISTRICT.

#### EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:

BOSTON, Mass., 1½A Lewis St.

Branches:

BALTIMORE, Md., 802-804 South Broadway St.  
NEW YORK CITY, 51 South St. and 427 West St.  
PHILADELPHIA, Pa., 206 Moravian St.  
NORFOLK, Va., 41 Loyalls Lane.  
MOBILE, Ala., 104 South Commerce St.  
NEW ORLEANS, La., 206 Julia St.

#### MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC AND GULF.

Headquarters:

NEW YORK CITY, 12 South St. Telephone 2107  
Broad. Night Call 2108 Spring.  
New York Branch, 400 West St. Telephone 5153 Chelsea.

Branches:

BOSTON, Mass., 258 Commercial St.  
NEW ORLEANS, La., 117 Decatur St.  
BALTIMORE, Md., 806 South Broadway.  
MOBILE, Ala., 104 S. Commerce St.  
PHILADELPHIA, Pa., 206 Moravian St.

#### MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):

BOSTON, Mass., 1½A Lewis St.

Branches:

PHILADELPHIA, Pa., 129 Walnut St.  
NEW YORK CITY, 51 South St. and 427 West St.  
BALTIMORE, Md., 802-804 South Broadway.  
NORFOLK, Va., 41 Loyalls Lane.  
NEW ORLEANS, La., 206 Julia St.  
MOBILE, Ala., 104 S. Commerce St.

### HARBOR BOATMEN'S UNION.

Headquarters:

NEW YORK CITY, 190 West St. Phone 4126 Worth.

### LAKE DISTRICT.

#### LAKE SEAMEN'S UNION.

Headquarters:

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Branches:

BUFFALO, N. Y., 55 Main St.  
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CLEVELAND, O., 1401 W. 9th St.  
MILWAUKEE, Wis., 133 Clinton St.  
N. TONAWANDA, N. Y., 152 Main St.  
CONNEAUT HARBOR, O., 992 Day St.  
ERIE, Pa., 107 E. Third St.  
DETROIT, Mich., 15 Twelfth St.  
SUPERIOR, Wis., 1721 N. Third St.  
BAY CITY, Mich., 108 Fifth Ave.  
OGDENSBURG, N. Y., 70 Isabella St.  
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.  
PORT HURON, Mich., 517 Water St.

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Headquarters:

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#### MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

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406 N. Clark St., Chicago, Ill.  
Telephone Main 365.

BRANCHES:

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Cleveland, O. North Tonawanda, N. Y.  
Milwaukee, Wis. Superior, Wis.  
Ashtabula, O. Erie, Pa.

### PACIFIC DISTRICT.

#### SAILORS' UNION OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 59 Clay St.

Branches:

VICTORIA, B. C., 1424 Government St.  
VANCOUVER, B. C., 213 Hastings St., E. corner of Hastings and Main, P. O. Box 1365, Tel. Seymour 8703.  
TACOMA, Wash., 2218 North 30th St.  
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.  
ABERDEEN, Wash., P. O. Box 6.  
PORTLAND, Ore., 41 Union Ave., North.  
EUREKA, Cal., 227 First St., P. O. Box 64.  
SAN PEDRO, Cal., P. O. Box 67.  
HONOLULU, H. I., Cor. Queen and Nuuanu Sts., P. O. Box 314.

(Continued on Page 11.)



## Coast Seamen's Journal

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BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBERG .....Editor  
I. M. HOLT.....Manager

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### NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, FEBRUARY 23, 1916.

### NAVAL VS. MERCHANT SEAMEN.

President Wilson's assertion, or as many prefer to call it, his "slip of the tongue" before a St. Louis audience that the American Navy "ought to be the greatest in the world," has certainly caused American editors to sit up and take notice. The current "Literary Digest" prints a review of editorial expressions upon that startling utterance. There is a wide difference to opinion upon the subject at issue, but the significant outstanding fact is that there seems to be no opinion at all upon the ever-pressing and rather serious problem of effectively and efficiently manning the Navy we now have.

Somehow, in all the talk about military and naval preparedness the tendency is to ignore the human element just as much as possible and to confine the argument to such purely commercial objects as armor plate, guns, battleships, submarines, etc.

Now, if history has taught anything at all it is the lesson that "sea power is in the seaman," and that "ships are but the seaman's working tools." The personnel of our Navy, according to the latest available statistics, is 90 per cent. American born. The personnel of our merchant marine is largely foreign born and would be more so were it not for the tenacious work of the International Seamen's Union of America.

Recruiting agencies for our Navy are maintained in all the large inland cities. The bulk of the enlisted men in our Navy are landsmen who enlist in response to luring advertisements "to see the world, receive a mechanical education and pay while learning."

Recruiting agencies for our merchant marine are maintained in Hongkong, Shanghai and anywhere on earth where the cheapest of cheap labor may be secured.

Under the Immigration Act of Feb. 20, 1907 (as amended by the Act of March 26, 1910), American workers are to some extent protected from alien contract labor competition. However, according to an opinion just rendered by the U. S. Circuit Court of Appeals for the Ninth Circuit, even this protection is denied to American

seamen. It will be recalled that in December, 1913, the steamer "Bessie Dollar" brought an extra crew of Chinamen from Shanghai to San Francisco for the avowed purpose of transferring that extra crew to the American steamship "Mackinaw"; also that such transfer was actually made within the port of San Francisco on or about Jan. 15, 1914.

This importation of alien contract labor appeared to be in clear violation of the Federal law referred to. But the learned judges have solemnly decided that this law does not apply to seamen. As a result of this "legislation by judges" Chinese seamen, signed under contract to labor in American ships, may be imported by the shipload. For it is perfectly "legal," you know! Three judges, who hold their jobs for life, have said so. And that should settle it.

But what of the future? With the language test in the Seamen's law so "construed" as to be practically useless; with judges inviting shipowners to import their coolie labor; our offshore shipping becomes a genuine "Closed Shop" against Americans and Caucasians of any caliber.

Our Navy will have to continue recruiting seamen who never saw the sea, and our merchant marine will be manned, in a greater degree than ever, by the natives of Asia.

At least one American publicist has sounded a warning note with reference to this very issue. To quote from a recent article by Will Irwin:

From the standpoint of commerce alone it would make little difference whether our new merchant marine were manned by Americans or by Lascars, Japanese and Chinese. But from the standpoint of national defense it makes a great deal of difference. Though we increased our merchant marine by ten and twenty times, every ship in our service might be needed in time of war—probably would be needed. And we could not afford to trust colliers, auxiliary scouts, hospital ships and transports to crews of Orientals owing us no allegiance. To build a merchant marine is to the interest of the nation's commerce, but to man it with natives is to the interest of the whole people.

The personnel of the merchant marine, in the seafaring nations, works in and out with the personnel of the navy. We, who have no deep-seafaring class, recruit our bluejackets from the interior and train them to the sea. The process seems to be satisfactory, but it has not been tested under battle conditions. The Spanish war is not a real criterion. It stands to reason that men bred in the atmosphere of the sea should make the best seamen for a navy, just as men like Cossacks and the western cowboys, brought up in the saddle, make the best cavalry.

A better appreciation of these wholesome truths would seem to be the pressing need of the hour. And all of it is most respectfully submitted to the great mass of American citizens who have no other interest to guard than the welfare of their country.

### CODFISHERMEN, ATTENTION!

All codfishermen now at San Francisco or vicinity should attend the meeting to be held in Maritime Hall on Saturday, Feb. 26, at 7 p. m.

Secretary Hylen of the Alaska Fishermen's Union and others will address the meeting and explain the present outlook for securing higher wages and better conditions.

Fishermen are also urged to read the announcement published under the signature of Secretary Hylen in the official column of this issue. But above all, do not fail to attend the meeting on Saturday evening of this week.

Remember, in organization is strength!

Have you done your share in perfecting such organization?

If in doubt, get busy. Don't let others do it all. Insist upon doing your share in the forward march of Labor. The opportunity is here. Can you afford to let it pass?

### TELLING THE TRUTH.

In commenting upon the withdrawal of American-Hawaiian line steamers from the Pacific Coast trade a New York shipping paper says, in part:

The decision of this pioneer in the coast-to-coast traffic temporarily to seek other fields was due to the fact that owing to the long haul necessary in the trade via Magellan, most of the traffic that formerly went by sea has now been transferred to the overland route. Before the Panama Canal opened the company made use of the Tehuantepec Railway, but owing to the brigandage existing in Southern Mexico it is no longer possible to use that route, which has been closed since the revolution began. In the olden days, the American-Hawaiian Line made use of the Magellan route, but the potential earnings of tonnage were not then what they are to-day, so that in justice to its own interests the premier American steamship organization had to seek other fields. It is quite reasonable to assume that the company will now be subjected to the same abuse as the Pacific Mail when it withdrew from the trans-Pacific trade, but such abuses have now become part and parcel of the shipping business in this country and shipping people have become accustomed to being pilloried by the Government.

The alleged abuse of the Pacific Mail Steamship Company was more than justified. And if the American-Hawaiian Company had attempted to fool the unsophisticated public in a similar manner that corporation would deserve equal treatment.

But there is the distinction as well as the difference.

The Pacific Mail withdrew from the trans-Pacific trade because the Panama Canal had radically changed the Pacific Coast shipping situation, and, 2, because it was most profitable business to do so. But instead of telling the truth, Messrs. Kruttschnitt, Schwerin and Co., played the part of injured innocence and placed all responsibility upon the Seamen's Act. That the story fabricated by the aforesaid gentlemen failed to stick is due to its palpable flimsiness and to the further fact that mortals are not necessarily either knaves or fools.

Congratulation instead of abuse are due to the managers of the American-Hawaiian line. They told the plain truth and as long as "business is business" no fair-minded being can justly criticize them for transferring their steamers to more profitable routes.

### LABOR LEADERS AND THE MILITIA.

Our local contemporary, "Organized Labor," is rather severe with those "labor leaders" who are flirting with the Militia and putting forth efforts to place the citizen soldiery in better repute with the members of labor unions.

"Union men must turn a few and fine summersaults before such a feat can be accomplished," says "Organized Labor" and refers to:

Homestead, Latimer, McKees Rocks, Coeur d'Alene, Cripple Creek, Ludlow, Michigan, Chicago, Youngstown and hundreds of other industrial battlefields which are lingering in the memory of Union men, women and children.

Our contemporary continues:

Proposed amendments to State constitutions prohibiting the Militia or National Guard from being used in lockouts and strikes is being held out as a bait to Union men whereby they may be dragged into these pseudo-military organizations. State constitutional amendments are not so easily passed; but grant that the proposals are offered in good faith and that enactments proposed are made, what then? Will it change the status of the Militia? Not much.

Suppose the Sheriff or local authorities call on the Governor for help to quell a riot, growing out of a strike, and the Militia is sent to stop the "incipient insurrection," what will happen? Brother will be ordered to bayonet brother—Union men to shoot Union men! Martial law is kill and be killed.

Killing is a soldier's business; that is what he is trained for. Those who hanker for the



fame, and the glory and the horrors of war, ought to find a cure for their mad malady in the reports from the European battlefields.

To which the JOURNAL can only add a word of advice to the military leaders of labor.

If there are Comrades and Brothers in the workers' industrial army who want more action along the lines of military training let them give vent to their energies in urging

DEFENSE against industrial exploitation;

PREPAREDNESS for the industrial battles that must yet be fought;

WAR upon all special privilege, land monopoly, poverty, ignorance and disease;

WAR upon the private manufacture of armaments;

WAR upon industrial gunmen and professional strike-breakers; and finally,

WAR upon designing politicians and corrupt judges.

This little program is respectfully submitted as likely to receive greater appreciation and deserving of more attention among those who toil than any military propaganda ever advanced.

#### PAY FOR WAITING PERIOD.

A wholesome and much needed lesson was taught to would-be labor skimmers by a Federal court decision rendered at San Francisco during the past week.

On November 4, 1915, three seamen employed on the steamer "Stanley Dollar" were summarily discharged because, it was claimed, they had overstayed their leave on shore. The vessel proceeded to sea at once and on the following day the three men appeared before the United States Shipping Commissioner and demanded the wages due them. Every effort was made by that official to collect from the owners but without success. An action was then commenced in the United States District Court, and that tribunal, on Wednesday last, gave judgment in favor of the men for the wages they earned, also for double pay for each day payment was withheld, making 101 days in all.

On February 17, the day following, judgment was paid in full, and Attorney H. W. Hutton received congratulations upon the successful test of this feature in the new Seamen's law.

The old law (R. S. 4529) provided that "every master or owner who refuses or neglects to make payment in manner hereinbefore mentioned (within 4 days after the termination of a foreign voyage, and within 2 days after the termination of a domestic voyage) without sufficient cause shall pay to the seaman a sum equal to 1 day's pay for each and every day during which payment is delayed beyond the respective periods."

The new law repeats the foregoing requirements and increases the amount payable to the seaman from 1 to 2 days' pay. The principal reason for making this change was to guarantee the seaman a sum sufficient to defray his expenses ashore while awaiting payment of his wages.

Most of the arguments made in favor of cheap labor would be absolutely invulnerable if applied to the cheap laborer. Applied to the American laborer, they are thin enough to blow peas through.

The "crime of dying rich" is the crime of living to accumulate riches. It can not be atoned for by giving in alms to one, that which has been taken in greed from another.

#### SECRETARY HANSON'S REPORT.

Chicago, Ill., February 15, 1916.

To the Officers and Members of the International Seamen's Union.

Comrades: The financial statements of the District Unions, a compilation of which has been included in the yearly international report and sent to all branches of the International, shows that progress has been made in every district, both in funds and membership.

The average approximate number of members in good standing for the year 1915 is nearly 19,000, this being an increase of about 2500 over that of 1914. The funds in the treasuries of the District Unions now total nearly \$400,000.

The results accomplished during the past year should furnish encouragement to the international membership as a whole to, individually and collectively, prosecute our work with such enthusiasm and persistence that the year 1916 will be recorded as the banner year of the International Seamen's Union of America. Our place in the labor movement will then be strengthened, and with the means now at hand (our organization and the new law) we will reclaim our rightful and proper position in society which so long has been denied us as a class.

Although some time has elapsed since the Nineteenth Annual Convention concluded its work, and while the proceedings have very likely been read by the membership before now, it may not be out of place to refer to some of the actions and recommendations taken by that convention and which have, since its adjournment, been carried out.

#### Special Fund.

The Executive Board, acting under authority and instructions of the convention, requested all District Unions, whose funds would permit, to provide funds for general organizing purposes. The following district organizations acted upon and agreed to the request, and the amounts thus made available appear in the following list:

|   |            |
|---|------------|
| Marine Cooks' and Stewards' Association of the Atlantic.....        | \$1,200.00 |
| Marine Cooks' and Stewards' Association of the Pacific .....        | 1,500.00   |
| Alaska Fishermen's Union.....                                       | 1,500.00   |
| Marine Firemen, Oilers and Water-tenders' Union of the Pacific..... | 3,000.00   |
| From the Sailors' Union of the Pacific..                            | 3,600.00   |

Total .....\$10,800.00

Out of the total amount voted—\$10,800.00—the International office has called for one-third, but has received \$4,600.00 as follows:

|   |           |
|---|-----------|
| Atlantic Cooks, 1/3 of appropriation....  | \$ 400.00 |
| Pacific Cooks, 1/3 of appropriation....   | 500.00    |
| Pacific Firemen, 1/3 of appropriation.... | 1,000.00  |
| Pacific Sailors, 1/3 of appropriation.... | 1,200.00  |
| Alaska Fishermen, appropriation in full.. | 1,500.00  |

Total .....\$4,600.00

The funds thus received have been expended in the following manner:

In furtherance of the new legislation, including necessary printing, public mass meetings, legislative services, etc., about \$3,000; joint organizing on the Atlantic, about \$1,370; joint organizing on the Great Lakes, about \$300, and in joint organizing on the Pacific, about \$400. The expense charged against this fund is in excess of the amount received thus far but is fully justified by the results obtained, there having been an increase in both funds and membership of the various unions during the latter part of 1915.

In the amount expended for furtherance of the new legislation is included the cost of 50,000 copies of the pamphlet entitled "The Seamen's Act—Summary of New Law"; 10,000 copies of the booklet entitled "Reasons why the Seamen's Act was passed"; the cost of the historical picture and several other items in connection therewith.

In the amount for joint organizing in the Atlantic District is included the traveling expenses and per diem of President Furuseth and Vice-President Flynn when attending to organizing work.

In the Pacific joint organizing item is included the expense of President Furuseth at the Canadian Trades and Labor Congress and the cost of the mass meetings held while en route to and from the congress.

The amount used in the Great Lakes District for joint organizing was the expense of Vice-President Conway and Organizer O'Brien for three weeks at Ashtabula and Conneaut, Ohio, and by Organizer Parker for seven weeks at Buffalo, N. Y.

#### Uniformity.

The convention, in dealing with the report of Secretary-Treasurer, recommended to all District Unions, a uniformity of initiation fees and dues and also a more liberal system of transfer. In connection with this it is understood by the International office that the dues charged by all District Unions now are 75c per month, excepting in the case of the Alaska Fishermen's Union whose members pay seasonal dues. It is further understood that the initiation fee is uniform (\$5.00) in all unions with the exception of the Eastern and Gulf Sailors' Association

(Continued on Page 10.)

## OFFICIAL.

#### SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Feb. 21, 1916. Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping dull.

JOHN H. TENNISON, Secretary pro tem. Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., Feb. 14, 1916.

No meeting. Shipping fair; prospects uncertain.

REGINALD TOWNSEND, Agent.

Room 11, De Cosmos Block, 1424 Government St.

Vancouver, B. C., Feb. 14, 1916.

Shipping dull; prospects uncertain.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Feb. 14, 1916.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, Feb. 14, 1916.

Shipping and prospects poor.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Feb. 14, 1916.

Shipping dull; prospects poor.

J. PEARSON, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, Feb. 14, 1916.

Shipping dull; prospects uncertain.

JACK ROSEN, Agent.

44 Union Ave. North. Tel. East 4912.

Eureka Agency, Feb. 14, 1916.

Shipping dull; prospects uncertain.

OTTO DITTMAR, Agent.

227 First St. P. O. Box 64. Tel. 159.

San Pedro Agency, Feb. 14, 1916.

Shipping dull; prospects uncertain.

HARRY OHLEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Feb. 7, 1916.

Shipping dull; prospects poor.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

#### MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Feb. 17, 1916. Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping quiet.

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, Feb. 10, 1916.

Shipping slow.

LEONARD NORKGAUER, Agent.

Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Feb. 9, 1916.

No meeting. Shipping dull; many members ashore.

HARRY POTHOFF, Agent.

P. O. Box 54.

Portland Agency, Feb. 14, 1916.

No meeting. Shipping slightly improving; very few members around.

THOMAS BAKER, Agent.

89 Second St. N. Phone Broadway 2306.

#### ALASKA FISHERMEN'S UNION.

Headquarters, San Francisco, Cal., Feb. 18, 1916.

Regular weekly meeting came to order at 8 p. m., Joe Faltus presiding. Secretary stated that the Water-Front Workers' Federation of San Francisco had ratified the scale of wages, etc., of the Codfishermen, and had asked a conference with the various Codfishing Companies on this question, but had so far received no reply; that men who had been asked to sign up for 1916 by the Codfishing Companies had refused to sign until an understanding with the Deep-Sea Fishermen's Union of the Pacific, composed of all the Halibut and Codfishermen on the Pacific Coast, British Columbia and Alaska, shall have been arranged with the various companies involved.

In the meeting of the Codfishermen to be held in the Maritime Hall, 49 Clay street, Saturday, February 26, at 7 p. m., definite action will be taken. All Codfishermen in port are therefore requested to attend this meeting.

The agreement proposed by the Carlisle Packing Company of Seattle for the fishermen to go up for this company's new cannery to be built this year at Cordova, Copper River, Alaska, was rejected, and fishermen, as well as any other union men, are hereby requested not to sign up with said company until an agreement shall have been reached between said company and the Alaska Fishermen's Union.

I. N. HYLEN, Secretary.

Maritime Bldg., 49 Clay St.



## ON A LEE SHORE.

(By Hawserlaid Bill.)

We were assuredly in a desperate plight on that bleak, blowy winter's day. For the last two weeks, ever since rounding the Horn, we had striven doggedly in the teeth of successive westerly gales to claw off the shore. At no time, however, did we gain more than twenty-five or thirty miles offing, while on most days we were in plain sight of the rocks and the snow-capped Andes.

On the particular day to which I have reference it seemed as if we had come to the end of our tether. Our ship, the Swansea bark "Black Prince," bound for Coronel with supplies for the mines, lay rolling and pitching in the trough of the sea like some great saurian of the deep tossing in the throes of death. Our jibboom and fore topmast had carried away. Most of our sails were blown into ribbons. The galley had gone by the board. The bulwarks had been washed away, the blackened ribs grinning in the teeth of the gale like those of a grisly skeleton mutely challenging Time to do its worst. About the only thing in sight at all relieving the general dreariness and desolation was the green grass sprouting around the pumps.

We were on the port tack; under lower topsails, reefed foresail, mizzen staysail, storm trysail, and a jib set on a jury stay which we had rigged from the bowsprit cap to the fore lower masthead. At that she carried more sails than would have been considered prudent under ordinary circumstances, her timbers groaning and straining to the point of breaking from the terrific impact of the heavy seas.

The fore-castle, a dark, dank little dog-hole down in the bows of the ship, had become uninhabitable from the water pouring into it through the seams in the deck overhead. For weeks we had been sleeping around the cabin stove with our oilskins and seaboots on. The only hot drink we had in that time was an occasional pot of coffee or tea sweetened with molasses.

And here we were, with a falling barometer, lugging a gale of wind which was driving us straight on to the rocks, now less than five miles off on our lee. The seas were running too high to attempt to put her about in *stās*. To wear her around would drive her another mile or two nearer the beach. At any event she would be no better off on one tack than on the other, as the wind was blowing at a right angle to the shoreline. Clearly then, unless the wind hauled a couple of points one way or the other within the next hour, or a miracle happened, there wasn't one chance in a thousand that any of us would live to see another day.

At four o'clock I relieved "Dutch Loocy" at the wheel. The dusk of night was already setting in. The wind still held steady, and seemingly blew harder than ever. And as she buried her nose in the seas up to the coamings of the forehatch, each roller lifted her bodily and tossed her another beam's length or so nearer the rocks.

We were now within a mile and a half of the breakers. As far as the eye could see the shore was skirted by an unbroken line of jagged rocks, against which the seas dashed with a booming, thunderous roar that drowned even the shrieking of the wind. Every now and then a giant comber, swifter and more impetuous than the rest, would roll in and bury everything beneath an avalanche of hissing, swishing, tumultuous foam. The whole combined to form a spectacle well cal-

culated to cause a sinking sensation in the hearts of men situated as we were.

Things had surely come to a pass where death was literally beckoning to us. Below in the cabin the skipper, Captain Thomas, a seventy-odd year, doddering old Welshman, was on his knees, alternately praying and venting incoherent mumblings. His son, the mate, was laid up with a broken leg sustained on the night when the fore topmast carried away. The cook, an Irishman, had transferred the contents of the last bottle of brandy in the medicine chest to his own precious inside, after which he tumbled into his bunk, solemnly remarking:

"If Oi don't wake up in Heaven, byes, Oi rather think Oi have as many friends in hell as anny wan av ye."

To make matters still worse, most of the chaps forward were suffering from saltwater boils and incipient scurvy. About the only ones in fair to middling physical condition were "Dutch Loocy," myself, and "Cockney" Bob, who acted as second mate.

There was just one feeble ray of hope so far as I could see. To be sure, its potency was on a par with that of the proverbial straw at which a drowning man grasps, but it was all there was to take aught away from the certainty of imminent and frightful death.

When I took the wheel at four o'clock I had noted, about six points off our lee bow, two pinnacle-shaped rocks rearing their heads some fifteen or twenty feet above the general level of the surrounding ledges. Their range was parallel, or nearly so, with the shore, and the distance between them I judged to be from fifty to sixty yards.

What particularly attracted my attention to these two rocks was that the water between them had a less broken appearance than that which characterized the surges on either side. The difference was especially noticeable after some more than usually steep comber had rolled in and spent itself on the chain of rocky ledges that ran along the beach like a barrier reef. At such times the conviction was strongly borne in on me that in yon hole in the wall there was deep water.

I was rapidly revolving in my mind a scheme which my discovery had suggested, when my cogitations were interrupted by "Cockney" Bob.

"Gord bli' me, Bill," he said, casting a rueful eye shoreward, "it looks like a forlorn bloody case with us this bloomin' night. Ii've a bleedin' good mind to jump hover-board this bloody minute an' hend it hall."

Fearful lest he might carry out his implied threat before I could prevent him, I grabbed him by the arm and pointed out to him the two pinnacle-shaped rocks on our lee.

"Unless I'm greatly mistaken," I said, "there's deep water between those two rocks. What's the matter with takin' a chance an' running the old tub through that hole, an' try to beach her? In twenty minutes more at the most, the way we're goin' now, we'll be in among the breakers, so what's the odds? If there is no channel there—why, we'll just fetch up in kingdom come a few minutes ahead of our present schedule; that's all. What d'ye say, Bob?"

While I was speaking Bob gazed long and earnestly at the "hole in the wall," as I had somehow designated in my own mind the opening between the pinnacle rocks. From the gradually changing expression on his face I saw that he was coming around to my view regarding the probability of there being deep water in the indicated channel. Where but a

minute before despair and hopelessness had been writ large on his homely mug, hope and determination now kindled the eye and animated every feature.

"By Gord, Bill, we'll do it," he burst out, presently, in a voice husky with suppressed excitement, and bringing his clenched right fist down against the open palm of the left hand with a resounding whack by way of emphasis.

He made a break for the cabin door, evidently with the intention of calling all hands on deck. I held him back.

"Not so fast, Bob," I said. "Remember that we're goin' to do this thing on our own hook, an' the less of us that are in on the deal, the better. Suppose we succeed in beachin' the old hooker, an' gettin' back to civilization with our hides whole, what's to prevent 'em from chargin' us with havin' wrecked the ship, an' puttin' us in the calaboose for life? You know as well as I that such a construction of our act is possible under existin' admiralty law. Why, man alive, to my certain knowledge they've hung sailors for less than we're now proposin' to do."

He was clearly impressed with what I said, for he scratched the stubble on his chin in token of perplexity.

"Ii believe you're bloody well right 'bout that, Bill," he said at last; "but what are we goin' to do, then?"

"Suppose you tell only 'Dutch Loocy' to come on deck, an' say nothing to the others," I suggested.

My reason for singling out "Loocy" to help us was that we had been shipmates on two long voyages, and I knew him to be strictly true blue, according to the fore-castle acceptance of that term.

"Hall right, hold chap," replied Bob, laconically, and dived down the companion-hatch. A few seconds later he reappeared on deck along with "Dutch Loocy."

"The whole bleedin' bunch hof heffgies down there is sprawlin' on their bellies a-sayin' their prayers," he confided to me. "You couldn't pull one hof 'em on deck with a luff 'pon luff han' a Spanish burton rolled hinto one; they're that bloody dazed with fright."

"All the better for us," I said, putting the wheel hard over and heading her off for the "hole in the wall." "Haul down the trysail an' mizzen staysail, an' square the yards a bit. We must make that gap before it gets any darker. Bear a hand now, bullies."

In a little more than a minute I had her off before the wind and heading straight for the gap. In the meantime Bob and "Loocy" had hauled down the trysail and mizzen staysail, and were pulling on the weather braces like Trojans.

The wind kept the foresail pressed hard up against the forestay, which was fortunate in that it gave me an unobstructed view ahead. Another thing in our favor was that she steered like a yacht.

She was now racing through the seas at a rate which I estimated to be not much less than eleven knots. This, I concluded, would carry us to our destination in five or, at most, six minutes more.

And then, what? I remember vaguely speculating on the possibilities of there being a hereafter, and what my sensations would be like on waking up in another world. Strangely enough I felt but little fear. This I attribute to the fact that all my faculties were concentrated on the steering. Through the gathering dusk my eyes were



straining, glued to the center of that narrow opening ahead of us. If we missed it, or there shouldn't be enough water to float us in! But I resolutely put the thought away, and grasped the spokes of the wheel with the nervous alertness of a man who knows that his life is the forfeit that must be paid for a slip or an error of judgment.

A scant thousand yards—two minutes and odd seconds of time—now intervened between us and our fate, whatever it was to be. There was a moaning note in the deafening roar of the breakers which had an indescribably depressing effect on me. The whiteness of the surf, seething and weltering in a sec-sawing smother on the sandy beach beyond the rocks, was ominously reminiscent of the whiteness of a winding sheet. To my overwrought fancy the Grim Reaper seemed to be stalking in yonder, and waving his fleshless arms at us as if welcoming us to his domain.

But the time was getting short. With a supreme effort I banished every thought from my mind but the one thought of steering the ship straight for the mark.

"Bob," I said hastily, "you an' 'Looney' get inside the companion hatch there. Hold the door ajar a wee bit so's you can see me. As soon as I have her nose pointed in between the two rocks I'm goin' to let go the wheel an' jump in alongside of you, an' then you close the door in a hurry. You understand, Bob? She's likely to broach to after she gets through that hole there, an' I don't want to be out here when that happens."

"Hall right, Bill, hold boy," he replied; "han' hif we goes to 'ell hit'll only be what them bloody skypilots been tellin' hus hall hour bloomin' lives."

"To hell mit de sky-pilots," chimed in "Dutch Looney," angrily; "not mit uns. Let's get in quick, Bob."

One minute more! My pulses began beating just a little faster. The two rocky pinnacles ahead of us loomed up through the falling shades of night as boding and portentous of possible disaster as did the Pillars of Hercules to those hardy Rhodian mariners who first ventured out upon the unknown expanses of the Atlantic Ocean. Scarce two hundred yards beyond them lay the surf-beaten strand, already shrouded in darkness.

Thirty seconds more! I clenched my teeth and nerved myself for the coming crash—death, it might be. Beneath my feet I could feel her stern slowly rising on the first foaming curl of a huge comber rolling in toward the gap. The least little yaw now, either way, would have been fatal; would have dashed us headlong against the rocks and smashed us into smithereens.

But she answered her helm with almost uncanny readiness. As the wave overtook her, lapping her bends and lifting her on its crest, she shot through the center of the gap with the speed of a leaping dolphin hunting cover from his pursuers.

I let go the wheel and jumped for the cabin door. Bob and "Looney" saw me coming and caught me in their arms as I tumbled in on top of them, mechanically slamming the door shut after me.

Our suspense was short-lived. In the twinkling of an eye as it were the dreaded crash came, followed by shrieks of mortal terror from the huddled mass of humanity sprawled on the cabin floor.

And what a crash it was! Its force hurled the three of us in a heap down the companion-way, landing us in the midst of the screaming, fear-crazed wretches below, where

"Cockney" Bob's oaths and roars of pain furnished a sort of climax to the general bedlam. There was a terrifying sound of ripping, breaking timbers as if the vitals of the ship were being torn out of her. She bumped heavily on her keel two or three times, after which she settled in an almost upright position and on an even keel, having apparently dug a cradle for herself in the sand.

Much to our relief, and somewhat to our surprise, she remained stationary in that position after a while. Occasionally, when some extra heavy sea broke over her, she would rock a little. At such times also there was heard a grinding, crashing noise beneath our feet, seemingly indicating that her bilges were resting on a rocky foundation.

When it was seen that, for the present at least, we were relatively safe, the spirits of the gang began to perk up with amazing swiftness. Those who only a few minutes before had been all but paralyzed with the fear of instant death, were now slapping each other on the back and swapping jokes. Most of them were laughing hysterically, though in all probability none could have told what he was laughing at.

After the first sudden revulsion of feeling had subsided somewhat we started in to take stock of what had actually happened to the ship. It was then we made the sad discovery that Captain Thomas was dead. The shock had been too much for his heart, weakened as it was by advanced age, and weeks of sleepless watches off the Horn and coming up along the west coast.

Tenderly we carried the body into the stateroom and draped it with the ship's ensign. This done, we next turned our attention to the mate. We found him resting as comfortably as the circumstances would permit. When told of his father's death he broke down and cried like a child.

Presently I ventured up the companion-way and stuck my head out through the door. The night was pitch dark, but the sheen from the surf made it possible to see the immediate surroundings quite distinctly. The first thing I noted was that she lay broadside on to the beach, the starboard side inshore. The mainmast had carried away about fifteen feet above the deck, and was bumping against the lee side along with the mizzen topmast, which had evidently been broken off by the fall of the heavier spar. Forward the foresail was being blown into ribbons that cracked in the gale like so many whiplashes. She had hogged in the waist at least two feet, which probably accounted for the breaking of the mainmast. Fortunately, however, the two boats were still resting in their chocks on the gallows, out of reach of the seas, and undamaged so far as I could make out.

Further investigation above decks was out of the question, as the seas were breaking over her almost continuously. Besides, I was spent from lack of sleep. And so, after poking the fire in the stove a bit, I tucked myself away in a corner of the cabin and was soon fast asleep.

Not till the afternoon of the next day did the weather moderate sufficiently to make it safe for us to venture out on deck. By that time decomposition of the remains of Captain Thomas had set in to such an extent that we found it advisable to remove the corpse from the stateroom up onto the poop.

Next we held a council of war. I told the boys that we were more than six hun-

(Continued on Page 11.)

## NOTICE TO SEAMEN.

### IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,

V. A. OLANDER, Secretary.

## LAKE DISTRICT, I. S. U. of A.

### HEADQUARTERS:

#### LAKE SEAMEN'S UNION,

570 West Lake Street, Chicago, Ill.

#### BRANCHES AND AGENCIES:

BUFFALO, N. Y. .... 55 Main Street  
Telephone Seneca 936 R.

CLEVELAND, O. .... 1401 W. Ninth Street  
Telephone Bell Main 1842.

MILWAUKEE, WIS. .... 133 Clinton Street  
Telephone South 240.

ASHTABULA O. .... 21 High Street  
Telephone 552.

NORTH TONAWANDA, N. Y. .... 152 Main Street  
Telephone Bell 2762.

DETROIT, MICH. .... 15 Twelfth Street  
Telephone 3724.

SUPERIOR, WIS. .... 1721 N. Third Street  
Telephone, New, Broad 385.

BAY CITY, MICH. .... 108 Fifth Avenue

OGDENSBURG, N. Y. .... 170 Isabella Street

CONNEAUT, O. .... 922 Day Street

SOUTH CHICAGO, ILL. .... 9142 Mackinaw Avenue

PORT HURON, MICH. .... 517 Water Street

ERIE, PA. .... 107 E. Third Street

#### MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

### HEADQUARTERS:

71 Main Street, Buffalo, N. Y.

Telephone Seneca 48.

### BRANCHES:

CLEVELAND, O. .... 1185 W. Eleventh Street

CHICAGO, ILL. .... 445 LaSalle Avenue

MILWAUKEE, WIS. .... 151 Reed Street

DETROIT, MICH. .... 27 Jefferson Ave., East

SUPERIOR, WIS. .... 1814 Fourth Street

OGDENSBURG, N. Y. .... 70 Isabella Street

BAY CITY, MICH. .... 108 Fifth Avenue

#### MARINE COOKS AND STEWARDS' UNION.

### HEADQUARTERS:

406 N. Clark St., Chicago, Ill.

Telephone Main 365.

### BRANCHES:

Buffalo, N. Y.

Cleveland, O.

Milwaukee, Wis.

Ashtabula, O.

Toledo, O.

North Tonawanda, N. Y.

Superior, Wis.

Erie, Pa.

#### UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

### MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

### RELIEF STATIONS:

Ashland, Wis.

Ashtabula Harbor, O.

Buffalo, N. Y.

Duluth, Minn.

Escanaba, Mich.

Grand Haven, Mich.

Green Bay, Mich.

Houghton, Mich.

Ludington, Mich.

Manistee, Mich.

Marquette, Mich.

Menominee, Mich.

Ogdensburg, N. Y.

Oswego, N. Y.

Port Huron, Mich.

Manitowoc, Wis.

Marquette, Mich.

Milwaukee, Wis.

Saginaw, Mich.

Sandusky, O.

Sault Ste. Marie, Mich.

Sheboygan, Wis.

Superior, Wis.

Toledo, O.



## WEEKLY NEWS LETTER.

(Continued from Page 3.)

methods forced upon them through their ignorance and complete economic control by the companies. Compelled to work twelve hours a day and seven days a week, progress or advancement, either socially, educationally or morally, is impossible, even if facilities were afforded them.

"The blame rightfully belongs upon the great steamship companies and trusts who, through advertisements and agents, picture milk-and-honey conditions to these people who are enticed from their native lands for the purpose of exploitation and lowering the wage and living standards of American workmen."

## Trade Unionism in Schools.

Trade unionism should be taught in the public schools, declared President Marsh in his annual report to the recent Washington State Federation of Labor.

"If collective bargaining be the best method for securing for labor the rewards to which labor is entitled," said the unionist, "surely the child who must eventually enter some vocation or other that is productive in character, ought to learn the essentials of collective bargaining. That involves a knowledge of the history of trade unionism, its relation to industry in all ages and among all races. Just as I would wish my child to know the history of steel, its relation to civilization as it developed in importance as a building material, so I should want him to know something of the human element with which this basic material is interwoven. Trade unionism has been too important a factor to be longer ignored in the schools, but should be frankly studied and discussed, with a view of learning both its strength and its weakness. There is no need to be afraid of facts. Ignorance of a subject which plays so large a part in the history of every country where industrial pursuits have been at all developed, is far worse than knowledge of any defects in industrial organization. Only through knowledge can defects be remedied or sound principles applied. A study of trade unionism ought to be a part of the curriculum of every high school and university."

## Opposes Proposed Labor Law.

Michigan trade unionists are calling attention to the last-century viewpoint of State Senator Verdier, who announced his opposition to proposed State compensation law amendments in a speech before a convention of contractors.

The organized workers are asking that this law be changed so that occupational diseases are included and that the time before benefits can be paid shall be reduced from two weeks to one week. The latter proposal has aroused Senator Verdier's wrath. He says it will permit "soldiering," and that it is not the intention of the law "to pay for slight injuries." The lawmaker professes a wonderful insight into the minds of workers and intimates that they will deliberately injure themselves to secure an extra week's benefit. The plan to pay for the loss of a nose or an ear is looked upon by Senator Verdier as a scheme "to pay compensation for spoiled beauty." He makes this reference to the proposed occupation disease amendment:

"What seems to me the most ridiculous

and foolish amendment is one to require compensation for disability or death caused by so-called occupational diseases; that is, diseases contracted from and on account of the nature of a man's work."

## SECRETARY HANSON'S REPORT.

(Continued from Page 7.)

which charges less than \$5.00 and the Pacific Firemen which charges more.

In the near future the Atlantic Sailors will probably raise the initiation fee to \$5.00, and it is possible that the Pacific Firemen may take action to reduce its fee.

On the question of transfer the Atlantic and the Pacific Firemen have already reached a mutual understanding and the Great Lakes Firemen are now contemplating a change in the constitution which will permit of transferring firemen from other districts in the International. Thus it will be seen that uniformity in dues, fees, transfers and other matters is gradually being established, not by arbitrary rules or law, but by good will and good sense of the district organizations.

While these questions are being discussed and acted upon in the meetings of the district organizations, it is hoped that the delegates to the next convention may be authorized to so change the constitution as to cover at least the points of uniformity already agreed upon and adopted, to consider the question of uniformity of benefits, and to again act upon the matter of International membership book covering all District Unions.

It is urged that the district unions give these matters their earnest consideration, to the end that the representatives at the next convention may know the desires of the membership and that they may have the information and authority to formulate international regulations that will be thoroughly practicable, workable, and in harmony with the best interest of each district and the International Union as a whole.

## Membership Book.

On the question of an International book for sailors, the Secretary drafted a model and submitted it to the different districts of sailors for approval. The general make up of the book was proved satisfactory to all, but objection was raised to a section dealing with admission and also a part dealing with granting of retiring cards to members sailing under a foreign flag.

These objections deal with the constitution, however, and authority to change the International Constitution is, of course, vested in the convention only and under the circumstances, therefore it is deemed inadvisable to go to the expense of printing a large number of a membership book which may lead to unnecessary friction, unless the desired changes are made. For this reason completion of an International book has been delayed and postponed.

## Organizing.

During a period of seven weeks from October 7 to November 27, Comrade John Parker was engaged in organizing work for the sailors and firemen at Buffalo, N. Y. He visited about 380 boats, joined 35 members in full, while 25 made part payment of initiation fee and collected about three hundred dollars exclusively from men sailing on Lake Carriers' ships. The expense to the International in this undertaking amounted to \$136.75 and can be considered very encouraging, if consideration is given to the unusual dullness in lake business for the biggest part of last season, which affected the men's earnings to a considerable extent. When the season closed in December, Comrade Parker's services were dispensed with at the above stated time.

The feeling among non-union seamen on the Lakes towards organization has improved with the going into effect of the "Seamen's Act." This feeling has been more noticeable among the men in the firehold on account of the three-watch system provided by law, than it was in the deck department because of the unreasonable practice used in physical examination of applicants for A. B. certificates. But, as the law is being tried out and men become familiar with it, the future possibilities of growing improvement in the condition of seamen become better known to all.

Comrade Mons Monson performed organizing work for the Eastern and Gulf Sailors' Association at New York from November 6th to January 1st. During these eight weeks he visited about ninety (90) ships, joined forty-three (43) members and collected a total of \$336.75. The expense to the International in this work amounted to \$140. Since January 1, Comrade Monson has been paid by the Eastern and Gulf at the New York West Street Branch and is accomplishing good results in his work there.

Organizing for the Atlantic Firemen at New York has been carried on by the International since November 13, and Comrade Joe Fernandez has, during that time, joined sixty-five members, visited one hundred sixty ships, and made a total collection for the Atlantic Firemen of \$367.25. For this service the International expended \$170. Comrade Fernandez's work is

principally carried on among the Latin firemen. The New York Branch of the Eastern & Gulf Sailors' Association has had the services of Comrade Patrick O'Brien for about six weeks and the result of his work as organizer is as follows: He collected during that time \$200, joined thirty-six members, visited about seventy ships and addressed several mass meetings in conjunction with other local officials at the port of New York.

## British Union Defends Seamen's Act.

The National Sailors' and Firemen's Union of Great Britain and Ireland, through President Furuseth, forwarded to this office one hundred pounds as a contribution to the defense of the seamen's legislation passed by the Sixty-third Congress. This act by our British comrades expresses sympathy and interest in our new legislation, the effect of which, eventually, will be world wide and beneficial to seamen of all nations. Official acknowledgment has been made to the British union and the thanks of the International have been conveyed to our British comrades from the International office.

## Legislation.

Since the present session of Congress convened, President Furuseth has been engaged in legislative work at Washington, also in organizing work on the Atlantic, addressing meetings of commercial and economic organizations on the Seamen's Act.

From the legislative reports sent to all District Unions it can readily be seen that the constructions made by the Department of Commerce on the different sections of the act will, if permitted to stand, eventually destroy, or at least materially hamper, a considerable portion of the new legislation and thus render its value for uplift less effective.

An effort is being made to secure a thorough investigation of the United States Steamboat Inspection Service. Vice-President Olander, whose exposure of the methods of the service following the "Eastland" disaster was given much publicity, especially in the Middle West, is devoting his attention to this matter. The Inspection Service must be reformed in the interest of public safety and also to provide for proper enforcement of the law, particularly the Seamen's Act, which some of its officials seem very much offended at. Any public investigation of the Inspection Bureau will undoubtedly expose conditions which will prove to Congress the necessity for changes in the methods of that Bureau. The reports of President Furuseth on legislative matters have been so complete and regular that there is nothing this office can add to his statements on the legislative question.

## Fishermen.

Through the assistance of Mr. F. H. McCarthy, organizer for the American Federation of Labor at Boston, Mass., a union of fishermen has been organized at that port. The organization is known as the New England Coast Fishermen's Union and has its headquarters at No. 3 Long Wharf, Boston, Mass. It was granted a charter during the latter part of August and, as the yearly financial report will show, it has a membership of over five hundred. Vice-President Pryor of Boston has assisted this union in its preliminary work and is acting as its treasurer. Comrade W. H. Brown, who is serving as its secretary, is to a large extent responsible for its formation and development. All District Unions are urged to interchange reports and minutes with this sister union whom we will welcome into the folds of the Brotherhood of the Sea.

The Halibut Fishermen's Union of the Pacific, through its Secretary, P. B. Gill, has informed the International office that it contemplates changing its name to that of the "Deep Sea Fishermen's Union of the Pacific" in order to further extend the organization of the men in the fishing industry in which a large number of unorganized men are engaged. The question of changing the name was submitted to the Executive Board for action. As no objection was raised by any other body of fishermen, the desire of the Halibut Fishermen in this respect meets with unanimous approval. Let us encourage them in the undertaking which may be the means of improving the conditions of the fishermen so that the occupation may become more attractive and remunerative.

## General Finances.

As the financial report for January will show that the International treasury now contains about \$3,000, with indication that the income will be steadier and greater than in the past, and as the reports from the majority of the District Unions show an encouraging condition, it is to be hoped that wherever an opportunity presents itself for increasing our activity, neither energy nor funds will be spared to advance the good cause.

With kindest regards to all comrades, I remain,

Yours fraternally,

T. A. HANSON,  
Secretary-Treasurer.

Unionized workers represent the most intelligent craftsmen. To what extent are they unionized through your personal efforts?



## PUGET SOUND STEAMSHIPMEN.

The Puget Sound Steamshipmen's Union, recently organized at Seattle, is composed of men employed on vessels navigating on that body of water exclusively. The membership of the new union is enthusiastic over the prospect of "pulling together" in all future demands for better wages and conditions.

As "live evidence" of this enthusiasm the JOURNAL submits to the discerning readers a poem written by Richard Dean, a member of the organization:

### "SEAMEN OF THE PUGET SOUND."

We'll destroy the old ship "Slavery";  
Run her with her chains aground  
We have launched a brand new vessel,  
"Seamen of the Puget Sound."

May this good ship live forever,  
May she sail on "Freedom's" sea,  
Keep her course, and from her topmast  
Float the flag of "Unity."

"Brotherhood" shall be our pilot,  
So to guide us firm and true;  
"Hope" has signed our clearance papers—  
We will need you in our crew.

Join together all ye Seamen  
While the flame of "Slavery" dies;  
"Solidarity" our watchword,  
And our motto, "Organize."

Cast your chains, and free your shackles,  
On to "Victory" we must press.  
Let us sail our stately vessel  
To the harbor of "Success."

Angry seas of "Opposition"  
We must brave from all around;  
Come, "Unite," and join the good ship,  
"Seamen of the Puget Sound."

## NEW YORK HARBOR POLICE.

The New York police boat "Patrol" is to be sold. She cost too much to keep going, her coal and engine room charges being from \$12,000 to \$16,000 every year. The harbor police will soon abandon their shore station house in the old Harlem Manor House at the foot of East 120th street and will establish themselves on a barge moored off Randall's Island. The fleet of the harbor police now consists of nine launches and two dories. Seven launches continually patrol a line of navigable waters 445 miles in extent. This year a diving squad will be organized and trained and will operate from a scow equipped with modern diving apparatus. Instruction will be given by experienced divers of the United States Navy. Instruction will be continued in the use of the wigwag system, the Morse code, as used in the United States Navy, and also in the use of rapid fire guns, which have been mounted on the launches used for patrol duty. To expedite the assembling of the police boats, forty signal stations have been established. The harbor police made only fifty-one arrests last year, but they recovered property worth \$18,817, saved twelve persons from drowning and rendered aid at fifteen waterfront fires.

## OUR MERCHANT MARINE.

(Continued from Page 2.)

we do not. Some pay workmen's compensation; we do not. All, or nearly all, have laws providing for at least some liability to passengers and shippers; we have practically none. Given an equality in the building and the operating cost, these are economic reasons for putting vessels under our flag, and this would mean more seamen under our flag.

If you want preparedness you surely want it at sea first. If you want sea power you must get your own people to the sea. They will not come, or coming, will not remain at sea, except upon conditions that are human and coupled with a living wage.

These conditions will gradually come through the proper enforcement of the LaFollette Seamen's Act. Will you support it? Will you help to see that it is enforced?

## ON A LEE SHORE.

(Continued from Page 9.)

dred miles from the nearest Chilean settlement, and that the intervening stretch of country was practically a desert, destitute for the most part of both water and vegetation, besides being infested by roving bands of savages from the interior. Clearly we could not get back to civilization via that route. We therefore decided that as soon as the sea had calmed down a bit more we would take to the boats and try to get out in the track of passing ships; or, if failing that, to make our way to the nearest port.

The following day dawned with a cloudless sky and a comparatively smooth sea. The wind had died down to the heft of a light working breeze. Also, as nearly always happens in the southern hemisphere after a westerly gale, the wind had hauled around against the sun until now it was well to the eastward of south.

Determined to get away before another gale sprung up we made all haste to get the boats over the side. While "the doctor" and the rest of us were busy stocking the boats with provisions, water, compasses, charts, and what not, "Dutch Looey" sewed up the body of the captain in a canvas shroud, weighted at the feet with thirty-odd pounds of scrap iron.

This done we propped up the mate in the stern sheets of the big boat with all the pillows and spare blankets we could muster. The corpse we placed on the bottom boards, for'ard under the thwart. "Dutch Looey," the cook, myself and the two ordinary seamen took the small boat. "Cockney" Bob and the four "bleedin' heffgies," as he dubbed them, were allotted to the big boat along with the mate and the corpse.

When all was ready we set sail and sheered off for the "hole in the wall," headed once more for the lair of "Old Briny," whose wrath we had so lately fled from in terror.

At sundown we had gained an offing of about thirty miles. When the last rays of the setting sun were tinting the western sky with a deep crimson glow, we buried the remains of Captain Thomas in a sailor's grave, as we knew he would have wished us to do had he had foreknowledge of his fate.

On the third day out we sighted a steamer coming up from the south'ard. As she neared us we made her out to be the "Cuzco," of the Pacific Steam Navigation Co. Presently we had transferred ourselves and our few belongings to her deck, where the interested passengers and crew gathered around us and listened to our hard-luck story, duly and impressively told by our spokesman, "Cockney" Bob, with an extra allowance of "bloodies," "bleedin's," "bloomin's," etc., thrown in for the occasion. A collection was taken up for us which came in very handy four days later when we were landed in Valparaiso.

A congress of continental American history is to be held in Rio de Janeiro in 1922 during the centennial celebration of the independence of Brazil. The arrangements for the congress are under the direction of the Brazilian Historical and Geographical Institute, which will endeavor to secure the co-operation of the Pan-American Union with a view to having all the American nations participate in the discussion and publication of papers on this history of the American Continent.

## Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

## International Seamen's Union of America

(Continued from Page 5.)

### MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

#### Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

#### Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.

PORTLAND, Ore., 242 Flanders St.

SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

### MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

#### Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

#### Branches:

SEATTLE, Wash., Room No. 203, Grand Trunk Dock. P. O. Box 214.

PORTLAND, Ore., 89 Second St. N.

SAN PEDRO, Cal., P. O. Box 54.

### ALASKA FISHERMEN'S UNION.

#### Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

#### Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

## The Coast Seamen's Journal

Can be procured by seamen at  
any of the above-mentioned places;  
also at the headquarters of the

Federated Seamen's Union of Australasia  
29 ERSKINE STREET, SYDNEY, N. S. W.



## Labor News.

The Cramps, Philadelphia shipbuilders, have voluntarily raised wages 10 per cent. About 5,000 employes are affected. With this announcement, comes another one—that the A. F. of L. metal trades department will inaugurate a campaign for eight hours in the ship yards along the Atlantic coast.

Trade unionists of Toronto, Ontario, are preparing to ask the Legislature, when it convenes, to abolish the property qualification for the holding of municipal offices. The organized workers are maintaining a vigorous agitation on this issue. They will also urge the passage of a semi-monthly pay law to apply to the mining districts of the province.

Injured workmen and their dependents coming under the provisions of the Michigan State compensation law were paid \$1,213,103 during 1915, according to the annual report of the State Industrial Accident Board. In addition to this, \$148,615 was paid out by employers to injured workmen for medical and hospital services, bringing the total to \$1,361,718.

A conference between A. F. of L. Secretary Frank Morrison and representatives of the Slate and Tile Roofers' International Union and the American Brotherhood of Slate Workers resulted in a jurisdiction agreement between these two organizations. The slate workers have waived claim to the erection or application of roofing slate to roofs or sides of buildings.

The House of Representatives passed the bill to create a bureau of labor safety in the Department of Labor. Under the proposed act the Secretary of Labor is authorized to make special and general investigation of labor safety plans and devices of all kinds and the need for same; also the study and prevention of occupational diseases, and to make public, from time to time, the results of such investigation.

Pennsylvania State Commissioner of Labor Jackson has issued an appeal to all employers to organize safety committees and take greater precautions at their plants. The State official says reports show 1,010 men injured and 21 killed in one day. At this rate, 6,000 persons would be killed and 300,000 non-fatally injured during the year. Most of these accidents can be avoided, according to the commissioner, if proper precautions are taken.

The Government has virtually eliminated piling as a contributory cause of the "Eastland" disaster, which is one of the defenses of the owners of the Chicago excursion steamboat, which capsized last summer. The Government surprised the defense when divers employed by it testified that they examined the bottom of the river before divers employed by the company. These Government witnesses said that the longer of the two piles in question was only a trifle over two feet out from the dock and therefore could not have been a factor, while the other pile had more than one foot of water between it and the bottom of the boat. A naval designer for the Chicago bureau of rivers and harbors testified that the "Eastland" was of faulty construction and unseaworthy as an excursion boat. This evidence is in line with that of the boat's builder, who testified that the "Eastland" was originally intended for carrying freight.

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## Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

|                    |                       |
|--------------------|-----------------------|
| Andersen, Walter   | Karell, J.            |
| Andresen, Jorgen   | Krager, C.            |
| Abrahamsen, Halp-  | Karlson, Ingoald      |
| tan                | Kylander, Herman      |
| Aagaard, A.        | Larsen, L. A.         |
| Andersen, Alfred   | La Follette, James    |
| Anderson, Hjalmar  | Le Mins, Aug          |
| Andersen, A. C.    | Larsen, T.            |
| -1108              | Lersten, J. O.        |
| Andersen, Albert   | Louwain, Eric         |
| Berg, Johamus      | Lundgren, Carl        |
| Barrell, Geo.      | McIntyre, James       |
| Bohm, Franz        | Mikkelsen, K. -1620   |
| Bongquist, Gus     | Mjones, John          |
| Bekker, Geo.       | Mathisen, Sigurd      |
| Brewer, Geo.       | Moore, C. R.          |
| Brokov, Albert     | Mikkelsen, A. W.      |
| Campozi, M.        | McLeod, N.            |
| Chamberlain        | Mathisen, Nels        |
| Connouton, T. H.   | Martinsen, C.         |
| Carlson, John -861 | McNeill, R.           |
| Daklin, Gus        | McManigal, T. E.      |
| Dazell, James      | Mortensen, J. R.      |
| Engstrom, Ch.      | Molony, K.            |
| Erikson, Chr.      | Moore, R.             |
| Eisen, F.          | Moore, J. M.          |
| Eigh, I.           | Nelson, Henry         |
| Erikson, E.        | Nasse, A. K.          |
| Erikson, N. P.     | Nielsen, Alfons       |
| Fox, John          | Nilsen, Alf           |
| Fredricksen, B. I. | Nurminen, J. E.       |
| Fredriksen, T. D.  | Norlin, Georg         |
| -529               | Olsen, Harald         |
| Furber, C. W.      | Olsen, Herman         |
| Gustafson, Jh. K.  | Olsen, J. E.          |
| Gustafson, Karl    | Olsen, Albert         |
| Gustafson, Martin  | Olsen, Henrick        |
| Haas, W.           | Olsen, E. -2376       |
| Hansen, Alex M.    | Olsen, A. M. -944     |
| Hill, C.           | Olsen, Johan          |
| Henricksen, Harry  | Peterson, J. P. -920  |
| Herman, Axel       | Paulson, C.           |
| Hernes, K.         | Peterson, Harry       |
| Haltnes, M.        | Petersen, W. -1447    |
| Hall               | Petterson, O. P. -819 |
| Hansen, Fred       | Rosenbald, Albin      |
| Hansen, N. S.      | Silbert, Henry        |
| Hansen, Ingvald    | Stalsvik, J.          |
| Hahn, H. P.        | Schwelstous, W.       |
| Hollin, P.         | Simminghjm, G.        |
| Hagger, F. W.      | Samuelson, Hugo       |
| Holmberg, Karl     | Seppola, Emil         |
| Hunter, Ernest     | Smith, Geo. J.        |
| Johnson, P. M.     | Smith, John           |
| Jacobsen, A.       | Skldsmo, A.           |
| Jensen, H. -2014   | St. Clair, Thos.      |
| Jensen, Hans       | Trichert, Karl        |
| Jensen, Simon      | Thune, H.             |
| Jensen, L.         | Thomsen, Einar        |
| Johanson, Ernest   | Thostrup, Ludvig      |
| Johnson, Andrew    | Verner, K. J.         |
| Johanson, J. S.    | Ursen, J.             |
| Junge, Hanwick     | Wennecke, A.          |

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## INFORMATION WANTED.

Hugo Carlson Ljung, age 29, a native of Gothenborg, Sweden, was last heard from in a Cable Boat on the Atlantic Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Carlson Ljung, Jungmangatan 5, Gothenborg, Sweden. 1-12-16

Fred Marjama, a native of Russia, age 36, has not been heard from since 1908, at Buffalo, N. Y. Anyone knowing his whereabouts please notify his brother, J. Marjama, 51 South St., New York, N. Y. 9-1-15

Hans Nilson, a native of Tonsberg, Norway, was last heard from at Mobile, Ala., is inquired for by his mother. Anyone knowing his whereabouts kindly notify Louis Donald, Norwegian Vice Consul, 77 St. Francis St., Mobile, Ala. 12-22-15

Anyone knowing the whereabouts of Peter Ljung, age 40, a member of Alaska Fishermen's Union, will please communicate with Mrs. Peter Ljung, 2342 East 16th Street, Oakland, Cal. 1-5-16

## Tacoma Letter List.

|                    |                     |
|--------------------|---------------------|
| Burke, Andrew      | Olsen, Martin E.    |
| Farrell, William   | Olsen, Ole -288     |
| Hunter, Gilbert H. | Peterson, John      |
| Johannsen, Chris-  | Person, Fritz Leon- |
| tian               | ard                 |
| Johnson, Hans      | Persson, Herman     |
| Kathy, Albert      | Peterson, Charles   |
| Line, W.           | -1287               |
| Line, Victor       | Rhimer, C. M.       |
| Murphy, Daniel     | Schultz, M.         |
| Nielsen, Alf. W.   | Schacht, H.         |
| -1054              |                     |

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wegian newspapers.

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## Eureka, Cal., Letter List

|                  |                   |
|------------------|-------------------|
| Contreras, Julio | Kustel, Victor J. |
| Kyrkslatt, Lars  | Kinowsky, A.      |
| Lawrence, Harry  | Ingebretsen, Alf. |
| Melander, G. L.  |                   |

## INFORMATION WANTED.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

Olof Pedersen, a native of Norway, age about 60, supposed to be sailing on the Pacific Coast, is inquired for. Anyone knowing his whereabouts please notify J. T. Miles, 761 Greenwich St., New York, N. Y. 2-16-16



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## Portland, Or., Letter List.

|                     |                     |
|---------------------|---------------------|
| Andreasen, N. S.    | Larsen, H.          |
| Anderson, N. P.     | Lindberg, A. C.     |
| Anderson, John      | Mattson, Hilding    |
| Andersen, Otto      | Miller, Winford     |
| Anderson, Nils      | Martin, J. C.       |
| Anderson, Rasmus    | Moen, T.            |
| Anderson, Hans      | Munchmeier, H.      |
| Adolfson, John      | Morgan, Tim         |
| Anderson, John E.   | Muller, P.          |
| Belle, Ernest       | Metts, John         |
| Backman, P. J.      | Moller, L. D.       |
| Benson, S.          | McConnell, David S. |
| Bartells, Otto      | Meckermann, Ernst   |
| Bernhardson, Chas.  | Nielsen, M. P.      |
| Bugge, Mr.          | Ohlsson, J. W.      |
| Christensen, H. P.  | Osterberg, Henry    |
| Carey, A. L.        | Oglive, Wm. A.      |
| Dahlstrom, Gust     | Paulson, Herman     |
| Drosbeck, Karl      | Petterson, Mauritz  |
| Dybdal, Olaf        | Palm, P. A.         |
| Erickson, Eric      | Roos, Oscar         |
| Edstrom, John       | Rabel, John         |
| Farrel, W.          | Reskran, George     |
| Gundersen, F. M.    | Schaab, Anton       |
| Gundersen, Fredrik  | Samuelson, S.       |
| Hoten, J.           | Storvick, Ingvald   |
| Henriks, Waldemar   | Slocum, Ernest      |
| Jacobsen, Gust E.   | Shalles, K. G.      |
| Johnson, Karl E.    | Schneider, Fritz    |
| Jespersen, Martin   | Sorensen, Jorgen    |
| Johnson, E. D.      | Shea, Oscar         |
| Jorgensen, Robert   | Schacht, H.         |
| Johnsen, A.         | Schultz, John N.    |
| Jensen, Christ      | Salmelin, H.        |
| Jensen, Wm.         | Tully, Alex         |
| Johnson, Nils       | Tuhkanen, J. J.     |
| Jonsson, Karl       | Vellenger, Louis    |
| Karlson, Ingvald    | Vinn, H.            |
| Kronstrand, H. T.   | Wheatcroft, L. E.   |
| King, J. L.         | White, Harry        |
| Kelly, Patric       | Westengren, C. W.   |
| Kjer, Magnus        | Zunk, Bruno         |
| Knudsen, Richard E. |                     |

## Aberdeen, Wash., Letter List.

|                       |                     |
|-----------------------|---------------------|
| Andersen, -1118       | Norling, Reinhold   |
| Andersen, Andrew      | Paaso, Andrew       |
| Burmeister, T.        | Pettersen, Karl     |
| Bjorklund, G.         | Petersen, J.        |
| Bleibe, Ernest        | Peterson, Nels      |
| Carlson, Sven         | Peterson, Hans      |
| Christiansen, Didrich | Risenius, Sven      |
| Clifford, Pat         | Rudt, Walter        |
| Crantz, F.            | Schmidt, Heinrich   |
| Davis, Frank          | Simensen, Isak      |
| Gronros, Oswald       | Scheffner, Bernhard |
| Gueno, Pierre         | Sandqvist, Gunnar   |
| Geschwendt, W.        | Skottol, A.         |
| Holmroos, W.          | Steinhauer, Alvin   |
| Hansen, Ove Max       | Stenwall, Sigurd    |
| Hylander, Gustaf      | Thorn, A. L. -70    |
| Johnson, Alex         | Toves, H. C.        |
| Karlson, Victor       | Toren, Gustaf A.    |
| Ludtke, Emil          | Udby, Harold        |
| Lindholm, John        | Walder, Olsen N.    |
| Lindgren, Ernst       | Wendt, Walter       |
| Machado, Henry        | Westerlund, Albert  |
| Magnusson, Walde-     | Williams, T. C.     |
| mar                   | Packages.           |
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| Nilsen, Harry         | Gorgensen, Olaf     |
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## INFORMATION WANTED.

Oscar Olsen, age 37, a native of Hallarna, near Gothenborg, Sweden, who was sailing on the Great Lakes about three years ago, is inquired for by John V. Olsen, Sun Company, Marcus Hook, Pa. 5-26-15

Knut Jensen, No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Tangemunde, A/Elbe Osternweg, No. 7, Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis. 4-14-15

Adolph Godfred Eriksen, born in Moss, Norway, is inquired for by his brother, Herman Eriksen. Any one knowing his whereabouts please notify W. Nielsen, 206 Moravian St., Philadelphia, Pa. 5-26-15

## Home News.

Relative retail prices of the principal articles of food in the United States decreased 1 per cent. during the first nine months of last year. Figures issued by the Bureau of Labor Statistics show that prices in September, 1915, were 5 per cent. lower than in September, 1914.

It is announced that Government ownership of railroads and Government control of railroad stock and bond issues will not be considered as Administration legislation this session. This announcement was made partly in the nature of a reply by Senator Newlands to a proposal by Senator Borah of an inquiry into the feasibility of Government ownership of common carriers.

Non-intercourse with the Allies to force cessation of interference with commerce was advocated in the Senate by Senator Walsh of Montana in a set speech. "If the Allies decline to yield to reason, we must cease trading with them," he said. "It would be folly to go to war over the present situation when an efficacious remedy that involves no sacrifice of life is open to us."

Milk Wagon Drivers' Union, No. 603, of St. Louis, Mo., affiliated to the Brotherhood of Teamsters, has unionized the St. Louis Dairy Company after nearly three years of controversy. The unionists have been conducting a quiet missionary campaign among the non-union drivers, and then called a strike. The response was so general that the company settled after seventeen hours, and signed a union agreement for improved working conditions and wage increases for ninety drivers that ranged from \$2 to \$4 a week. This clear-cut victory was quickly followed by the Union Dairy Company—the largest in the city—signing a union agreement after a thirty months' fight.

A. F. of L. Secretary Frank Morrison reports that up to and including February 11 he has received \$42,683.89 for the benefit of the Danbury hatters. The San Francisco A. F. of L. convention recommended that unionists be asked to contribute the pay for one hour's labor on January 27 and that the same be forwarded to Secretary Morrison, who shall forward same to Secretary Lawlor, United Hatters of North America, to relieve the hatters who were despoiled by a judicial interpretation of the Sherman anti-trust law and which resulted in the passage of the Clayton amendments to this act. It may be some time before all money contributed throughout the country will be received at A. F. of L. headquarters.

The Senate Committee on Foreign Relations has ordered a favorable report on the Colombia treaty providing for indemnifying that republic for losses alleged to have been sustained by it through the partition of Panama. An apology and an indemnity of \$25,000,000 were embraced in the original draft of the treaty. The committee modifies the tone of the regrets expressed and reduces the indemnity to \$15,000,000. Favorable action was taken also on the treaty with Nicaragua which on consideration of the payment of \$3,000,000 to that country secures to the United States the right of way of a canal across the isthmus and a naval station in Fonseca Bay. These treaties have been pending for two years. They were finally approved in committee only by a bare majority.

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## INFORMATION WANTED.

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15



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## Domestic and Naval.

Plans have been prepared by Col. J. P. Jervey, Corps of Engineers, U. S. Army, for a municipal terminal in the city of Richmond, Virginia, which will include a large drydock, six large warehouses, a power house, a refinery, oil tanks, machine shops and other improvements at an estimated cost of \$4,000,000.

The four suits brought by the Guaranty Trust Company, the National City Bank and Charles W. Rantoul, Jr., of New York, and Maurice Hanssens of Brussels, against the North German Lloyd Steamship Company to recover more than two million dollars in damages because the steamer "Kronprinzessin Cecilie" failed to complete her voyage to France and England just before the outbreak of the war, have been dismissed.

The Gulf Coast Fruit & Steamship Co. of Galveston, Texas, has recently purchased the Norwegian steamships "Fort Gaines" and "Fort Morgan" of the International Steamship Co. of Mobile. These two vessels have been plying out of Mobile and to Central American ports in the banana trade for several years. The Galveston owners will immediately inaugurate a service between Galveston and Mexican points, especially Vera Cruz and Puerto Mexico, where the company owns fruit plantations; and Tampico will also be one of the regular ports of call.

Few persons have been paying much attention to Greece's merchant marine for the last couple of thousand years, but it's doing things. In five years it has just grown from 245,094 to 900,000 gross tons. Speaking of this the "New York Journal of Commerce" is moved to remark that in the period from July 1, 1913, until the end of 1914—only eighteen months—no fewer than 85 ships, representing altogether 219,450 tons, were added to the Greek register, an increase which can be shown by no other maritime country with the exception of England, Germany and the United States.

The Japanese liner "Daijin Maru" was sunk on February 3 in a collision with the steamship "Linan," and 160 lives were lost. Twenty-one persons were saved. The "Linan," badly damaged, is returning to Hongkong. The collision occurred at night at a point eighty miles from Swatow. The "Daijin Maru," of 1576 tons gross and 243 feet long, was built at Kobe in 1900. She was owned in Osaka. The "Linan" is owned by the China Navigation Company of London. She is 300 feet long, of 2211 tons gross, and was built at Greenock in 1903.

Baltimore Dry Docks & Shipbuilding Company, Baltimore, Md., is constructing two new parallel ship building slips, each to have capacity for a vessel 325 feet long, 50 feet beam and 32 feet depth. Between the two, will run an overhead 20-ton revolving electric crane, to serve both. At the rear of the slips a ship fitting shop is also under way and will be 220 feet long and 60 feet wide and will be of steel construction. A Wilmington, Del., concern has the contract for the tool equipment which will cost about \$25,000. A five-ton overhead electric crane with 50 feet boom will be supplied by the Northern Engineering Company; \$60,000 more is being invested in miscellaneous repairs to the plant.

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Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aagaard, A. M. Anderson, Arvid  
Abrahamson, Half-Anderson, E. -504  
tan Anderson, Emanuel  
Adams, Hugo Anderson, Ernst  
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Adolfson, Fritz Anderson, Geo.  
Ahlstrom, Arthur Anderson, Gust  
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ley Anderson, Joseph  
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Andersen, A. -1973 Andersson, A. -1772  
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Back, Ludwig Block, Wm.  
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Beltoma, Werner Boylan, C. J.  
Benson, G. -1919 Brandt, Birger  
Bergquist, Wm. Brelvik, Nils J.  
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Dahlkvist, Fred Dieckman, Geo.  
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Day, William Dunn, C. W.  
De Barr, Hans

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Ekberg, Hugo Engelhardt, F.  
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Eklund, S. W. Erikson, Olaf  
Ellefsen, Otto

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Farridan, P. Frig, W.  
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Foss, Laurits Furlong, P.

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Giberson, Andre Gulekson, A.  
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Gilljere, I. Gulliksen, A.  
Gindflood, C. Gundersen, Kristian  
Gjasdal, Elling Gundersen, J. C.  
Gotz, Rudolph Gurtman, H.  
Granberg, Fred Gustafson, Charles  
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Pario, Frank  
Pash, Paul  
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Reinhold, Ernst  
Retall, Otto  
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Ritcheil, Frank  
Robertson, A.  
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Rohde, F. -1156  
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Thomsen, Max  
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Thorstensen, Conrad  
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Tierney, Michael  
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Zabel, Carl  
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Zeckel, Walter  
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Anderson, A. -1447  
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Anderson, W. J.  
Berntsen, Julius  
Berling, J. B.  
Fischer, Hans H.  
Fredriksen, B. D.  
Gunvaldsen, Ingvald  
Hannus, H.  
Hetman, Walter  
Hofgaard, Hans  
Jansson, A. L.  
Jespersen, Martin  
Johnson, Carl  
Kishjan, K.  
Loren, A. L.

Mathisen, H. -1759  
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Opderbeck, Eugen  
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Penningrud, Ludwik  
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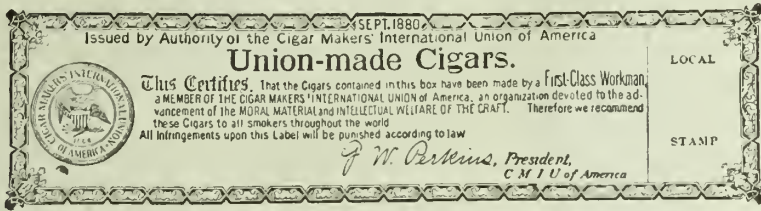
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### INFORMATION WANTED.

Ingvald Andreas Hansen, alias Andrew Hansen, a native of Norway, age about 36; tall, dark; last heard of July, 1905. His address then was Andrew Hansen, Karluk, Kodiak Island, Alaska. He is inquired for by his mother. Anyone knowing his whereabouts please notify Staff Captain Robert Smith, district officer, native work, Alaska Box 925, Wrangell. 4-3-15

## News from Abroad.

King George has telegraphed a congratulatory message to the Czar of Russia and appointed him a field marshal in the British army.

Manitoba is the first Canadian province to give woman the ballot. The Provincial Legislature has just passed the bill of enfranchisement.

News filtering past the Chinese censor indicates that the revolutionists in Yunnan Province are invading Sze-Chuen Province. No official statements have been issued.

The German Government has arranged to pay a sum of £29,000 as damage for the torpedoing of the Norwegian steamer "Belridge" in the North Sea February 19, 1915. The vessel had an oil cargo on board, and her repairs cost £16,000.

The steamer "Silver Shell," from New York, which collided with and sank the Japanese steamer "Takata Maru," off Cape Race, on February 1, has arrived at Plymouth, Eng., with the crew of the "Takata Maru." One of the "Silver Shell's" starboard plates was pierced above the water line.

London reports the Russian maneuvers in the Erzerum district to have been conducted for weeks in shoulder-deep snow and zero cold, with frequent blizzards. Petrograd claims 4,000 Turks captured here, and estimates the defenses of that city to be considerably weakened by the influx of 12,000 Turks seeking protection.

Several interned German steamships are reported to have escaped from South American ports recently and are now at sea, supplied according to current reports, with ample quantities of coal by Germans in South America. While there is yet no evidence of the purpose behind the escapes, it is presumed that the vessels will attempt to join other German ships, and, after being equipped, will be used for commerce raiding.

Austria is reported to have signed an agreement with Montenegrin Generals by which she retains possession of the country during the war. Her troops continue to advance through Albania. The Serbian and Albanian troops are withdrawing to Avlona, where they will have the assistance of the Italians in making a final stand. The Italians are reported to have enlarged their quota at Avlona by the addition of 20,000 men. In the Isonzo region the Austrians have also made a successful move west of Goritz that resulted in the capture of about twelve hundred Italian troops.

In an interview in connection with the dismissal of the Swedish officers from Teheran, Maj. Sven Bergdahl, the organizer of the Swedish gendarmerie in Persia, who recently arrived in Stockholm, stated that great unrest had prevailed in Persia for some time past. The entire country, he said, is divided into two parties, those with German-Turkish sympathies, and those whose sympathies are with Russia and Great Britain. The latter, up to that time, had not been on friendly terms with the Swedish officers, owing to the fact that they were suspected of working against Russian interests in Persia. As a result of this the British authorities endeavored to obtain their dismissal and finally, during the disturbance which took place, many of the Swedish officers were accused of complicity in the affair and were accordingly dismissed the service.

### INFORMATION WANTED.

Anyone knowing the whereabouts of Thomas Rowe (now aged about 74), who was at one time a seaman and longshoreman on the Pacific Coast and also served in the Pacific Coast Navy Yards, will greatly oblige inquiring relatives by supplying such information. Address, Editor, Coast Seamen's Journal. 5-1-16

Any information regarding Wilhelm Kuhme, age 27, a native of Germany, who was supposed to have been drowned in the wreck of the steam schooner "Francis H. Leggett," September 18, 1914, will be thankfully received by the German Consul, San Francisco, Cal. 1-19-16

Iwar Westerberg, age about 50, sailing second mate on some steam schooner on the Pacific Coast, is inquired for by Gus Englund. Any information regarding the above named will be gladly received at 214 Jackson street, San Francisco, Cal. 1-27-15

Wilhelm Ekelund, a native of Sweden, is inquired for by his brother, Axel Ekelund, New Harbor Hotel, Drumm street, San Francisco, Cal. Anyone knowing his whereabouts please notify the above address. 3-10-15

John Edstrom, alias Brynjulf Edstrom, born in Norway in 1879, was last heard from at Mobile, Ala., where his address was Norwegian Chapell, is inquired for. Anyone knowing his whereabouts please notify his mother. Address, 22 Pilestradet, Kristiania, Norway.—12-22-15

George Alexander Sharman, a native of Brooklyn, N. Y. About 28 years of age, height 5 feet 9 inches, supposed to have sailed on the Great Lakes in 1907, is inquired for by M. L. Kinvan, 1211 Mosher street, Baltimore, Md. 7-14-15

Patrick McFee, who was cook on board the schooner "Robert Henry" on a voyage to Mexico last year, is inquired for by the U. S. Shipping Commissioner, at San Francisco, Cal. 9-15-15



## With the Wits.

Why.—"I can't say I like your new tooth-paste."  
"That's shaving-cream." — Yale Record.

Costly Ablutions.—"Ladies—30 pounds washed and dried, \$1; excess, 4 cents per pound. Denver Wet Wash. Phone Gallup 1234."—Rocky Mountain News.

A Hard Tale.—Fond Mother—Ay, dear lad, there's not a day passes but what I think of you in that awful sub'arine, with only the periscop to breathe through.—Punch.

Easily Satisfied.—"At the time the accident occurred she was motoring with her cousin and had stepped out of the car and was standing on the road when another car swept by, striking her. She received a compound fracture of the left thigh and two broken ribs on the left side. The attending physicians pronounce her condition satisfactory."—From the New York Times.

Joy of Eating.—A well-known banker in a down-town restaurant was eating mush and milk.

"What's the matter?" inquired a friend.

"Got dyspepsia."

"Don't you enjoy your meals?"

"Enjoy my meals?" snorted the indignant dyspeptic. "My meals are merely guide-posts to take medicine before or after."—Illustrated Sunday Magazine.

A Coaxer.—The latest American church device for "raising the wind" is what a religious paper describes as "some collection-box." The inventor hails from Oklahoma. If a member of the congregation drops in a twenty-five cent piece or a coin of larger value, there is silence. If it is a ten-cent piece a bell rings, a five-cent piece sounds a whistle, and a cent fires a blank cartridge. If any one pretends to be asleep when the box passes, it awakens him with a watchman's rattle, and a kodak takes his portrait.—London Christian World.

## Joint Accounts

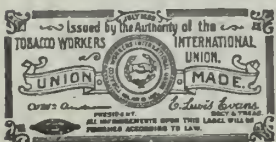
This bank will open accounts in the name of two individuals, for instance, man and wife, either of whom may deposit money for or draw against the account.

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man. The Principal of this School, keeping  
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common education, Captain Henry Taylor will teach and raise him from the  
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MARTIN LAWLOR, Secretary-Treasurer

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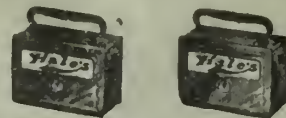


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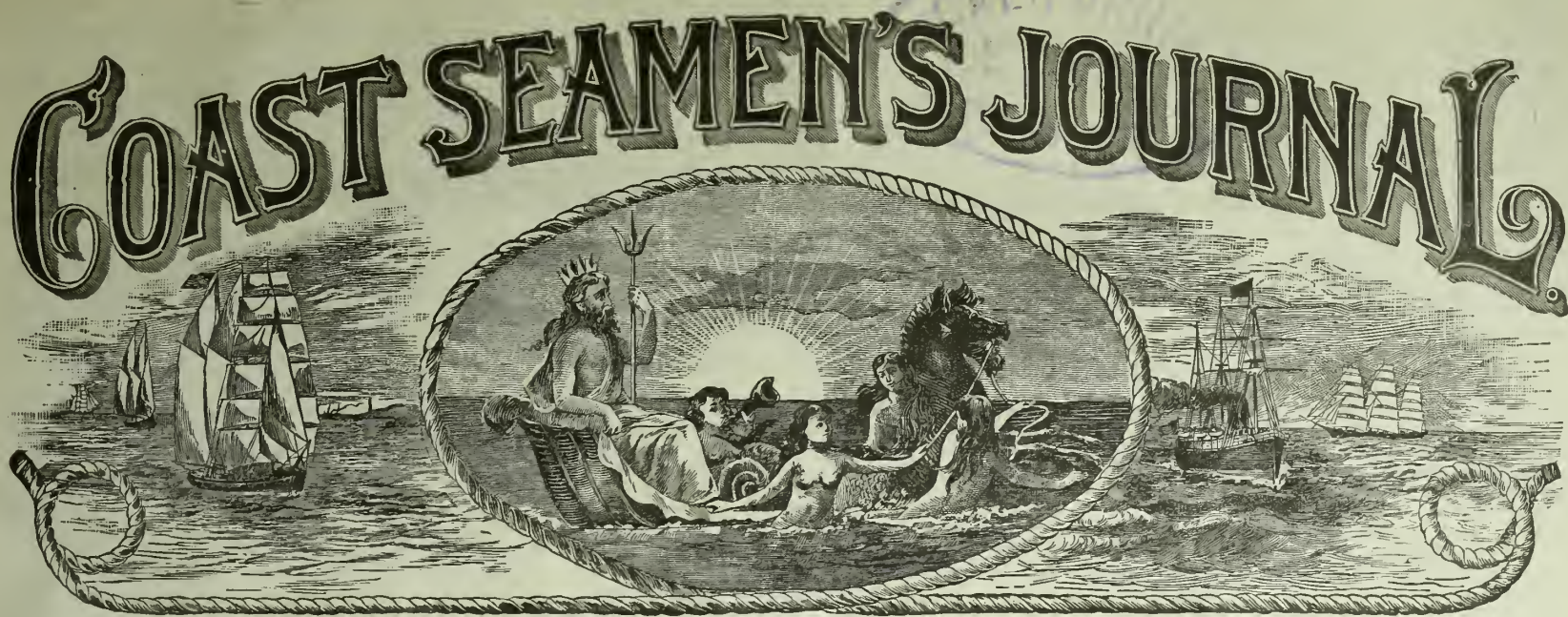
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A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXIX, No. 25.

SAN FRANCISCO, WEDNESDAY, MARCH 1, 1916.

Whole No. 2371.

## THE SHIP PURCHASE BILL.

### A Verbatim Reprint of the Administration Measure.

A synopsis of the so-called Administration shipping bill appeared in the issue of the Journal, dated February 16.

Much interest has been evinced and many inquiries are being made upon the details of the Alexander measure and upon the results sought to be accomplished by this legislation. In order to enable all to judge for themselves the bill in question is published herewith in full:

#### A BILL

To establish a United States Shipping Board for the purpose of encouraging, developing, and creating a naval auxiliary and naval reserve and a merchant marine to meet the requirements of the commerce of the United States with its territories and possessions, and with foreign countries, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That a board is hereby created and established, to be known as the United States Shipping Board (hereinafter referred to as the board) with powers and duties hereinafter enumerated. The board shall be composed of the Secretary of the Navy and the Secretary of Commerce, as members ex officio, and three commissioners, to be appointed by the President, by and with the advice and consent of the Senate; one of such commissioners to be designated by the President as chairman of the board and one as vice chairman. The chairman of the board, subject to its supervision, shall be the active executive officer. The first commissioners appointed shall continue in office for terms of two, four, and six years, respectively, from the date of their appointment, the term of each to be designated by the President, but their successors shall be appointed for terms of six years except that any person chosen to fill a vacancy shall be appointed only for the unexpired term of the commissioner whom he shall succeed. No commissioner shall engage in any other business, vocation, or employment, and any commissioner may be removed by the President for inefficiency, neglect of duty, or malfeasance in office. A vacancy in the board shall not impair the right of the remaining members to exercise all of the powers of the board. The board shall have an official seal, which shall be judicially noticed.

Sec. 2. That each member of the board, except the ex officio members, shall receive a salary of \$10,000 per annum. The board shall appoint a secretary, who shall receive a salary of \$5,000 per annum, and it shall have the authority to employ and fix the compensation of such attorneys, officers, naval architects, clerks, and other employees as it may from time to time find necessary for the proper performance of its duties and as may from time to time be appropriated for by the Congress. The President may authorize the detail of officers of the military and naval services of the United States for such duties in connection with the board as may be deemed necessary.

With the exception of the secretary, a clerk to each commissioner, the attorneys, naval architects, and such special experts and examiners as the board may from time to time find necessary to employ for the conduct of its work, all employees of the board shall be a part of the classified civil service and shall enter the service of the board under such rules and regulations as may be prescribed by the board and the Civil Service Commission.

All the expenses of the board, including all necessary expenses for transportation, incurred by the members of the board or by its employees under its orders, in making any investigation, or upon official business in any other place than in the city of Washington, shall be allowed and paid on the presentation of itemized vouchers therefor approved by the board.

Until otherwise provided by law the board may rent suitable offices for its use.

The Auditor for the State and other Departments shall receive and examine all accounts of expenditures of the board.

Sec. 3. That the United States, through the board and with the approval of the President, is authorized to construct in American shipyards and navy yards, as their capacity will permit, or elsewhere, or to purchase or charter vessels of a type, as far as the commercial requirements of the marine trade of the United States may permit, suitable for use as naval auxiliaries and Army transports, or for other naval and military purposes, with a view to chartering, leasing, or selling such vessels to any corporation, firm, or individual, a citizen or citizens of the United States, desiring to use them in the transportation of the commerce of the United States with foreign countries, or with Alaska, the Panama Canal Zone, the Philippine Islands, the Hawaiian Islands, or the islands of Porto Rico, Guam, and Tutuila, and for this purpose the Secretary of the Treasury, upon the request of the board and the approval of the President, may from time to time issue and sell or use for such purchases, chartering, or construction any of the bonds of the United States now available in the Treasury of the United States under the Act of August fifth, nineteen hundred and nine, the Act of February fourth, nineteen hundred and ten, and the Act of March second, nineteen hundred and eleven, relating to the issue of bonds for the construction of the Panama Canal, to a total amount not to exceed \$50,000,000; Provided, That any Panama Canal bonds issued and sold or used under the provisions of this section may be made payable at such time after issue not exceeding fifty years as the Secretary of the Treasury, in his discretion, may deem advisable and fix, instead of fifty years after date of issue, as in said Act of August fifth, nineteen hundred and nine prescribed: Provided, further, That payments for such purchases, chartering, or construction from the proceeds of sales of bonds, or delivery of bonds in payment therefor, shall be made only as ordered and directed by the board.

Sec. 4. That the board is hereby authorized to charter, lease, or sell the vessels purchased,

chartered, or constructed by the United States, as herein provided, to any corporation, firm, or individual, a citizen or citizens of the United States, desiring to use them in the transportation of the commerce of the United States with foreign countries, or with Alaska, the Panama Canal Zone, the Philippine Islands, the Hawaiian Islands, or the islands of Porto Rico, Guam, and Tutuila, upon such terms and conditions as may be prescribed by the board and approved by the President: Provided, That vessels constructed in American shipyards and navy yards, under the provisions of this Act, may be chartered, leased, or sold to any such corporation, firm, or individual, a citizen or citizens of the United States, for use in the coastwise trade of the United States, particularly the trade between the Atlantic, Gulf, and Pacific coasts: And provided further, That such corporation, firm, or individual shall agree that any and all vessels purchased, leased, or chartered from the said board shall be operated under American registry or enrollment unless otherwise authorized and approved by the said board, and that no vessel purchased, leased, or chartered from the said board will be sold, leased, chartered, or rechartered to any corporation, firm, or individual without the consent and approval of the said board: And provided further, That such corporation, firm, or individual shall agree that its or his interest in any and all vessels purchased, leased, or chartered from the board may be taken at any time by the United States, absolutely or temporarily, and the vessels used as transports, naval auxiliaries, cruisers, or for any other naval or military purpose, upon the payment to the corporation, firm, or individual interested of the fair actual value of its or his interest therein, based upon normal conditions, if the vessels are taken absolutely, or the reasonable rental value, based upon normal conditions, if taken temporarily, such fair actual value or reasonable rental value, as the case may be, to be determined by the board and approved by the President.

When vessels purchased or constructed by the board as herein provided, and owned by the United States, become in the opinion of the board unfit for the purposes for which purchased or constructed, the same shall be appraised and sold, either by sealed proposals for the purchase of the same or by public auction after advertisement of the sale for such time as in the judgment of the board the public interests require, the proceeds of such sales, after payment therefrom of the expenses thereof, to be covered into the Treasury of the United States.

Sec. 5. That the President of the United States is hereby authorized to transfer to the board such naval auxiliaries belonging to the Naval Establishment of the United States as are suitable for commercial uses, and which are not required for use in the Navy in time of peace, and vessels belonging to the War Department suitable for commercial uses and not required for military transports in time of peace, and to cause to be transferred to the board vessels now owned and operated by the Panama



Railroad Company, and not required in the business of such company, and the board, subject to the approval of the President, is hereby authorized to charter, lease, or sell such vessels to any corporation, firm, or individual, a citizen or citizens of the United States, desiring to use them in the coastwise trade of the United States, particularly the trade between the Atlantic, Gulf, and Pacific Coasts, or in the transportation of the commerce of the United States with foreign countries, or with Alaska, the Panama Canal Zone, the Philippine Islands, the Hawaiian Islands, or the islands of Porto Rico, Guam, and Tutuila, upon such terms and conditions as the board, with the approval of the President of the United States, shall prescribe: Provided, That such corporation, firm, or individual shall agree that any and all vessels purchased, leased, or chartered from the said board shall be operated under American registry or enrollment, unless otherwise authorized and approved by the board, and that no vessel purchased, leased, or chartered from the said board will be sold, leased, chartered, or rechartered to any corporation, firm, or individual without the consent and approval of the said board: And provided further, That such corporation, firm, or individual shall agree that its or his interest in any and all vessels purchased, leased, or chartered from the said board may be taken at any time by the United States, absolutely or temporarily, and the vessels used as transports, naval auxiliaries, cruisers, or for any other naval or military purpose, upon the payment to the corporation, firm, or individual interested of the fair actual value of its or his interest therein, based upon normal conditions, if the vessels are taken absolutely, or the reasonable rental value, based upon normal conditions, if taken temporarily, such fair actual value or reasonable rental value, as the case may be, to be determined by the board and approved by the President.

Sec. 6. That all vessels purchased, chartered, or leased from the board, as herein provided, shall be registered or enrolled under the laws of the United States as vessels of the United States and entitled to the benefits and privileges appertaining to vessels of the United States, and shall, when and while employed solely as merchant vessels, be in all respects subject to all laws, regulations, and liabilities governing merchant vessels, whether the United States be interested therein as owner, in whole or in part, or shall have or hold any mortgage, lien, or other interest therein, and hereafter no vessel registered or enrolled under the laws of the United States shall be sold to any person, firm, or corporation other than a citizen of the United States, or transferred to any foreign registry without the approval and consent of the said board, and in the event that any vessel is sold or transferred except as herein provided, such vessel shall thereafter be refused clearance from any and all American ports, and the vendor or transferor of such vessel shall be deemed guilty of a misdemeanor and shall be subject to imprisonment for not less than one nor more than five years or to the payment of a fine of not less than \$1,000 and not more than \$5,000, or both.

Sec. 7. That the President of the United States, upon giving to the corporation, firm, or individual interested such reasonable notice in writing as in his judgment the circumstances will permit, may take possession, absolutely or temporarily, for use as transports, naval auxiliaries, cruisers, or for any other naval or military purpose, of any vessel or vessels purchased, leased, or chartered from the board, and said corporation, firm, or individual shall be entitled to a reasonable price or rental therefor, based upon normal conditions, to be determined by the board and approved by the President: Provided, That if in the judgment of the President an emergency exists requiring such action, he may take possession of any such vessel or vessels without notice.

Sec. 8. That the board hereby created, if in its judgment such action is necessary to carry out the purposes of this Act, may form under the laws of the United States, or of the District of Columbia, a corporation or corporations with capital stock in such amount as the board may prescribe, such capital stock, however, to be within the limits of the appropriations made by this Act, whose object shall be the purchase, construction, equipment, maintenance, and operation of merchant vessels in the commerce of the United States and with foreign countries and with Alaska, the Panama Canal Zone, the Philippine Islands, the Hawaiian Islands, or the islands of Porto Rico, Guam, and Tutuila, and the chartering or leasing of vessels for such purposes; and for and on behalf of the United States, may subscribe to and purchase not less than a majority of the capital stock of such corporation or corporations, and shall have the authority to vote the stock of the United States owned in such corporation or corporations, and also to do all other things in regard thereto as may be necessary to protect the interests of the United States and to carry out the purposes of this Act, and the board, with the approval of the President, may at any time sell the stock of such corporation or corporations owned by the United States.

Sec. 9. That the board hereby created shall have the power and authority to regulate the

operation of all corporations, firms, or individuals engaged as common carriers in the transportation of passengers and property by water between the ports of the United States, and not entirely within the limits of a single State, and between the United States and foreign countries, and between the United States and its territories and possessions, and between the territories and possessions of the United States, and to determine and prescribe just and reasonable rates or charges to be demanded or collected for the transportation of passengers and property in such trade, and just, fair, and reasonable classifications, regulations, or practices to be followed with regard thereto: Provided, however, That the board may prescribe preferential rates covering the transportation aforesaid, if, in its judgment, such rates are necessary in order effectually to carry out the purposes of this Act. And when property may be and is transported by common carriers from a point within the United States to foreign countries or to or from the territories or possessions of the United States, the carriage being by a railroad or railroads or other means of transportation, within the United States, and a vessel or vessels operating under American registry or enrollment, the board is hereby authorized to determine and prescribe through routes between and over such rail and water lines, and just and reasonable joint rates or charges to be demanded and collected for the transportation of property over such routes, and to determine and prescribe just, fair, and reasonable classifications, regulations, or practices to be adopted and followed in regard to such traffic, including the issuance and form of through bills of lading and permits for shipments for specific sailings, which shipments are hereby expressly authorized: Provided, however, That the board may prescribe preferential rates covering the transportation aforesaid, if, in its judgment, such rates are necessary in order effectually to carry out the purposes of this Act. And whenever the carriers between and over whose lines joint routes have been established and prescribed, as aforesaid, shall fail to agree among themselves upon the apportionment or division of the joint rate prescribed by the board, as aforesaid, the board may, after a hearing, prescribe the just and reasonable proportion of such joint rate to be received by each carrier party thereto, provided that in determining the just and reasonable proportion of such joint rate to be received by any railroad company or companies the board shall act in conjunction with the Interstate Commerce Commission with regard thereto and the prior publication of such rates as provided by the Interstate Commerce Act shall not be required.

The board shall also have power and authority to make diligent investigations into the navigation laws of the United States and into the organization, conduct, and management of the business of all corporations, firms, or individuals engaged as common carriers in the marine transportation aforesaid, and to gather and report to the President of the United States such information and data as will enable him to recommend to the Congress legislation for the regulation of such commerce and for the promotion and development of the American merchant marine.

In order to accomplish the purposes declared in the foregoing provisions of this section, the provisions of the Act to regulate commerce, approved February fourth, eighteen hundred and eighty-seven, and all Acts amendatory thereof and supplementary thereto, are hereby extended to include common carriers engaged in the transportation of passengers and property by water between the ports of the United States, and not entirely within the limits of a single State, and between the United States and foreign countries, and between the United States and its Territories and possessions, and between the Territories and possessions of the United States, so far as applicable, except that in respect to such common carriers the board hereby created shall be substituted in lieu of the Interstate Commerce Commission mentioned therein.

Sec. 10. That on and after January first, nineteen hundred and seventeen, no corporation, firm, or individual shall engage in the business of transporting passengers or property by water between the ports of the United States and not entirely within the limits of a single State, or between the United States and foreign countries, or between the United States and its territories and possessions, or between the territories and possessions of the United States without first obtaining a license so to do from the board hereby created, and the collector of customs or other officer of customs is hereby authorized and directed to refuse clearance to any vessel unless the corporation, firm, or individual owning or operating the same is a holder of such license. The said board is hereby authorized and directed to promulgate and establish from time to time such rules and regulations, to be observed by all corporations, firms, or individuals engaged in the business aforesaid, as may in its judgment be necessary to secure a full and complete compliance with the above provision and to carry out in the most effective manner the provisions of this Act, and is also authorized and directed to revoke licenses theretofore granted when satisfied that the rules and

regulations promulgated as aforesaid are not being observed or the provisions of this Act are not being complied with: Provided, That the authority hereby granted shall not be construed to affect existing laws in regard to vessels or the authority conferred by such laws upon any officer or officers or department or division of the Government to promulgate and establish rules and regulations relating thereto.

Sec. 11. That any vessel operated under this Act may be listed as a vessel of the United States Naval Auxiliary Reserve, and such of the officers and crews of such vessels as may volunteer for the purpose may be enrolled as members of such reserve in various ranks and ratings corresponding to those of the United States Navy not above the rank of lieutenant commander, provided they are citizens of the United States, under such regulations as may be prescribed by the Secretary of the Navy with the approval of the board. All persons thus enrolled in the said reserve shall be entitled to receive retainer allowances from the United States while so enrolled, at rates to be fixed by the board, not to exceed an allowance of \$5 per month for enlisted men, \$10 per month for petty officers, \$12 per month for warrant officers, and \$15 per month for officers.

Sec. 12. The board shall, on or before the first of December in each year, make a report, which shall be transmitted to the Congress, and copies of which shall be distributed as are the other reports transmitted to the Congress. This report shall contain a record of all transactions of the board and of all expenditures and receipts under this Act, and of the operations of any corporation or corporations in which the United States may have become a stockholder, and the names and compensation of all persons employed by said board.

Sec. 13. That for the purpose of carrying out the provisions of this Act, there is hereby appropriated out of any money in the Treasury of the United States not otherwise appropriated, the sum of \$50,000,000, and the Secretary of the Treasury may issue and sell so many of the Panama Canal bonds authorized to be issued and sold by section three, and on the same terms, as may be necessary to secure the amount of \$50,000,000, and set apart and use the proceeds thereof for such purpose.

Sec. 14. That all Acts and parts of Acts in conflict with the provisions of this Act are hereby repealed.

#### NO COMPLAINTS FROM THE DEAD.

New England finds some alleviation for the horrors of war in the fact that her manufacturers have filled orders from the combatants for 12,000,000 pairs of boots and shoes.

Richard Harding Davis says orders for European armies have been filled by shipments of shoddy shoes, with soles made of paper. But the Secretary of the Shoe and Leather Association asserts that no complaints have come from the buyers.

And of course to a dead soldier it makes no difference whether his shoes be shoddy or otherwise.—Sacramento Bee.

#### EMIGRANTS FROM IRELAND.

Whatever opinions may be held on the question of recruiting in Ireland, it is a matter of common record that the steady flow of emigrants from the country has brought about very special conditions. The way in which land is held in Ireland, for the most part in comparatively small holdings, means that it is worked largely by families, and that the openings for laborers are few. As a consequence, men who could not find employment in this way have emigrated, and they have been chiefly men of military age. Between the years 1851 and 1910 no fewer than 4,197,443 emigrants left Ireland.

Official statistics show that the vessels of more than 55 tons register in the merchant marine of Spain on January 1, 1915, included 217 sailing vessels, with a total tonnage of 29,118, and 640 steamers, tonnage 875,609, compared with 236 sailing vessels, tonnage 32,970, and 628 steamers, tonnage 844,322, on the corresponding date of 1914.



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## Postoffice Employees Defended.

In a double-column editorial the State Journal of Parkersburg, W. Va., condemns most vigorously the conviction in Judge Dayton's Federal court of a score of Fairmont postal employees who resigned their positions because of a failure to secure justice from the Postoffice Department and the Civil Service Commission. The editor says, in part:

"It is well to bear in mind that the Fairmont postoffice employees were indicted and prosecuted for a conspiracy to obstruct and retard the passage of the mails by peaceably quitting their employment. It was admitted by the Government that they had used neither physical force, threats, intimidation or moral suasion to prevent others from taking their places. They undertook to exercise no control save that guaranteed them—control of themselves and their own services.

"If the Government of the United States in the Civil Service has the right and the power to compel its employees to continue their services under these circumstances, and upon the contention set up in this case, whether the employees will or no, then private interests and private employers have the same right and the same power.

"In such a proposition there is neither law nor logic. None but an autocrat and a despot would make such pretensions.

"As a champion of our free institutions, of the liberty that has been the gift of the fathers, and preserved by the immortal deeds of Washington, of Jefferson and of Lincoln, the State Journal protests. We call upon the West Virginia Representatives in Congress to ask for an inquiry turning the full light of publicity upon this attempt to beat down popular rights held sacred since the beginning."

## Private Armies Denounced.

Editor Atkinson of the Mesaba Ore, Hibbing, Minn., opposes the practice of corporations maintaining private armies of gunmen. He says:

"The Oliver police is a force of trained and uniformed men in the pay of the Oliver Iron Mining Company, and is in direct violation of the rights of liberty. These officers are deputy sheriffs, but their salaries are paid by the United States Steel Corporation. How does that look to you who think you are living in a free country and under a form of government that insures life, liberty and the pursuit of happiness?

"Supposing now, for instance, there comes trouble at the mines and the mining companies see fit to order out their private police force to shoot down those they deem need shooting down, then you can understand the nature of this prostitution of the laws of the State—wherein a private corporation is permitted to control and use the machinery of the sheriff's office to protect the mining companies in anything they may undertake.

"Our own county officers are hired by a corporation to shoot us down if we should do anything displeasing to the mining companies (it may never be as bad as that, to

be sure, but the power is there just the same), and we are therefore at the mercy of the mining people who can use the police power of the State for their own private purposes, be they right or wrong.

"The recent disastrous results of the labor trouble at Youngstown, Ohio, were caused directly by the armed guards employed at the mills, who flouted their brief 'authority' in the faces of the men who were trying to gain a decent day's wage, and murder, riot and fire followed.

"We hope to see more stringent laws enacted for the protection of the people against the greed of the mining companies and other large employers of labor. There is need, and that right soon."

## More Rockefellerism Charged by Unionists.

"Are the 800,000 school children of New York to be educated according to the Rockefeller idea? Read how the Rockefeller interests are trying to control the public schools of New York."

The above statements are printed in a circular issued by the "Conference of Organized Labor on Industrial Education of the City of New York."

The unionists charge that Rockefeller influences would control the administration of public education through secret meetings of a so-called "educational kitchen cabinet" that works inside of the municipal Board of Education.

The unionists print a photo reproduction of a letter addressed to Egerton L. Winthrop, Jr., 32 Liberty street, New York city, and signed by Abraham Flexner, who is "secretary of the general education board, a Rockefeller institution, with offices at 61 Broadway." The letter follows:

January 26, 1915.  
Dear Winthrop—It seems to me there was a painful lack of clean-cut decisiveness about our conference yesterday afternoon. Unless we can stick to a resolution once formed and not raise questions continuously and show an inability to hold to a line of action once determined upon, these other fellows will run away with the situation despite our majority.

I have just spoken to Wile over the telephone. In my opinion we should postpone action not only on the report of the nominating committee, but also on Dr. Maxwell's letter asking leave of absence, because we shall not have our full voting strength there to-day. Arnstein, Fosdick and I shall be absent and perhaps others. On the other hand we shall have our full voting strength on election day. If Maxwell's letter is brought up to-day and we lose on it the other fellows will infer that we have not control of the board, and two or three wobblers may go over to them on the presidential election. Please show this to Mr. Whalen and for heaven's sake take no chances of being defeated on any proposition between now and February 7th.

Very sincerely yours,

ABRAHAM FLEXNER.

Telephone me what you think.

Mr. Flexner is a member of the municipal Board of Education. Peter J. Brady, Secretary of the unionists' conference board, said: "The fact that both men (Flexner and Fosdick) are paid generous salaries by Rockefeller is significant. Mr. Rockefeller is a business man, and they wouldn't stay long in his employ if, in their activities outside of his office, they ran counter to the things he wants."

Senator Boylan has presented a resolution in the New York State legislature for an investigation of "the objects, purposes and accounts of the Rockefeller Foundation

(Continued on Page 10.)

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

## AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

## GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

## BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

## GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

## FRANCE.

Federation National des Syndicats des Inscriptions, Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

## NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

## SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgaten 1 B., Sweden.

## DENMARK.

Somandenes Forbund, Toldbogade 15, Kobenhavn.

Sofryboderes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

## HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14e, Rotterdam.

## ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

## AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

## SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

## URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

## ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

## BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

## SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



## World's Workers.

The strike of engineers at the Newcastle (N. S. W.) Steel Works has been settled, and the men will receive the difference in the rates claimed.

The waterside workers of Mackay, Australia, are on strike. The trouble is over the interpretation of the new award of the Federal Arbitration Court.

A settlement has been effected in the Melbourne (Victoria) strike of wheat-loaders, who have agreed to accept 2s. an hour for the work of handling and trucking wheat.

Sydney (N. S. W.) wharf laborers still refuse to work the transshipment of kerosene for the Vacuum Oil Company at less than 2s. an hour. These men have put up an excellent fight.

An announcement has been made by the Federal treasurer of Australia that for the future no person will be allowed to take away from Australia more than £50 in gold, except in special cases, and they will be considered entirely on their merits. The luggage of passengers leaving Australia will be searched by the customs authorities, and proceedings will be taken against those who attempt to evade the regulation.

The British Labor Gazette reports the supply of seamen for mercantile ships during December not quite equal to the demand. A shortage of fully-qualified men was reported from Newcastle, Middlesbrough, South Shields, Barry, Penarth, Southampton and the London docks, except Victoria Docks, where the supply was at times in excess of the demand. At Hull also the supply was stated to be slightly in excess of the demand.

Retail prices of food in the United Kingdom on January 1 were higher than on December 1 by less than 1 per cent. Fish showed an advance of about 6 per cent.; the prices of flour, cheese and potatoes continued to rise, to the extent of about 2 per cent., and bread also increased somewhat. Meat, bacon, tea, sugar, milk and margarine showed practically no change in price, and there was a slight fall in the average prices of butter and eggs.

The Sydney "Daily Telegraph" says that it is understood there is a proposal to suspend wages board sittings during the currency of the war, while a further suggestion is that all awards be suspended till the struggle is over. This (says the Brisbane Worker) "is the second attempt in this direction, and means of course that the workers instead of fighting for their country should be sweated in an unrestricted way by hoodlums who preach patriotism while amassing profits."

During November, 1915, returns relating to unemployment were furnished to the German Statistical Bureau by 34 trade unions, the membership covered being 861,802. Of these 21,917, or 2.5 per cent., were out of work at the end of November. This proportion was the same as at the end of October, the figure for November, 1914, being 8.2 per cent. Among male members of trade unions the percentage unemployed at the end of November was 1.4, as compared with 1.0 at the end of the preceding month, and with 7.4 in November, 1914. Among women members the percentage was 8.7 at the end of November, 10.0 at the end of the preceding month, and 14.3 at the end of November, 1914.

## SAN PEDRO, CAL.

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A. E. BLAIZE

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### HOUSEKEEPING ROOMS

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50c Per Day and Up—\$2 Per Week and Up

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### REMOVAL ANNOUNCEMENT.

**S. G. SWANSON** for the **BEST** there is in **TAILORING** Less the Fancy Price  
who has been established since 1904 on Beacon Street, between 6th and 7th  
**IS NOW located on the 2nd floor BANK OF SAN PEDRO BLDG.,**  
**entrance 110 WEST 6th STREET, SAN PEDRO, CAL.,**  
Where he is better prepared, because of Much lesser rent, to give the trade the advantage of lower prices and as formerly, special care is given to garments entrusted to him for Cleaning, Repairing and Pressing.  
Note—Clothes also cut, trimmed and made from your own cloth with the Union Label too. The new woollens are now ready for your inspection, how about your order?

### San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

DEALERS IN ALL KINDS OF  
STATIONERY

Los Angeles Examiner and All San  
Francisco Papers on Sale. Agents  
Harbor Steam Laundry

### Mills, Elbert & Nash

SIXTH AND BEACON STREETS  
FIFTH AND BEACON STREETS

— Dealers in —

EDGEWORTH TOBACCO AND  
UNION LABEL CIGARS

GIVE US A TRIAL

### ALASKA FISHERMEN.

San Francisco.

Anderson, Andy C. Doris, Geo.  
Blom, Ernest Iversen, Knut  
Christiansen, Anton Thomson, John  
Christiansen, A.

### INFORMATION WANTED.

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15

### M. BROWN and SONS

have moved to

109 SIXTH STREET

Opposite Sailors' Union Hall

SAN PEDRO, CAL.

### INFORMATION WANTED.

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

Vencelus Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolamo Durbich, Zurich, Switzerland. 7-28-15

Peder Bjorback, supposed to be a sailor on the Pacific coast, and a native of Norway, is inquired for. Anyone knowing his whereabouts please notify Mrs. Mildred Baxter, Box 27, R. F. D. No. 5, Seattle, Wash. 2-2-16

Adolph Krakan, last heard of at Port Pirie, January, 1912, and again in March, 1913, from Warumbo, 118 miles from Adelaide, South Australia, is inquired for by his mother at Hamburg, Germany. 8-25-15

### San Pedro Letter List.

|                       |                     |
|-----------------------|---------------------|
| Ahl, Einar The        | Larson, Hans -1677  |
| Andersson, Oskar      | Leideker, Elith     |
| Andersen, Sven        | Lalan, Joe          |
| Acne, T.              | Lindholm, Chas.     |
| Alexander, P.         | Mathiasen, Nils     |
| Anderson, John        | Melson, Wm. E.      |
| Anderson, Martin      | Mikalsen, Andreas   |
| -1894                 | Malm, Gustaf        |
| Bentsen, Hans B.      | Mesak, E.           |
| Berggren, Gus         | Naylor, Harry       |
| Bergh, Borge          | Niefahr, Oskar      |
| Brein, Hans           | Olsen, Andy         |
| Bergman, Leo          | Olsen, John         |
| Benrowitz, Felix      | Olsen, C. O. -834   |
| Clemmensen, Chas.     | Olin, Emil          |
| Cook, Harry           | Olson, Olof. S.     |
| Danielson, Dave       | Ophaug, W.          |
| Eriksson, Otto        | Orwold, Jack        |
| Eriksen, Lars         | Owen, Fred          |
| Eklund, Sven          | Plintz, Johan       |
| Fasholz, Daniel       | Peterson, Hans      |
| Fisher, Wm.           | -1064               |
| Fjellman, Jonas       | Peterson, N.        |
| Fricke, Wm.           | Peterson, Hugo      |
| Gunther, The          | Peterson, Aage      |
| Geller, Fred          | Poscet, P.          |
| Gallenberg, Martin    | Rand, Jacob         |
| Gillholm, Albin       | Sjoberg, Gustav     |
| Gronlund, O. -414     | -1542               |
| Gusek, Bernhard       | Soderlund, Anton    |
| Hendrikson, Henry     | Schmidt, Lauritz P. |
| Holmstrom, Fritz      | Sevenson, Paul      |
| Haake, Max.           | Schlieman, F.       |
| Haupt, Fritz          | Strahle, Chas.      |
| Hansen, Charly        | Shallies, Gust      |
| Hansen, Hilmar        | Sutse, Michael      |
| Hannus, Alex.         | Sorensen, Peter     |
| Janson, Oscar         | Sorensen, Jorgen    |
| Jensen, Hans -1555    | Sievers, G. P.      |
| Johanson, A.          | Tamisar, P.         |
| Johnson, Fred -1723   | Trovik, Harald      |
| Johnsson, J. A. -1659 | Uappa, Koste        |
| Johnson, Algot        | Uhligh, Richard     |
| Johansen, Emil        | Wall, A.            |
| Johansson, Victor     | Warkkala, John      |
| Karlson, Aksel A.     | Widln, Andrew       |
| Koff, Michael         | Zayan, G.           |
| Kolodzie, George      | Newspapers and      |
| Lybeck, Thos.         | Packages.           |
| Lundin, Chas. -1054   | Billington, Martin  |
| Lindberg, G. W.       | Peterson, Aage      |
| Lindberg, Ernst       | Schmidt, Lauritz P. |

### Honolulu, H. T.

|                      |                   |
|----------------------|-------------------|
| Anderson, John E.    | Nelsen, C. F.     |
| Burk, Harry -1284    | Petersen, Carl    |
| Crantly, C. W.       | Peters, Walter    |
| Eugenio, John        | Reither, Fritz    |
| Ekelund, Rickhard    | Solberg, B. P.    |
| Ivertsen, Sigvald B. | Strand, Conrad    |
| Lengwenus, W. L.     | Thompson, Emil N. |
| Moller, F.           |                   |

### INFORMATION WANTED.

The following-named members of the crew of the "Watson," at the time she picked up the "Camino," can get their salvage money by calling on F. R. Wall, 324 Merchants Exchange Building, on California street, near Montgomery: G. Klingstrom, W. Sjolholm, Martin Schnee, F. Christiansen, L. T. Omholt, J. Jeppesen and Martin Peterson. 2-9-16

Carl Fritjof Johansson Lind, age 39, a native of Souderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio. 3-24-15

Anders C. Anderson, a native of Norway, who left his personal effects at Port San Luis, Cal., after leaving a ship at that place, is inquired for. Anyone knowing his whereabouts please notify D. R. Jacks, Deputy Collector of Customs, Port San Luis, Cal. 12-22-15

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Any one knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St. 8-11-1915

Olai Ingebrigtsen (Brock), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American bark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469—49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Steuart street, San Francisco, Cal. 8-4-15

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it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the

### SWEDISH AMERICAN BANK

and for the accommodation of its Scandinavian customers, the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

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# Pacific Coast Marine.

During 1915, 85,000,000 feet of lumber were discharged at Port Redondo, Cal., which was 2,000,000 feet in excess of that of 1914. During the year 460 steamers were in port.

J. D. Barnes & Co. have completed the purchase of thirteen acres on the Alameda side of the Oakland estuary as a site for a shipbuilding plant. The consideration was about \$75,000.

The little gas schooner "Caroline Dixon" was sold by the U. S. Marshal recently to the Standard Gas Engine Company at their bid of \$712.50. The craft is of 27 tons net.

Secretary of Commerce Redfield has commended the officers and men of the lighthouse tender "Columbine" at Honolulu for special work in rescuing the bark "British Yeoman," which went ashore at Port Allen January 16.

The Pacific Coast Company announces the date of the sailing of the steamer "Umatilla" from Seattle for Nome on her first voyage of the 1916 season as June 1. The "Umatilla" will be operated regularly on that run throughout the season.

It is reported from Seattle that four steamships of the Dollar line type, instead of two as originally planned, will be constructed at the new shipyard of the Skinner-Eddy corporation there. One vessel has already been sold in the East for October delivery.

The oil tanker "Los Angeles" (already launched), and her sister ship, the "La Brea," are both nearing completion at the plant of the Union Iron Works. These vessels are of 70,000 barrels capacity and are being built for the Union Oil Company. They will have a speed of 11 knots.

The port of Coos Bay and the city of Marshfield were made defendants in a \$36,000 damage suit brought by nine property owners of West Marshfield, who claim that the dredge fill, closing Mill slough, cut off adequate drainage from their lands, thus flooding them many months of the year.

The Pacific Alaska Navigation Company's steamer "Admiral Watson," which was rammed and sunk at Seattle August 9 by the steamer "Paraiso," reconstructed and refurbished at approximate cost of \$100,000, sailed on the season's first voyage to Alaska February 25, going as far west as Seward.

The armored cruiser "Saratoga," flagship of the Asiatic fleet for six years, arrived at the Puget Sound navy yard recently to undergo general repairs, which will cost \$200,000 and require several months' work. The "Saratoga" was relieved on the Asiatic station by the armored cruiser "Brooklyn."

A new agency for a steamship line from Puget Sound ports to Vladivostok, the H. F. Ostrander Shipping Company, has recently been established with headquarters in Seattle. Eight vessels have been chartered for the Puget Sound-Vladivostok trade. These range in dead weight tonnage from 5500 to 8000.

Thirteen defendants in the steamship "Sacramento" neutrality case pleaded "not guilty" on Friday last in Federal Judge Dooling's court to the charge of conspiring to defraud the United States by shipping supplies to German warships. The supposed unlucky number came about through the absence of Turkish Consul M. A. Hall.

Because the captain refused to load 175 tons of dynamite for the west coast of South America, the Japanese steamer "Nissei Maru" was delayed for several days at Portland, while her charter was costing the Dupont Powder Company \$850 a day. The Japanese captain declared it was not part of his charter agreement that he transport dynamite.

During the month of January 23 vessels loaded at the mills in the lower Columbia River district. The combined cargoes amounted to 21,705,000 feet. Two vessels carrying 1,050,000 feet cleared for off-shore ports. During the same month the upper river mills shipped 14,622,000 feet, making the total for the Columbia River 36,327,000 feet.

Mail advices from Honolulu state that the old bark "Mohican," after many years of idleness, will be converted into a molasses hulk. Plans call for the installation of several tanks which will have a capacity of 1000 tons. The vessel will be used to transport sugar from plantations on Maui and Oahu to Honolulu. The "Mohican" is owned by the Matson Navigation Co.

Captain A. P. Lorentzen, owner of the American ship "John Ena," has equipped his vessel with an electric lighting system, to include every light on board the ship, even side lights. The generator to be used is driven by a gas engine and is quite compact, being in one unit. The "John Ena" is under charter to the Standard Oil Company to carry a cargo of case oil to Australia.

The "Ohioan" and "Columbian," owned by the American-Hawaiian Steamship Company, have been chartered to the Dupont Powder Company, according to an announcement authorized by company officials. The charter price of the "Ohioan" is said to be \$90,000 a trip and the "Columbian" \$115,000 a month for six months.

The "Ohioan" left San Francisco February 22 for Antofagasta, and the "Columbian" is en route from Iquique to New York.

That the Union Steamship Company contemplates the establishment of a regular line out of Portland, having a sailing every month, is indicated strongly by the routing given the vessels of the firm recently. The company had the "Queen Maud" on the Columbia River in October and two more carriers of the same type, the "Waimarino" and the "Waikawa," are listed to load at Portland for Australia. The cargoes will be chiefly paper and lumber.

Announcement was made during the week of the sale of the Peruvian bark "Callao," which came into port in distress several weeks ago. The sale was at private terms and the purchaser is G. W. McNear. The "Callao" arrived here in ballast, after being blown off shore at Cape Flattery while trying to make Puget Sound from South America. The vessel is under charter to W. R. Grace & Co. to take lumber from the Sound to the West Coast.

The Panama Canal labor force report for the second half-month of December, 1915, made out as of December 23, shows the total force employed by the Panama Canal, the Panama Railroad Company, and contractors with the Canal or railroad, on the Isthmus to have been 21,915. This is the smallest force which has been engaged on the Canal since 1906; it is the lowest mark which has been reached in the diminution of the force since the height of construction in the years of American Canal construction.

That the two new steamships of W. R. Grace & Co. of San Francisco, now in course of construction at Cramp's shipyard in Philadelphia, will be named the "Santa Rosa" and "Santa Paula" became known at San Francisco during the week. This makes seven steamers of W. R. Grace & Co. that have been named after California cities, the others being "Santa Cecelia," "Santa Barbara," "Santa Clara," "Santa Catalina" and "Santa Cruz." The two new vessels, the "Santa Rosa" and "Santa Paula," will be ready for launching in April and June, respectively, of this year. They are of 10,000 tons carrying capacity each and will have a speed of thirteen knots.

The material excavated from the bases of the Culebra slides, which have caused the suspension of traffic through the Canal, amounted to 972,800 cubic yards in the month of January. This is 35,031 cubic yards less than the 1,007,831 cubic yards excavated from these slides in the month of December. The decreased yardage was caused principally by a greater proportion of hard rock and by the 15-yard dredges "Gamboa" and "Paraiso" each being out of service a week for repairs and overhauling. They were absent at different periods and the 5-yard dredge "Cardenas" was used in the place of the absent dredge, but its excavation was about one-fourth as fast as the work of the new dredges.

The Gottstein interests of Seattle have leased the Lindstrom shipyard plant in Aberdeen for eighteen months, with the option of a further lease of two years, taking possession of the yards February 24. As soon as possible work will be started on the two auxiliary power vessels to carry about 2,500,000 feet of lumber apiece. The engines are to be installed in Aberdeen, and as soon as the vessels are completed they will take cargo from the local mills for Australia. Four of these vessels are to be built in pairs, and as soon as the first two are free from the ways, the other two will be started. All will be five-masted, bald-headed vessels, equipped with the Bolinder type of twin engines, and will have a speed of nine knots.

The Moore & Scott shipyards at Oakland will begin the construction of two of the largest vessels ever built on the east side of the bay some time during this month. The boats are freighters and will be used by the James Rolph Company and the McNear Company of San Francisco. They will cost \$600,000 and \$700,000, respectively. The vessels are to be sister ships of the latest model, and the difference in cost, according to the shipyards, is due to the fact that the Rolph contract was granted earlier, when the price of steel had not soared so high. The Rolph boat will be finished in January, 1917; the McNear boat in March, 1917. The contracts call for 376-foot freighters, with a 52-foot beam, a 23-foot draft and a tonnage of 7100 tons. They will be turbiners of 2400-horsepower and will average about eleven and one-half knots. Both boats will be equipped with wireless apparatus and will use fuel oil. There will be no passenger accommodations.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

## International Seamen's Union of America

Affiliated with  
AMERICAN FEDERATION OF LABOR  
and

INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary,  
570 West Lake St., Chicago, Ill.  
AFFILIATED UNIONS.

### ATLANTIC DISTRICT.

#### EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:

BOSTON, Mass., 1½ A Lewis St.

Branches:

BALTIMORE, Md., 802-804 South Broadway St.  
NEW YORK CITY, 51 South St. and 427 West St.  
PHILADELPHIA, Pa., 206 Moravian St.  
NORFOLK, Va., 41 Loyalls Lane.  
MOBILE, Ala., 104 South Commerce St.  
NEW ORLEANS, La., 206 Julia St.

#### MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC AND GULF.

Headquarters:

NEW YORK CITY, 12 South St. Telephone 2107  
Broad. Night Call 2108 Spring.

New York Branch, 400 West St. Telephone 5153  
Chelsea.

Branches:

BOSTON, Mass., 258 Commercial St.  
NEW ORLEANS, La., 117 Decatur St.  
BALTIMORE, Md., 806 South Broadway.  
MOBILE, Ala., 104 S. Commerce St.  
PHILADELPHIA, Pa., 206 Moravian St.

#### MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):

BOSTON, Mass., 1½ A Lewis St.

Branches:

PHILADELPHIA, Pa., 129 Walnut St.  
NEW YORK CITY, 51 South St. and 427 West St.  
BALTIMORE, Md., 802-804 South Broadway.  
NORFOLK, Va., 41 Loyalls Lane.  
NEW ORLEANS, La., 206 Julia St.  
MOBILE, Ala., 104 S. Commerce St.

### HARBOR BOATMEN'S UNION.

Headquarters:

NEW YORK CITY, 190 West St. Phone 4126 Worth.

### LAKE DISTRICT.

#### LAKE SEAMEN'S UNION.

Headquarters:

CHICAGO, Ill., 570 West Lake St.

Branches:

BUFFALO, N. Y., 55 Main St.  
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CLEVELAND, O., 1401 W. 9th St.  
MILWAUKEE, Wis., 133 Clinton St.  
N. TONAWANDA, N. Y., 152 Main St.  
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DETROIT, Mich., 15 Twelfth St.  
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OGDENSBURG, N. Y., 70 Isabella St.  
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.  
PORT HURON, Mich., 517 Water St.

#### MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

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Branches:

CLEVELAND, O., 1185 W. Eleventh St.  
CHICAGO, Ill., 445 La Salle Ave.  
DETROIT, Mich., 27 Jefferson Ave.  
MILWAUKEE, Wis., 151 Reed St.  
SUPERIOR, Wis., 1814 Fourth St.  
OGDENSBURG, N. Y., 70 Isabella St.  
BAY CITY, Mich., 108 Fifth Ave.

#### MARINE COOKS AND STEWARDS' UNION OF THE GREAT LAKES.

HEADQUARTERS:

406 N. Clark St., Chicago, Ill.

Telephone Main 365.

BRANCHES:

|                 |                        |
|-----------------|------------------------|
| Buffalo, N. Y.  | Toledo, O.             |
| Cleveland, O.   | North Tonawanda, N. Y. |
| Milwaukee, Wis. | Superior, Wis.         |
| Ashtabula, O.   | Erie, Pa.              |

### PACIFIC DISTRICT.

#### SAILORS' UNION OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal., 59 Clay St.

Branches:

VICTORIA, B. C., .....1424 Government St.  
VANCOUVER, B. C., 213 Hastings St., E. corner of  
Hastings and Main, P. O. Box 1365, Tel. Seymour 8703.  
TACOMA, Wash., 2218 North 30th St.  
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.  
ABERDEEN, Wash., P. O. Box 6.  
PORTLAND, Ore., 44 Union Ave., North.  
EUREKA, Cal., 227 First St., P. O. Box 64.  
SAN PEDRO, Cal., P. O. Box 67.  
HONOLULU, H. T., Cor. Queen and Nuuanu Sts.,  
P. O. Box 314.

(Continued on Page 11.)



# Coast Seamen's Journal

Published Weekly at San Francisco

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBURG .....Editor  
I. M. HOLT.....Manager

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## NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, MARCH 1, 1916.

## IMPORTANT ANNOUNCEMENT.

The attention of Pacific Coast seamen, fishermen and members of organized labor in general is earnestly directed to the following important and self-explanatory announcement:

### STRIKE NOTICE!

San Francisco, Cal., Feb. 26, 1916.

The San Francisco Branch of the Deep-Sea Fishermen's Union in meeting assembled on Saturday, February 26, decided by a unanimous vote to call out all the men engaged in preparing the codfishing vessels now in port, pending a hearing between the Codfishermen and the various Codfishing companies on the wage scale, etc., for the season of 1916.

The proposed wage scale of the Codfishermen for 1916 has been ratified by the Water-Front Workers' Federation. The members of organized labor at San Francisco and about the Bay of San Francisco are therefore hereby requested to lend the Codfishermen what support they can in this controversy, and by all means keep off all codfishing vessels until an agreement shall have been reached between the parties involved.

Faternally,

(Signed) I. N. HYLEN,

San Francisco Agent, Deep-Sea Fishermen's Union of the Pacific.  
Maritime Hall Building, 49 Clay Street.

It should be noted that the San Francisco Codfishing companies have so far refused to enter into negotiations with their organized employers. They have boldly assumed the attitude of dictators who need consult no one except their own interests.

When Pacific Coast employers refuse to listen to reason and decline even to talk to the representatives of organized labor, it is high time for all workers to take notice.

It takes men as well as boats to catch fish!

The Seamen, of London, England, announces that Joseph Havelock Wilson, President of the Seamen's Union, is the prospective Liberal-Labor candidate for the House of Commons from Yarmouth. Here's success to that tireless and faithful worker. In the very nature of things the life of seamen, more than any other class of workers, is regulated and governed by law. Hence there should be an earnest effort by the organized seamen of all nations to have at least one of their spokesmen in the legislative halls.

## "A. B.'s" ON FOREIGN VESSELS.

Beginning with Saturday, March 4, 1916, Section 13 of the Seamen's Act will apply to all foreign vessels of 100 tons gross and upwards (except those navigating rivers exclusively and the smaller inland lakes and except fishing or whaling vessels or yachts) which depart from any port of the United States.

Section 13 provides that 40 per cent. in the first year after that date, 45 per cent. in the second year, 50 per cent. in the third year, 55 per cent. in the fourth year, and thereafter 65 per cent. of the vessel's deck crew, exclusive of licensed officers and apprentices, shall be of a rating not less than Able Seaman.

An able seaman, to conform to the requirements of the section, must have the following qualifications:

(a) He must be 19 years of age or upward.  
(b) He must have had at least three years' service on deck at sea or on the Great Lakes on a vessel or vessels of 100 tons gross or upward, including decked fishing vessels (not including vessels navigating rivers exclusively and smaller inland lakes, and not including whaling vessels or yachts or fishing vessels, unless the fishing vessels are decked fishing vessels). Service on deck in foreign naval vessels or foreign vessels similar to vessels of the United States Coast Guard may be included.

(c) He must have been found competent upon examination as to eyesight, hearing, and physical condition under rules prescribed by the Department of Commerce. The rules so prescribed are set forth in Form 983, Steamboat Inspection Service, file S. This examination in the case of able seamen on foreign vessels may be conducted by the proper authorities of the country of which the seamen are citizens or subjects.

(d) Section 13 also provides for a special class of able seamen who may compose not more than one-fourth of the number of able seamen required on a vessel. Able seamen may qualify for this special class after having served on deck twelve months at sea or on the Great Lakes, but in addition to the examination mentioned in paragraph (c) they must have been found competent upon examination as to knowledge of the duties of seamanship under rules prescribed by the Department of Commerce. The rules so prescribed are set forth in Commerce Department Circular No. 264, second edition, Steamboat Inspection Service. This examination, in the case of able seamen on foreign vessels, may be conducted by the proper authorities of the country of which the seamen are citizens or subjects.

Section 13 does not require that able seamen on foreign vessels shall be furnished with certificates as such. The section, however, does provide that a collector of customs may, upon his own motion, and shall, upon the sworn information of any reputable citizen of the United States, setting forth that this section is not being complied with, cause a muster of the crew of any vessel to be made to determine the fact; and no clearance shall be given to any vessel failing to comply with the provisions of this section.

The Department of Commerce has ruled that certificates issued to able seamen by competent authorities of foreign countries will be accepted as satisfactory requirement with the law in so far as it relates to foreign vessels.

To what extent Department officials will actually enforce the law upon foreign vessels remains to be seen.

## THE THIRTY-FIRST BIRTHDAY.

In accordance with time-honored custom, the thirty-first anniversary of the Sailors' Union of the Pacific will be celebrated at San Francisco on Monday, March 6.

Suitable literary exercises will be held in the evening of said day and all members in port, as well as the general public, are cordially invited to attend.

The meeting will be held in the Maritime Hall Building, 59 Clay street, at 8 p. m. There will be eloquent speaking and good

music. Among those invited to speak are Daniel Murphy, president of the San Francisco Labor Council; James Rolph, Jr., Mayor of San Francisco; James H. Barry, editor of "The Star"; Captain Henry Taylor, of the Licensed Officers' Association; Alfred Fuhrman, an officer of the Union in the early days; and Walter Macarthur, Patrick Flynn, I. N. Hylen and Eugene Steidle, of the International Seamen's Union of America. Paul Scharrenberg, editor of this paper, will preside.

If you want an evening's entertainment, and keep abreast of the times, come to this meeting.

Come one, come all; the doors will be wide open! Seating capacity, 800; if you want a seat, come early!

## THOSE "HYPHENATES."

No end of abuse has been heaped upon the alleged unpatriotic activities of hyphenated American citizens.

That any of these "hyphenates" might have a few legitimate grievances of their own has evidently never suggested itself to anyone. Still, such appears to be the case. When an alien swears off all allegiance to his native land and is upon due test admitted to citizenship in our republic he is usually told about the equality of all citizens, etc.

But what are the facts?

American citizens of Teutonic origin have been practically driven out of all American ships that call, or are likely to call, at any port under the jurisdiction of the Allies. The loyalty of these men to the Stars and Stripes has not been questioned. Their efficiency and reliability is frankly acknowledged. Yet, the steady pressure brought upon American ships by the authorities in Canadian, Australian and other ports under control of the Allies has virtually forced American shipowners to blacklist every American citizen who, without any fault of his own, first saw the light of day in one of the countries now at war with England.

The JOURNAL does not advocate a declaration of war upon the Allies, but submits, in all fairness, that a great many hyphenated American citizens are more deserving of sympathy than of abuse.

In the words of the illustrious Shakespeare, they are men "more sinn'd against than sinning."

The sudden death of John M. Eshleman, Lieutenant-Governor of California, will be mourned by many. As a deputy labor commissioner, a member of the Legislature, a district attorney, a railroad commissioner and as presiding officer of the California Senate, "Jack" Eshleman was ever true to Labor. Although afflicted with an incurable physical ailment, his great intellect and powerful mentality was given freely and generously to further the cause of those who toil. He died young—all too young. But death ever loved a shining mark, and there was no brighter star among mortals in the entire West than "Jack" Eshleman.

The National Sailors and Firemen's Union of Great Britain and Ireland gained 25,445 members during the year 1915. Some record for war times!

The community which leases its law-breakers has no logical claim to respect for its laws, and in fact receives very little of that.



## PLENTY OF MYSTERY.

Current events have made it very clear that, notwithstanding all modern inventions and scientific discoveries, neither mystery nor romance have as yet disappeared from the sea.

Elsewhere in this issue appears an account of the audacious "Appam" exploit. Since the latter's arrival at Hampton Roads there has been an air of expectant excitement in the very atmosphere of the old Atlantic. And there have been some doings, too. At least two interned German vessels, one the "Bahrenfeld," at Buenos Aires, and the other the "Turpin," at Punta Arenas, have left port on permission to test their engines. However, both failed to return and at the time of writing their whereabouts are unknown. A short while later it was made evident that the German mystery ship "Moewe" is still gathering in prizes on the high seas. The British steamer "Westburn" put in at the Canary Islands for repairs, having on board a small German prize crew in charge of 206 prisoners. The latter are said to have been taken from the British steamers "Flamenco," "Horace," "Clan McTavish" and "Corbridge," the British bark "Edinburgh" and the Belgian steamer "Luxembourg." These vessels, like those previously reported captured, were probably sunk, but there is nothing certain as to the time and place of sinking. Shortly after the "Westburn's" arrival it was reported that she had been taken to sea and sunk by her captors, to prevent possible surrender by the Spanish authorities to the British owners.

In the meantime the Wilson Administration has had its troubles increased by the German-Austrian declaration of intention to sink without warning all armed enemy merchant vessels.

The sinking of the unarmed merchant vessels without warning has been generally condemned, but there is a decided difference of opinion upon the sinking of such vessels when armed.

Senator Stone, chairman of the Foreign Relations Committee, stated on the floor of the Senate that the right to arm merchantmen for defense was a debatable question. The practice had grown up from piracy and privateering, he said, which practice is not continued to-day, and there is not now the same reason for arming merchantmen as prevailed a generation ago.

The concluding paragraph in Secretary Lansing's memorandum to the entente powers on the subject of armed merchantmen was also taken by many to mean that the Washington Government would concede without question Germany's right to treat an armed enemy merchantmen as she would a hostile warship. The paragraph referred to ran in these words:

I should add that my government is impressed with the reasonableness of the argument that a merchant vessel carrying armament of any sort, in view of the character of the submarine warfare and the defensive weakness of undersea craft, should be held to be an auxiliary cruiser and so treated by a neutral as well as by a belligerent government, and is seriously considering instructing its officers accordingly.

This was followed by a storm of criticism and protest. Senator Sterling of South Dakota offered a resolution condemning the new German submarine program, and President Wilson himself made public a letter indicating that he is not in the same boat with his Secretary of State.

What the next few days will bring forth in the line of surprises is difficult to say. Almost anything seems possible, for the game of diplomacy is far more mysterious than any mystery of the sea—past, present or future.

## AUSTRALIAN SEAMEN'S WAGES.

## Commonwealth Arbitration Court Awards Increase in Wages to All Seamen Employed by Australian Shipowners.

A substantial increase in wages has just been gained by the organized seamen of Australia. R. S. Guthrie and Arthur Cooper, respectively President and Secretary of the Australian Seamen's Union, have submitted to the membership details upon the unsuccessful negotiations with shipowners and the subsequent proceedings and award of the arbitration court, as follows:

"The matter of the relative cost of living with the wages granted under our award of 1911 was the subject of some discussion at various branch meetings. The executive officers considered the matter, and thought it important enough to summon the whole of the Executive Council to meet in Sydney, and after a careful review of the situation, it was resolved that, although there was yet twelve months of the present award to run, that the matter should be relegated to the General President and General Secretary to take such steps as they thought would be conducive to approach the owners, asking for some increase of wages owing to the increased cost of living, and a revision of the overtime rates because of the disparity between our rate and other employees in virtually the same industry.

"As you were previously informed, our negotiations with the Commonwealth Shipowners' Association failed. Our next move was to give publicity to the anomalous position we found ourselves in, and making sworn declaration that the statements that had been made public were true, and substantiated them on oath. On these representations Mr. Justice Higgins ordered a compulsory conference. After hearing both sides he suggested that the Shipowners and ourselves should, in private conference, endeavor to arrive at a mutual agreement, laying down primarily as a basis that there should be an increase of the monthly wages. We had suggested before his honor, as regards the cost of living, that Mr. Knibbs' (the Federal Statistician) figures for the quarter ending September, 1915, should be taken as the basis, but his honor overruled us on this matter, and stated that the figures for the quarter ending September were abnormal, and ruled that the average for the year 1914 would be a fairer basis. This was worked out by the judge to increase our pay by twenty-five shillings (25/-) per month, and at the same time the judge considered that if the cost of living affected the seamen, it also affected the shipowner, and pointedly stated that when making his award in 1911 he considered that in addition to our monetary payment, we were receiving in value of food and lodgings equivalent to 15/- per week. Now, he has based his award by increasing the value of the food by three shillings per week; so virtually our appeal to the court has benefited members of all grades by (taking the judge's calculations of four weeks and a half to the month) a tangible increase of £1/18/6 per month.

"Increase of overtime rates was asked for on a different principle, and there again we were fairly successful. Instead of the old system of two rates, one for ship work and one for cargo, we have now laid down the principle of one rate for all classes of work. On this point it meant fight. We were first offered 1/6 per hour, which we could not accept. Another reference was made to the judge, with the result that the representatives of the Shipowners agreed to consult the whole of the parties interested. After giving them sufficient time, we again met them. They still stood to the rate previously offered. This we again rejected, and suggested that the matter should be referred for the decision of the judge. This was agreed to, and on December 10 Mr. Justice Higgins delivered the following award:—That the rates of wages shall be increased by £1/5/- per month, and the overtime rate at 1/8 per hour; both of these increases to date as from the end of November to all members in employment by the defendant companies on the 8th day of December, 1915.

"The General Secretary has issued to every known company in Australia the decision arrived at by the President of the Arbitration Court. Up to the time of writing, we have received replies from the Navy office, stating 'that the decision of his honor in this matter is accepted, and that the increases granted, viz., 25/- per month in rates of wages, and a flat rate of 1/8 per hour overtime, will be paid by this department to all employees concerned.'

"James Patterson & Co., Proprietary Limited: 'And now advising you we are prepared to accept the new rates, viz.: Wages, 25/- per month increase; overtime, 1/8 per hour, flat rate.'

"Melbourne Steamship Co. advises: 'Will fall into line with the Commonwealth Steamship Owners' Association.'

"J. and A. Brown agree regarding steamer 'Hexham.'

"Western District Steamship Co., Victoria: 'Variations made by the President of the Court will apply to the Eumeralla.'

"Dalgety & Co., Limited, South Australia, replies: 'Manager absent. Immediately on his return will reply.'

"Colonial Sugar Refining Company, Limited: 'President's award receiving our attention.'

(Continued on Page 10.)

## OFFICIAL.

## SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Feb. 28, 1916.

Regular weekly meeting came to order at 7 p. m., Joe Faltus presiding. Secretary reported shipping dull. Upon recommendation of the Committee on 6th of March, it was decided to celebrate the Union's 31st anniversary with an open mass meeting and literary exercises in the evening of March 6. The regular weekly meeting of the Union will be called to order at 6 p. m.; and the open mass meeting will commence at 8 p. m.

JOHN H. TENNISON, Secretary pro tem.  
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., Feb. 21, 1916.

No meeting. Shipping and prospects poor.

REGINALD TOWNSEND, Agent.  
Room 11, De Cosmos Block, 1424 Government St.

Vancouver, B. C., Feb. 21, 1916.

Shipping dull; prospects uncertain.

W. S. BURNS, Agent.  
213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Feb. 21, 1916.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.  
2218 North 30th St. Tel. Main 808.

Seattle Agency, Feb. 21, 1916.

Shipping and prospects poor.

P. B. GILL, Agent.  
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Feb. 21, 1916.

Shipping dull; prospects poor.

J. PEARSON, Agent.  
P. O. Box 6. Tel. Main 557.

Portland Agency, Feb. 21, 1916.

Shipping dull; prospects uncertain.

JACK ROSEN, Agent.  
44 Union Ave. North. Tel. East 4912.

Eureka Agency, Feb. 21, 1916.

Shipping dull; prospects uncertain.

OTTO DITTMAR, Agent.  
227 First St. P. O. Box 64. Tel. 159.

San Pedro Agency, Feb. 21, 1916.

Shipping medium; prospects uncertain.

HARRY OHLSEN, Agent.  
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Feb. 14, 1916.

Shipping dull; prospects poor.

JACK EDWARDSON, Agent.  
P. O. Box 314. Tel. 2526.

## MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Feb. 24, 1916.

Regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping slow.

EUGENE STEIDLE, Secretary.  
42 Market St. Phone Kearny 5955.

Seattle Agency, Feb. 17, 1916.

Shipping slow.

LEONARD NORKGAUER, Agent.  
Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Feb. 16, 1916.

No meeting. Shipping slow; many members ashore; prospects poor.

HARRY POTHOFF, Agent.  
P. O. Box 54.

Portland Agency, Feb. 21, 1916.

No meeting. Shipping improving; very few members ashore.

THOMAS BAKER, Agent.  
89 Second St. N. Phone Broadway 2306.

If it be true that the ships of the American-Hawaiian Company are to withdraw from the San Francisco trade, the meaning is plain enough. It is simply this, namely, that under the extraordinary demand for shipping occasioned by the European war, the American-Hawaiian Company can do better with its ships than employ them in a routine trade. When the war is over, and transportation has fallen back into its normal conditions, the American-Hawaiian Company will be found again doing business on its old routes.—San Francisco Argonaut.

Goodness gracious, what has happened with the Argonaut? Why not blame this new calamity on that "pernicious" Seamen's Act?



## BABY AND THE WAR.

What will Baby say about this war when he grows up?

He'll have reason to think about it a good deal. He'll be working day and night to pay for it!

It was a great and statesmanlike discovery that we needn't pay for our own shindies. Knowing that, we can slash and slaughter one another with a lot more enthusiasm than would otherwise have been the case.

It costs a heap of money to kill a man, under the conditions of modern warfare, and if we had to find the cash ourselves it would damp our ardor considerably.

But we haven't got to do anything of the sort. We can shunt the paying on to Baby.

All we have to do is borrow the needful from willing patriots, at a higher rate of interest than is ever paid for any other sort of loan, and present the bill to Baby as soon as he is born.

He can't refuse to be held responsible for our blood drunks. We could stop his tucker if he did. He lies in the cradle—helpless, at our mercy. We rear him with a grim satisfaction—to toil to keep the moneylenders pleased.

\* \* \*

But is it a fair deal, think you? Because we bring him into the world—without consulting him—are we entitled to make him a slave to our bondholders?

Isn't it enough that he has to accept our diseases? Must we also load him up with our debts?

A number of conscientious, or conscience-stricken, parents are beginning to ask themselves these questions.

If we will have wars, if we will insist on killing one another, why shouldn't we do it at our own expense? Let each generation pay for the blood it spills, and the blood it drinks.

Raise the money for wars by direct taxation. The poor give their lives. Make the rich give their lucre.

Loans without interest have been advocated, but by any test of justice and equality there should be no loans at all. Everything should be given.

"Here is my blood," says the poor man. The rich man ought to say, "And here is my boodle."

Wars might be less frequent then—and less frightful. Under loans-at-high-interest conditions there are too many influential people with strong inducements to keep wars going.

Fortunes are being piled up to staggering heights. As a result of this outrage on civilization in Europe there is going to be created such an oligarchy of wealth as the world has never seen.

A comparative handful of opulent families will dominate the economic destinies of the nations. Shylock will be lord of all. We have pledged a pound of flesh to him.

But it is not our own flesh. It lies there—in the cradle!

\* \* \*

Unfortunate Baby! In Great Britain alone, if the war ended to-morrow, he will have to bear the burden of usury on two thousand millions!

Add to that the burdens of the other belligerent nations, and it will be evident that Baby is going to grow up round-shouldered, weak-chested, and bandy-

legged, carrying on his spinal curvature an intolerable load of debt.

It isn't just. It doesn't even begin to be just. The fight is ours. Let us be manly enough to pay for it.

We have to—in life, and misery, and suffering. But that comes mostly out of the poor. The rich do nothing, but grow richer. Enormous profits realized from high prices; and then enormous interest realized from the profits!

There's the rub! We cannot possibly satisfy the greed of the war-loan patriots ourselves; so we give them a mortgage on Baby.

Surely it is time we got sense.

We are inflicting an abominable injustice on our offspring. We are starting Baby off on the track of life with a horrible handicap fastened upon his frail back.

Do we want him to rise up one day and curse us?

Why not do the square thing by him? It behooves us to put an end to the war-loan atrocity. It is one of the worst forms of infanticide.

The poor, out of pure love of country, make a free gift of their men. The rich must make a free gift of their money.—The Australian Worker.

## PAYING FOR PREPAREDNESS.

(By Congressman C. H. Tavenner.)

It is proposed to meet the cost of "preparedness" by taxes on sugar, on gasoline, and by other direct taxes which bear heavily upon labor. It is also proposed to continue the present indirect taxes on the things people use, which yield \$620,000,000 a year. It is proposed to burden the worker and farmer by taxes on the things they consume, and spend the proceeds on armament, with colossal profits to the armament ring, for an army and navy to protect principally the things that privilege owns.

First—Why tax labor when, according to the report of the Commission on Industrial Relations, from between one-third and one-fourth of the male workers 18 years of age and over in factories and mines earn less than \$10 per week, while from two-thirds to three-fourths earn less than \$15 per week; when 2 per cent. of the people own 60 per cent. of the wealth, and 65 per cent. own only 5 per cent. of the wealth?

Why not compel 2 per cent. of the people to pay 60 per cent. of the taxes instead of making the great mass of the people, who own 5 per cent. pay 95 per cent. of the taxes?

Second—Why tax labor when war-munition stocks have increased in value in one year by \$866,000,000?

Third—Why tax incomes in America but \$80,000,000, when incomes in Great Britain, even before the war paid \$236,245,000? England contains less than one-half our population and wealth.

All told, England taxed wealth, incomes, and inheritances to the extent of \$380,115,000, and collected 45 per cent. of her total revenues from these sources. Democratic America collected 9 per cent. of its revenues from wealth, incomes, and inheritances.

Fourth—Why tax labor on its necessities, on the things it needs to merely live, when inheritances have not as yet been taxed a penny by the Federal Government?

Fifth—Great Britain taxes incomes up to 33 1/3 per cent. for war purposes; Germany

levies taxes for imperial purposes, for State purposes, and for municipal purposes as well; the combined rate running often to 15 per cent. or 20 per cent. Democratic America taxes incomes from 1 per cent. to 7 per cent., the maximum up to \$100,000 being but 4 per cent.

A tax of \$10 to the wage earner means giving up clothes, food from his table, possibly the doctor for his children. A tax of \$10,000 to a man with an income of \$100,000, or \$100,000 to a man enjoying an income of \$500,000 means no sacrifice whatever.

Sixth—Why tax labor, when an additional tax of 1 per cent. on the gross earnings of railroads, public-service corporations, mines, and other public utilities would yield \$50,000,000? It could be easily collected. It could not be escaped. In most instances it could not be passed on to the consumer.

Seventh—Preparations for war should call for equal sacrifices. Defense should not mean sacrifice for the millions, and only profits for the few. Preparations for war mean profits to the railroads, to mine owners, munition factories, banks; it means speculative values for the stock brokers and speculators. It means that the bended backs of labor will carry the Army and the Navy, which, if the emergency arises, will be used against labor at home and for the protection of over-seas investments abroad.

## SIX EGGS FOR BREAKFAST.

The Melbourne ginger-beer evening newspaper, speaking of the men in the North Sea squadron, says:

They are mighty workers and eaters. One ship consumes 3000 eggs daily, hearty stokers and seamen easily eating six eggs for breakfast."

This is the sort of rot that is forced down the throats of a gullible public. The same ill-advised chatter is found throughout all the war cablegrams, blinding the public to the present serious position, when a Chinaman with a glass eye can see how it stands. Stokers and seamen don't get six eggs for breakfast—as is well known; but the miserable pittance of 1/3 a day certainly allows them to buy a tin of grease to plaster their tough bread occasionally. We all know of the pint of fat and cocoa doled out in the morning, and hurry up about it, or there's none left. Britain has small chance of winning the war when we have rags that print such foolish stuff, and less still when a credulous people believe it. Bah! Go down to the Head, you rag!—Australian Seamen's Journal.

Meyer London, the New York Socialist Congressman, a novitiate in Congress, recently presided over the House of Representatives. To be sure it was only for a few minutes. But that is not the point. He stood in the place where Clay, Winthrop, Blaine, Carlisle and Reed have stood, and he ruled as much as present methods of House control permit. This honor was, no doubt, the present speaker's way of showing that he has no prejudices, and that, on the whole, he likes the sort of lawmakers that immigration from Russia is enabling East Side Manhattan to send to Congress. Mr. London spends two days a month in New York, accounting to his constituents for his words and votes.



## SHIPBUILDING DURING 1915.

The total output of mercantile tonnage from the shipyards of the United Kingdom during the past year may be put down, roughly, at slightly over one-third of that of 1914, for whereas in the last-named year, according to the annual returns of Lloyd's Register, 656 merchant vessels, representing 1,683,553 tons gross, were consigned to the water, the reports received show that the total mercantile tonnage launched during the last twelve months only aggregates between 600,000 and 700,000 tons gross. The total of the world's output of merchant vessels during 1914 was 1319 of 2,852,753 tons gross, vessels, representing 1,169,200 tons gross, having been built abroad. It may be taken for granted that the number of merchant vessels launched in France, Germany, Japan, and Russia during 1915 is considerably below that of 1914, while Belgian yards may be altogether left out of account. Taking this into consideration, however, it would still seem that at least 1,000,000 tons gross of merchant shipping has been added to the world's tonnage by shipyards abroad, and that the total of the world's shipbuilding, so far as the output of merchant ships are concerned, will aggregate 1,600,000 tons at least. To this total the United States has contributed over a quarter of a million tons, the country next in importance being Holland, with something over 200,000 tons. It is a striking fact that the United Kingdom, in spite of the enormous calls made upon her shipyards by the Admiralty, has still been able to turn out more mercantile tonnage than any other two countries combined.—Liverpool Journal of Commerce.

## SURVEY IN ALASKAN WATERS.

On the eastern shore of Bering Sea, from Nunivak Island to Nushagak, stretches what is perhaps Alaska's most unfrequented coast line, touched by waters leading into an even less frequented river. For the past five seasons, a steamer of the United States Coast and Geodetic Survey has been engaged on the field work connected with the charting of the approach and entrance to the Kuskokwim River, a work completed during the past season by the steamer "Yukon." As a supplement to the coast work, a reconnaissance survey was made inland from Bethel, the head of deep-sea navigation. This was carried for 550 miles to McGrath, the main settlement on the upper river. A steamer afforded the means of taking astronomical instruments up the river and the fair weather afforded opportunity for the determination of positions along the river's course. As some previous positions were found as much as 50 miles in error, a new map of the river will fill an urgent need in future developments in this region. Second only to the Yukon in size, the Kuskokwim is visited yearly by but two or three small steamers, which ascend as far as Bethel; but the recent publication of charts has made it possible safely and confidently to navigate the channel through the vast area of mud flats which lie off the river's mouth, a feat formerly extremely hazardous and requiring sometimes weeks to accomplish.

For fair products of all kinds consult the JOURNAL's ad columns.

## PRINCE RUPERT, B. C.

This city, whose citizens forecast for it the future of the "Liverpool of America," now has a population of 7,000. It is the terminal of that vast and splendid new transcontinental railway, the Grand Trunk system, whose latest completion between Winnipeg and the Pacific Ocean, known as the Grand Trunk Pacific, bridges the distance from ocean to ocean.

Prince Rupert, writes Lilian Whiting in the Springfield (Mass.) Republican, was made in Boston. Before the dense forest covering the rocky island with its riotous growth was felled, the town was laid out by Messrs. Brett & Hall, distinguished firm of landscape artists. As a result it is one of the especially charmingly designed cities of the entire northern continent. The building of the Grand Trunk Pacific that extends the Grand Trunk line to the Pacific Coast has absolutely transformed the map of Canada. It has opened the vast prairie regions of Saskatchewan, the Pece River plains, and has thus revealed an immense agricultural region, with the opening, also of incalculable resources of mining, of timber, and of tracts favorable for the abundant growth of small fruits.

The scenic setting of Prince Rupert is of incomparable beauty, with glory of sea and sky, hills and cliffs, terrace above terrace. Kaien Island, on which the main part of the city will stand, comprises some 28 square miles, lying 550 miles north of Vancouver. From the magnificent harbor the island rises commandingly, dominated by its central peak, Mt. Hays, 2,300 feet in height, with a grandeur of outlook that Messrs. Brett & Hall admirably utilized in the spacious park that insures the young city so novel and delightful a background. From Mt. Hays the view over harbor, islands, and the far waters of the Pacific; over lakes, forests and rivers, on the mainland, is one to be numbered among the scenic delights of the world. The Japanese current that washes the shores keeps an open harbor the year round. The entrance into the bay is singularly commodious, and the harbor has every claim to be considered one of the finest in the world.

The United States Geological Survey announces that the field edition of the San Francisco folio (No. 193) is now ready for distribution. This folio contains topographic, geologic, and structural maps of five rectangular areas known as quadrangles, which embrace the San Francisco and Marin peninsulas, San Francisco Bay, and the east shore of the bay almost as far as Mount Diablo. In the text accompanying the maps the character of the different rocks is described in detail and the mineral deposits of economic value are pointed out. The folio also contains a number of halftone views of features that are of geologic interest, including one showing clearly the trace of the fault along which occurred the earthquake of 1906. The field edition of the folio is sold by the United States Geological Survey at 75 cents a copy.

In 1914 the United States produced 1247 tons of asbestos, valued at \$16,810, according to the annual report on the production of asbestos just issued by the United States Geological Survey. Copies of the report are now available for distribution.

## NOTICE TO SEAMEN.

## IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,  
V. A. OLANDER, Secretary.

## LAKE DISTRICT, I. S. U. of A.

## HEADQUARTERS:

## LAKE SEAMEN'S UNION,

570 West Lake Street, Chicago, Ill.

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Escanaba, Mich. .... Marquette, Mich.  
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Green Bay, Mich. .... Saginaw, Mich.  
Houghton, Mich. .... Sandusky, O.  
Ludington, Mich. .... Sault Ste. Marie, Mich.  
Manistee, Mich. .... Sheboygan, Wis.  
Erie, Pa. .... Superior, Wis.  
Menominee, Mich. .... Toledo, O.



**WEEKLY NEWS LETTER.**

(Continued from Page 3.)

and the attempts, if any, to gain control of the Board of Education and the public school system of the city of New York." The resolution includes all auxiliaries of the Foundation. Senator Boylan's action is based on circulars issued by the Conference of Organized Labor on Industrial Education of the City of New York, which charges that Rockefeller influences would control the public schools of that city.

**High Wages Essential to Health.**

Last week Surgeon-General Gorgas of the United States army was a visitor in Toronto, and witnessed the great review of Canadian overseas troops, and on the same day spoke before the Canadian Club on the question of sanitation. The local papers gave considerable prominence to his remarks, and cited him as one of the greatest American authorities upon the question.

Surgeon-General Gorgas, it may be said, took hold of the sanitation of the Panama Canal Zone while it was under construction, and at a time when it was the most unsanitary spot on the American continent, and the workers and natives were dying off by hundreds. As a result of the measures and precautions that he put into effect he not only materially reduced the death rate, but made it as healthy as any other portion of the country.

One of his first measures to undertake was to see that the workmen employed upon the construction of the big ditch were comfortably housed, well fed, were not overworked, and were paid an equitable rate of wages, claiming that these were the first requisites in making living conditions healthful and tolerable. He put into effect a system of drainage that helped to rob the malaria swamps of much of their terror, and by a system of strict hygiene he entirely transformed the state of affairs that formerly existed.

In his public utterances, delivered in many large and influential gatherings in the United States, he has always insisted that fair wages and reasonable hours of labor will be more successful in combating disease than any other agencies that could be employed.

Speaking recently before the convention of the American Civic Association in Washington, D. C., he said: "Physicians are battering against a brick wall in their fight against ill health if they do not favor high wages.

"The best work that civic and social organizations can do now," he said, "is to declare for better wages, which will be followed immediately by better living conditions and better health." The army officer said one of the chief reasons why the health problem had been solved in the Panama Canal Zone was because there had been no cases of extreme poverty there.

When it is considered that Gorgas is one of the greatest authorities of the day, and is everywhere extensively quoted on health problems, as he was when speaking in Toronto, his words should carry weight, and attests to the truth of the statistics furnished by labor unions that unmistakably prove that the adoption of a shorter workday has always been followed by a remarkable decrease in the death rate. There is no doubt but what the great

health expert fully understands the situation, and has not failed to note the good effects that have followed victories gained by the unions for shorter hours and a fair rate of wages.—Toronto Industrial Banner.

**Wages First Consideration.**

The Toledo, Ohio, Evening Blade editor expresses this opinion on welfare work:

"Welfare work has its place—an important place if only it breeds in employers an interest in their employes—but the employer who attempts to use welfare work as a substitute for living wages throws his money away. Sooner or later, he has a strike on his hands and he is lucky if it is not more of a reign of terror than a walk-out. The Youngstown outbreak reinforces the lessons of the Calumet strike."

**Copper Strike Ends; Workers Gain.**

The strike of 5,000 Arizona copper miners in the Clifton-Morenci-Metcalf district has been declared off. Substantial wage increases have been secured and the companies will meet a grievance committee of employes every month to adjust differences. The settlement was secured through efforts of Commissioners Davies and Myers, of the Federal Department of Labor.

The strike started September 11, last year, when 5,000 employes in the copper district suspended work to force the reinstatement of men discharged between that date and September 1 for joining the Western Federation of Miners. The companies refused to arbitrate this and other demands, which included higher wages and better working conditions.

The attitude of these companies is shown in the following signed statement by copper operators, shortly after the strike started:

"When it shall appear that conditions in this section warrant it and the companies are satisfied that the general sentiment of the community and their former employes is unanimous in favor of a resumption of operations on the basis of wages and conditions that have prevailed heretofore in this district, the companies reserve to themselves the right to decide whether or not they will again start up their plants."

This arrogant attitude was again shown when Governor Hunt barred strikebreakers from the copper district. The operators then started a recall movement to oust him from office.

The A. F. of L. convention at San Francisco indorsed the strike and the appeal for funds to aid these workers, whose solidarity has been rewarded by better working conditions, higher wages and a knowledge that through unity they can secure a voice in the disposal of their labor power.

**"FREEDOM OF THE SEIZE."**

"Thieving Shipowners" is the heading for an editorial in the London Herald.

"Speaking in the House of Commons on Thursday last," says the Herald, "Mr. F. W. Goldstone, M. P., demonstrated that the rise in the price of bread was entirely due to the iniquitous, freight charges of shipping companies. These have risen from 12s. 6d. per ton before the war to 120s. per ton to-day, and means an addition of 2½d. on each four-pound loaf. Mr. Goldstone showed that one ship of 10,000 tons earned in one voyage £80,000, which is more than its original cost. Mr. Balfour did not attempt to defend this extortion, but, like the Prime Minister, fell back on the law of

'supply and demand' argument and appeared to be in doubt as to what government action could be taken to remedy this state of affairs. Surely men like the First Lord of the Admiralty live in an atmosphere of unreality, for he is a member of the government which passed the Munitions Act, an act which was expressly passed to prevent the operation of the law of supply and demand where workmen are concerned. Even the author of 'Philosophic Doubt' should be able to understand that a shortage of ships is no reason at all why wealthy shipowners should be allowed to fleece and rob the people. If all shipping were commandeered it could be used for the service of the nation, and not, as now, for the private profit of a handful of rich and unscrupulous exploiters."

**WHY SAILORS DO NOT SAIL.**

A Vancouver newspaper bemoans the fact that it is a problem to find sailors for Canadian vessels. Agent Burns of the Sailors' Union's local branch, makes this reply in the British Columbia Federationist:

"It is the same problem that confronts every maritime nation to-day. The white man is leaving the sea, and his place is being taken by the Oriental.

"Why? Because the sailor no longer wishes to be a slave. He wants to be as his fellow men ashore, free to quit his job if he does not like it; to be able to earn a wage that will keep him in the necessities of life, and to have a decent place to live in.

"Any seaman will tell you which he would sooner go in, sail or steam. The answer would usually be steam. His wages are usually a little higher and the work a little easier. It is usually through force of circumstances that they go in sailing ships and he stays no longer than he can help.

"We have sailors' homes and churches and everything else to look after his spiritual welfare, but nothing is ever thought of for his comfort while on earth. Give the sailor the same freedom as his fellow man enjoys.

"The United States has taken the first step in that direction, by passing and placing on the statute books a law declaring all men who sail on United States ships free men and giving them better accommodation, better food and many other improvements. The results will not be noticeable for a few years, but when it does, it will be seen that a better class of men will man their ships, either sail or steam.

"Canada can do no other than follow the example set by the United States, if she wishes to have a merchant marine. Make the sailor a free man, and the problem of where to find sailors will not exist for long."

**AUSTRALIAN SEAMEN'S WAGES.**

(Continued from Page 7.)

"Minister of Marine, South Australia: 'Matter under consideration.'

"Macleay River Co-operative Steamship Co., Limited, replies: 'Matter receiving consideration; will reply immediately.'

"One question which we wish to emphasize is that no member has any right to raise an agitation which is likely to cause trouble with the sailing of any ship, until such matter has been referred to the decision of a branch meeting or official.

"The Federal and all State governments have been communicated with regarding the judge's variation of our 1911 award."



### THE "APPAM" EXPLOIT.

The remark credited to a member of the British Embassy in Washington—"Rather a deucedly clever trick, don't you think?"—expresses the sentiments of many American editors regarding the capture of the British steamship "Appam" and her arrival in an American port in charge of a German prize-crew. But it is also noted that she carried into Hampton Roads "a cargo of potential trouble" for the United States. Added to the exploits of the "Emden," the "Karlsruhe," the "Prinz Eitel Friedrich," and the other raiders which have ranged the seas in the present war, the feats of the "Appam's" captor, in the Boston Transcript's opinion, "constitute the really brilliant sea record of the struggle." The Boston daily speaks for many of its contemporaries in acknowledging that the German commander wrought brilliant and legitimate destruction, and at the same time proved German humanity. It is an episode "which, in its audacity and solidity, makes far better propaganda for the Germans in this country than all the work of the Bernstorffs, the von Papens, and the Vierecks from start to finish." And the New York Evening World observes that "nine months after the sinking of the 'Lusitania' Germany's treatment of the 'Appam' is a measure of her mistake."

The British African liner "Appam," it will be remembered, came in between the Virginia Capes, on February 1, in charge of Lieut. Hans Berg and a German prize-crew of twenty-two. The 429 other persons on board included the "Appam's" own crew and passengers with a score of German prisoners being taken to England, and the passengers and crews of seven other British ships taken and sunk by the "Appam's" captor. Besides the capturing of the "Appam" near the Canary Islands, on the 15th of January, the German raider, a heavily armed freighter called "Möwe" by the Germans and "Ponga" by the British, destroyed the following ships off the west coast of Africa, to quote the press reports:

"January 10—'Corbridge,' with 6,000 tons of coal.

"'Farringford,' with 4,000 tons of copper ore.

"January 13—'Dromonby,' with 5,000 tons of coal.

"'Arthur,' with a general cargo of 8,000 tons.

"'Ariadne,' with 5,000 tons of wheat.

"'Trader,' with large cargo of sugar.

"January 15—'Clan Mac Tavish,' with 10,000 tons of general cargo, including a large quantity of beef."

It "seems odd" to the Knoxville Sentinel "that the British Navy, which is so effective against friendly powers and peaceful merchantmen, should not have had eyes and arms to interfere with these operations." And another Sentinel, published in Milwaukee, a leading German center, would "suggest to our English visitor, Mr. John Masefield, who knows and loves the sea and the men who sail, that he attune his harp" to these exploits—

"It would be a chivalrous thing to do, and the prosaic business of holding up neutral merchantmen and robbing the American parcel post of Christmas gifts to friends in Europe certainly does not offer a rich field of inspiration either for English bards or Scotch reviewers.

"It may, we say, be the fault of the British Admiralty—this policy of 'safety first,' sluggish inaction, and keeping a great Navy, at is were, packed in burlaps and cotton wool against the war-risks of breakages and rough handling. But the fact remains that the bold, romantic, thoroughly seamanlike exploits of these German rovers of the main savor a good deal more of the tradition of the bold Elizabethans who 'singed the Spaniard's beard,' of Drake, Hawkins, Frobisher, and Blake, than anything British sea-power has thus far shown the world in the present war."

That the "Appam" case raised a perplexing question for the Administration is agreed by all press-writers. Secretary Lansing promptly ruled that the ship was to be considered a prize, not a ship of the German Imperial Navy. But even with this point settled, there is still, as the Syracuse Post-Standard observes, "opportunity for endless controversy."

"Under the Hague rule a prize brought into a neutral port must be delivered to her original owners unless she immediately puts to sea. Under an ancient treaty with Prussia we are bound to grant asylum to Prussian prizes, which are free to come or go as they will. In default of specific provision to the contrary by treaty, any nation may forbid the use of its ports as asylums for prizes."—The Literary Digest.

### A FISH STORY?

A New York journal, with strong pro-al tendencies, prints the following remarkable story:

The recent loss of the Peruvian steamer "Pachitea" in Lomas Bay, is said to have been due to the act of a German fourth officer. It appears that German officers from vessels lying in South American ports are glad to take posts in junior positions on neutral-owned steamers, and the captain of the "Pachitea," himself an Englishman, had been forced to employ one of these. Tiemann, by name, as fourth officer. On the day of the wreck Tiemann was on watch with instructions to call the captain at a certain hour, which he failed to do. The captain coming on deck later on found his vessel among the barges in Lomas Bay and driving straight for the shore, while Tiemann loafed by the man at the wheel without lifting a finger to save the vessel. The steamer was lost, and on searching for the fourth mate after getting ashore it was discovered that he had departed in a local schooner. The theory is that Tiemann knew the vessel was insured in London and struck on the ingenious method of injuring his country's enemies by casting the vessel away, causing a loss to the British insurance market of at least £100,000.

"Profiteering" is the euphemistic term coined by the Ottawa Citizen to break the force of its indictment of persons in Canada who have charged inordinate prices for munitions of war, and who are now being summoned by public opinion to submit to parliamentary investigation. No doubt the word "privateer" was the model on which this apt word was cast; but a "privateer" gets rich off the enemy, while a "profiteer" gets rich where he can.

### Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

### International Seamen's Union of America

(Continued from Page 5.)

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SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

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##### Branches:

SEATTLE, Wash., Room No. 203, Grand Trunk Dock. P. O. Box 214.

PORTLAND, Ore., 89 Second St. N.

SAN PEDRO, Cal., P. O. Box 54.

#### ALASKA FISHERMEN'S UNION.

##### Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

##### Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

### The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia  
29 ERSKINE STREET, SYDNEY, N. S. W.



## Labor News.

Wages of printing pressmen at Topeka, Kan., have been increased \$1 a week. The press assistants have also secured increases. Representatives of the international union assisted in the negotiations.

The strike forced on the Flint Glass Workers' Union at Charleston, W. Va., last June, by the Dunbar Flint Glass Company, is still effective. The company attempted to reduce wages 10 per cent. and inaugurate non-union conditions. The plant is being operated in a haphazard manner by imported strike-breakers.

Mayor Mitchell of New York has appointed President Holland of the State Federation of Labor, and A. F. of L. Organizer Frayne, members of a permanent committee on unemployment, to consist of 20 members. The suggestion was made by members of the Mayor's committee of unemployment, appointed in 1914, when the out-of-work question was a serious problem in this city.

The Cigarmakers' Union of Newark, N. J., is supporting girl strikers employed by the American Cigar Company (the trust), and the Seidenberg Company, a part of the United Cigar Manufacturers' Association. These workers are demanding higher wages and better shop conditions. They were unorganized when they struck. The American Federation of Labor has assigned organizers who can speak Jewish, Polish and Italian.

Although the anthracite coal operators are printing full-page advertisements in Eastern newspapers against the 20 per cent. wage demand of their employees, the mine owners wish it understood that they have not rejected the union's demands. The advertisements state that the operators' returns on their investments are now so small that wage increases are simply out of the question unless the consumer foots the bill. The anthracite miners are not allowing this publicity campaign to interfere with their arrangements to meet the operators.

A new method of utilizing coal in competition with oil fuel is being tried at Vancouver. Those conducting the experiments claim that crushed coal can be supplied to steam-producing furnaces by the same method that oil is utilized. The new process is of special interest to British Columbia, as it is proposed to apply it for smelting purposes in the big mining plants of the Province. It is claimed that seven tons of copper ore can be smelted with one ton of coal by this process, whereas formerly the ratio was a ton of coal to a ton of ore.

The street car company of Johnstown, Pa., has announced its opposition to trade unionism and Rev. W. E. Burnett made this comment in a recent sermon: "The published statement of the manager of the local traction company to the effect that the fixed plan of the company is to deal only with the workers as individuals indicates the reactionary viewpoint of the owners of this company. It is the attitude of sitting on the safety valve to save an explosion. Such an attitude can only foster unrest, and, taken the country through, is the most perilous factor in the whole industrial situation. There is no solution for the wage earner except the method of collective bargaining."

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Elliett 135

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## Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

|                       |                      |
|-----------------------|----------------------|
| Andresen, Jorgen      | Krohn, Heinrich      |
| Abrahamsen, Halp-     | Kruger, Johan        |
| tau                   | Kristianson, Nils    |
| Aien, Hans            | Lersten, J. O.       |
| Aekerson, A. R.       | Lundgren, Carl       |
| Ackerstrom, Oscar     | Lorentsen, Karl      |
| Alling, Walter        | McNeill, R.          |
| Andersen, Emil        | McManigal, T. E.     |
| Anderson, Leonard     | Mortensen, J. R.     |
| Albin                 | Moen, R.             |
| Andersen, A. -1821    | Mattson, Hilding     |
| Andersen, P. T.       | McNeil, Ross         |
| Augustin, Herman      | McLean, H.           |
| Berg, Johamus         | Nelson, Henry        |
| Barrell, Geo.         | Nasse, A. K.         |
| Bohm, Franz           | Nielsen, J. H.       |
| Brewer, Geo.          | Nielsen, C. -1544    |
| Brokow, Albert        | Norton, Emil         |
| Bienes, John          | Nygard, Olaf         |
| Borgen, Arne          | Olsen, Harald        |
| Camozl, M.            | Olsen, Herman        |
| Chamberlain           | Olsen, J. H.         |
| Connouton, T. H.      | Olsen, Albert        |
| Carlson, John -861    | Olsen, E. -2376      |
| Dazell, James         | Olsen, A. M. -941    |
| Dalif, John           | Olsen, Hans -563     |
| Dahlkvist, Fred       | Olsen, Frank         |
| Dyrnes, L. C.         | Olsen, Johan Gre-    |
| Eugh, I.              | garinsen             |
| Erikson, E.           | Olsen, Andy          |
| Edvords, John         | Olsen, C. -1302      |
| Elstad, John          | Olsen, Hans G.       |
| Fox, John             | Oseberg, A.          |
| Feenes, Ingvald       | Peterson, J. P. -920 |
| Forslund, Victor      | Petersen, H.         |
| Fredriksen, H. G.     | Pedersen, Karl       |
| Gertorsen, Robert     | Pestof, S.           |
| Haas, W.              | Palentz, Adolf       |
| Hansen, Alex M.       | Rosenbald, Albin     |
| Hill, C.              | Ramberg, R. A.       |
| Henriksen, Harry      | Rosenwald, Isack     |
| Hall                  | Rosner, C. B.        |
| Hansen, Fred -1755    | Robertson, P. R.     |
| Hansen, N. S.         | Stalsvik, J.         |
| Hunter, Ernest        | Schweistous, W.      |
| Hansen, Charlie       | Smith, John          |
| Hansen, Hans T. -1536 | Salversen, Sverdrup  |
| Hauge, Anton          | Samuelsen, W. L.     |
| Harknes, A. C.        | Sexby, C. H.         |
| Haves, Hans           | Schauman, W.         |
| Hellison, H.          | Seddon, R.           |
| Hesketh, Robert       | Sorensen, Geo.       |
| Iversen, Robert       | Sorensen, M.         |
| Jensen, Simon         | Soderberg, Albin     |
| Johanson, J. S.       | Spellman, E. M.      |
| Junge, Hanwick        | Stradman, A. W.      |
| Johnke, Otto          | Sunde, P. A.         |
| Jacobsen, Knut        | Stalsvik, J.         |
| Jensen, Nils          | Schweistous, W.      |
| Johnson, Jack         | Smith, John          |
| Johnson, A. W. -2186  | Thees, Hans          |
| Johnsson, Karl        | Trabaut, M.          |
| Jorgensen, Ernst      | Trichert, Karl       |
| Karell, C. W.         | Uskala, E.           |
| Karrell, C.           | Ursen, J.            |
| Karrell, Yalmar       | Vukensstedt, W.      |
|                       | Wick, John           |
|                       | Wennecke, A.         |

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## INFORMATION WANTED.

Hugo Carlson Ljung, age 29, a native of Gothenborg, Sweden, was last heard from in a Cable Boat on the Atlantic Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Carlson Ljung, Jungmangatan 5, Gothenborg, Sweden. 1-12-16

Fred Marjama, a native of Russia, age 36, has not been heard from since 1908, at Buffalo, N. Y. Anyone knowing his whereabouts please notify his brother, J. Marjama, 51 South St., New York, N. Y. 9-1-15

Hans Nilson, a native of Tonsberg, Norway, was last heard from at Mobile, Ala., is inquired for by his mother. Anyone knowing his whereabouts kindly notify Louis Donald, Norwegian Vice Consul, 77 St. Francis St., Mobile, Ala. 12-22-15

Anyone knowing the whereabouts of Peter Ljung, age 40, a member of Alaska Fishermen's Union, will please communicate with Mrs. Peter Ljung, 2342 East 16th Street, Oakland, Cal. 1-5-16

## Tacoma Letter List.

|                    |                      |
|--------------------|----------------------|
| Burke, Andrew      | Olsen, Martin E.     |
| Farrell, William   | Olsen, Ole -288      |
| Hunter, Gilbert H. | Paterson, John       |
| Johannsen, Chris-  | Persson, Fritz Leon- |
| tian               | ard                  |
| Johnson, Hans      | Persson, Herman      |
| Kathy, Albert      | Pettersen, Charles   |
| Linea, W.          | -1287                |
| Line, Victor       | Rimmer, C. M.        |
| Murphy, Daniel     | Schultz, M.          |
| Nielsen, Alf. W.   | Schaeht, H.          |
| -1054              |                      |

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wegian newspapers.

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ED. SWANSON, Prop.

## Eureka, Cal., Letter List

|                  |                   |
|------------------|-------------------|
| Contreras, Julio | Kustel, Victor J. |
| Kyrkslatt, Lars  | Kinowsky, A.      |
| Lawrence, Harry  | Ingebretsen, Alf. |
| Melander, G. L.  |                   |

## INFORMATION WANTED.

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

Olof Pedersen, a native of Norway, age about 60, supposed to be sailing on the Pacific Coast, is inquired for. Anyone knowing his whereabouts please notify J. T. Miles, 761 Greenwich St., New York, N. Y. 2-16-16



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## Portland, Or., Letter List.

|                     |                     |
|---------------------|---------------------|
| Andreasen, N. S.    | Larsen, H.          |
| Anderson, N. P.     | Lindberg, A. C.     |
| Anderson, John      | Mattson, Hilding    |
| Andersen, Otto      | Miller, Winford     |
| Anderson, Nils      | Martin, J. C.       |
| Anderson, Rasmus    | Moen, T.            |
| Anderson, Hans      | Munchmeier, H.      |
| Adolfson, John      | Morgan, Tim         |
| Anderson, John E.   | Muller, P.          |
| Belle, Ernest       | Metts, John         |
| Backman, P. J.      | Moller, L. D.       |
| Benson, S.          | McConnell, David S. |
| Bartells, Otto      | Meckermann, Ernst   |
| Bernahrdson, Chas.  | Nielsen, M. P.      |
| Bugge, Mr.          | Ohlsson, J. W.      |
| Christensen, H. P.  | Osterberg, Henry    |
| Carey, A. L.        | Oglive, Wm. A.      |
| Dahlstrom, Gust     | Paulson, Herman     |
| Drosbeck, Karl      | Petterson, Mauritz  |
| Dybdal, Olaf        | Palm, P. A.         |
| Erickson, Eric      | Roos, Oscar         |
| Edstrom, John       | Rabel, John         |
| Farrel, W.          | Reskran, George     |
| Gundersen, F. M.    | Schaab, Anton       |
| Gundersen, Fredrik  | Samuelson, S.       |
| Hoten, J.           | Storvick, Ingvald   |
| Henriks, Waldemar   | Slocum, Ernest      |
| Jacobsen, Gust E.   | Shallies, K. G.     |
| Johnson, Karl E.    | Schneider, Fritz    |
| Jespersen, Martin   | Sorensen, Jorgen    |
| Johnson, E. D.      | Shea, Oscar         |
| Jorgensen, Robert   | Schacht, H.         |
| Johnsen, A.         | Schultz, John N.    |
| Jensen, Christ      | Salmelin, H.        |
| Jensen, Wm.         | Tully, Alex         |
| Johnson, Nils       | Tuhkanen, J. J.     |
| Jonsson, Karl       | Vellenger, Louis    |
| Karlson, Ingvald    | Vinx, H.            |
| Kronstrand, H. T.   | Wheatcroft, L. E.   |
| King, J. L.         | White, Harry        |
| Kelly, Patric       | Westengren, C. W.   |
| Kjer, Magnus        | Zunk, Bruno         |
| Knudsen, Richard E. |                     |

## Aberdeen, Wash., Letter List.

|                    |                     |
|--------------------|---------------------|
| Andersen, -1118    | Norling, Reinhold   |
| Andersen, Andrew   | Paaso, Andrew       |
| Burmester, T.      | Petterson, Karl     |
| Bjorklund, G.      | Petersen, J.        |
| Bleibe, Ernest     | Peterson, Nels      |
| Carlson, Sven      | Peterson, Hans      |
| Christiansen, Did- | Risenius, Sven      |
| rich               | Rudt, Walter        |
| Clifford, Pat      | Schmidt, Heinrich   |
| Crontz, F.         | Simensen, Isak      |
| Davis, Frank       | Scheftner, Bernhard |
| Gronros, Oswald    | Sandqvist, Gunnar   |
| Gueno, Pierre      | Skottol, A.         |
| Geschwendt, W.     | Steinhauer, Alvin   |
| Holmroos, W.       | Stenwall, Sigurd    |
| Hansen, Ove Max    | Thorn, A. L. -70    |
| Hylander, Gustaf   | Toves, H. C.        |
| Johnson, Alex      | Toren, Gustaf A.    |
| Karlson, Victor    | Udby, Harold        |
| Ludtke, Emil       | Walder, Olsen N.    |
| Lindholm, John     | Wendt, Walter       |
| Lindgren, Ernst    | Westerlund, Albert  |
| Machado, Henry     | Williams, T. C.     |
| Magnusson, Walde-  | mar                 |
| Munsen, Fred       | Glazer, Y.          |
| Nilsen, Harry      | Gorgensen, Olaf     |
| Nordgren, Chas.    | Hansen, John        |
| Nielsen, C.        | MacGuire, O. F.     |
|                    | Stanners, W. S.     |

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SAN FRANCISCO

Apply to I. N. HYLEN, 49 Clay St.

**INFORMATION WANTED.**

Oscar Olsen, age 37, a native of Hallerna, near Gothenborg, Sweden, who was sailing on the Great Lakes about three years ago, is inquired for by John V. Olsen, Sun Company, Marcus Hook, Pa. 5-26-15

Knut Jensen, No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Tangemunde, A/Elbe Ostenerweg, No. 7, Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis. 4-14-15

Adolph Godfred Eriksen, born in Moss, Norway, is inquired for by his brother, Herman Eriksen. Any one knowing his whereabouts please notify W. Nielsen, 206 Moravian St., Philadelphia, Pa. 5-26-15

## Port Townsend, Wash.

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**INFORMATION WANTED.**

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Any one knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

Theodore Krakan, last heard of in September 1911, at New Orleans, La., is inquired for by his mother. Any one knowing his whereabouts please notify Mrs. Ad. Krakan, Langenvehm 38 I, Hamburg 22, Germany.—8-25-15.

Karl Johan Arvid Gardell, a native of Wisby, Sweden, age about 60, who has not been heard from by his relatives, is inquired for by his son and brother. Anyone knowing the whereabouts of the above named will please communicate with Chris Gardell, 116 Drumm street, San Francisco, Cal. 12-15-15

Harry Strom (or Storm), a native of Norway, supposed to be sailing on the Pacific Coast, is inquired for. Anyone knowing his whereabouts please notify the Vice Counsel of Norway, Seattle, Wash. 2-16-16

Why Ethel Was Spanked.—"You must learn to 'swat the fly,' Ethel. Flies carry typhoid fever."

"Will typhoid fever kill any one who gets it?"

"Certainly."

"Mother, why doesn't it kill the fly?"—Life.

**Home News.**

Figures just completed of the personal property of New York City place it at \$369,000,000, an increase of \$17,000,000 over a year ago.

According to a preliminary report issued by the Bureau of Census, Department of Commerce, the cotton consumed in the United States during January, 1916, amounted to 542,055 bales, and for the six months ended January 31 a total of 3,074,654 bales.

A short strike of 150 helpers in the New York Shipbuilding Company's yards at Camden, N. J., increased wages from \$8.64 to \$10.08 a week. About 500 men in the "bolting up" department secured higher wages after a few days' strike and machinists received a 5 per cent. increase when they threatened to suspend work.

The Senate Committee on Naval Affairs reported favorably on the bill to appropriate \$11,000,000 for a Government armor plate factory. Three members of the committee, Penrose, Lodge and Smith of Michigan, opposed. In opposing the recommendation Senator Penrose said that if the bill were to pass, private manufacturers of armor plate, realizing that their plants would be reduced to scrap, would decline to make armor for the Government for less than at an increased price of \$200 a ton.

"An extraordinary story of prosperity," is the term used by the New York World in commenting on the last financial report of the United States Steel Corporation, which has recently announced a 10 per cent. wage increase to its low wage, long-hour workers. It is shown that the trust's net earnings for the past quarter were \$51,232,788, or \$5,729,080 larger than for any previous quarter last year; dividends resumed on the common stock at the former annual rate of 5 per cent.; a surplus of \$23,300,692 above all charges and dividends; \$105,000,000 cash in bank.

Several conferences with the management of North's and Squire's packing houses at Cambridge, Mass., and the Butcher Workmen's Union has resulted in a new wage schedule that affects 2200 employees. The agreement calls for a guarantee of fifty hours' work per week, and no man shall be hired for less than \$10 a week. In the event of dull business, all are to take turns in laying off one week at a time, instead of large numbers being discharged in blocks. Wages are to be increased 10 per cent., which is an average raise of \$1.25 a week. This means a total increase of about \$143,000 a year. A. F. of L. Organizer McCarthy assisted in the negotiations.

Trade union agitation against the Rockefeller Foundation is bearing fruit, and now dignitaries of the Episcopal church are looking for the "concealed African" that is always associated with the oil king's "generosity." At a meeting of the church board of foreign missions in New York it was decided to accept the Rockefeller Foundation donation for a university and hospital in China only on condition that such acceptance "does not interfere in any way with our own control of our church institutions." Bishop Nelson, of Atlanta, opposed acceptance. "There may be strings to this offer and we may find ourselves tied up to outside institutions," he said. The offer is being investigated.



## Domestic and Naval.

The British steamer Belford, 3216 tons, which sailed January 27 from Barry for New York in ballast, is ashore off the north coast of Islay, Scotland, and all on board are supposed to have been lost.

While the steamer "Bob Dudley" was en route down the Cumberland River she stranded on the abutment of dam at lock 5 and is in a precarious position owing to the falling river. No lives were lost.

The United States Supreme Court has fixed February 21 as the date for hearing arguments in the cases in litigation, covering many thousands, due to the non-enforcement of the five per cent. discount of the duty on imports in American vessels' section of the tariff act.

The Chester Shipbuilding Company, Chester, Pa., has recently received orders bringing up to eight the number of vessels on its books for prompt delivery. The boats will be each 400 feet long, seven will be fitted to carry oil in bulk and one general cargo. Each ship will cost \$250,000. Recently construction was begun on new building berths at the Chester yard. The propelling machinery for all ships built at Chester is sublet to outside firms, only hull work being done in the yards.

Manuel Alvarez, lessee of the schooner "Ralph E. Eaton," charged with swearing to a false manifest in order to clear the vessel for Cuban ports, was held for trial at the February term of the Federal Court at a hearing at Tampa January 26 before the United States Commissioner. He was released on \$1,000 bond. The charge against Alvarez resulted from the finding aboard the "Ralph E. Eaton" of more than 10,000 rifle and pistol cartridges when the vessel was searched by customs officials. The cartridges were not mentioned in the clearance.

The submarine bids recently opened at the Navy Department show that the Electric Boat Company is the lowest bidder with a bid of \$1,491,000 for two boats of 1500 tons each with a speed of 20 knots, to be constructed in 31 to 33 months. A supplemental bid of \$1,494,000 was made by the same company, the extra \$3000 being for a minor improvement. The only other bidder was the Lake Torpedo Boat Company, both of whose bids were above the limit set by law. The submarines to be constructed are of the large seagoing type, and it is expected that the contract will be awarded to the Electric Boat Company without delay.

Norwegian owners are now having ships built in China, Holland and the United States. There are being built in the United States thirteen large cargo boats for Norwegian account, six on the east coast, six in Cleveland, and one in San Francisco. More contracts are likely to be closed in the near future. The six boats being built in Baltimore are motor tank vessels of 5,000 tons; the six being built in Cleveland are of the so-called Frederikstad type, for timber traffic, of 3300 tons each. The boat being built in San Francisco is of 9000 tons, for Wilh. Torkildsen, Bergen. She will have turbines. The price is stated to be \$800,000. It is understood that two more orders, each for two motor vessels of 3500 tons each, have been placed in Baltimore by the two Norwegian ship-owners Berg Hansen & Co. and B. A. Sanne.

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#### INFORMATION WANTED.

Ingvald Andreas Hansen, alias Andrew Hansen, a native of Norway, age about 36; tall, dark; last heard of July, 1905. His address then was, Andrew Hansen, Karluk, Kodiak Island, Alaska. He is inquired for by his mother. Anyone knowing his whereabouts please notify Staff Captain Robert Smith, district officer, native work, Alaska, Box 925, Wrangell. 4-3-15

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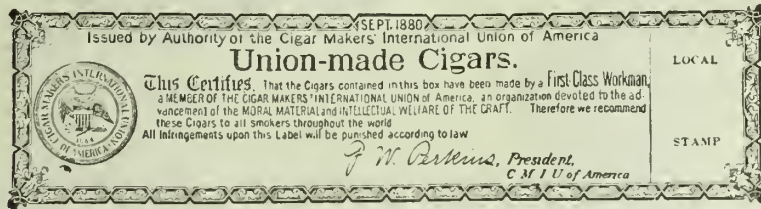
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## News from Abroad.

Peace advocates of Denmark and  
Switzerland have appointed delegates  
to the neutral peace conference at  
Stockholm, which resulted from the  
Ford peace ship voyage.

Of the 13,967 New Zealand income  
tax payers, 10,101 persons pay on  
incomes less than £700, and 137 on  
incomes over £10,000. The total  
net incomes assessed amount to  
£13,850,261.

It is reported that the tank steamer  
"Appalachee," owned by the Anglo-  
American Oil Company, London, has  
been sunk while on Government ser-  
vice. She was of 3676 tons, built  
in 1894.

While Japanese shipbuilding yards  
were busy in the early part of 1915,  
there has been a cessation lately,  
says "Commercial Japan," despite  
the undiminished demand for ton-  
nage. The difficulty is in the in-  
creased price of materials.

The Philippine Assembly bill au-  
thorizing the purchase of the Manila  
Railway for \$4,000,000, has been ap-  
proved by the Commission. The bill  
ratifies the agreement reached De-  
cember 18, between Governor-General  
Harrison and the president of the  
Manila Railway Company.

Italy has closed her frontiers to  
all imports from Germany and Aus-  
tria, which is interpreted as a move  
to compel Germany to declare war.  
Vienna claims small gains from the  
Italians on the upper Isonzo; but  
no material changes in the situa-  
tion are reported.

Captain Knud Rasmussen, the  
Danish explorer, is negotiating with  
the Hudson Bay Company and the  
Canadian Government to start an ex-  
pedition to the remote northerly  
parts of British America, says a  
despatch from Copenhagen. The ex-  
plorer probably will leave Denmark  
next year.

The State Government of New  
South Wales proposes to acquire  
twelve oil-driven trawlers for the  
fishing industry, and an expenditure  
of £130,000 for the purpose is con-  
templated. It is proposed to con-  
struct some, at least, of the trawlers  
locally, but it is probable that the  
oil engines will have to be imported.

The British steamer "Dunelm,"  
which has not been heard of since  
October 17, on which date she  
passed Cape Race in the course of a  
voyage from Sydney, C. B., to Man-  
chester, has been posted "missing."  
She was built in 1907, 2319 gross,  
1487 net. Her machinery was placed  
aft. She was owned by the Canada  
Steamship Lines, Limited, and was  
built for Great Lakes service.

According to an Amsterdam news-  
paper, it is expected that the Hol-  
land-America Steamship Company  
will declare a dividend of about 50  
per cent. from its earnings during  
1915. The dividend paid in 1914 was  
17 per cent. It is popularly supposed  
that the profits of this company dur-  
ing the past year were fully 100 per  
cent. of its capital stock, which is  
12,000,000 florins (\$4,824,000). The  
fleet of the Holland-America line  
consists of four passenger steamers  
plying regularly between Rotterdam  
and New York, each making a round  
trip every five weeks, approximately;  
and 25 freight steamers, plying be-  
tween Rotterdam and New York,  
Boston, Philadelphia, Baltimore, Nor-  
folk, Savannah, New Orleans, Gal-  
veston, Vera Cruz, and Havana, and  
occasionally between New York and  
Dutch East Indian ports.

## INFORMATION WANTED.

Anyone knowing the whereabouts of  
Thomas Rowe (now aged about  
74), who was at one time a seaman  
and longshoreman on the Pacific  
Coast and also served in the Pacific  
Coast Navy Yards, will greatly oblige  
inquiring relatives by supplying such  
information. Address, Editor, Coast  
Seamen's Journal. 5-1-16

Any information regarding Wilhelm  
Kuhme, age 27, a native of Germany,  
who was supposed to have been  
drowned in the wreck of the steam  
schooner "Francis H. Leggett," Sep-  
tember 18, 1914, will be thankfully re-  
ceived by the German Consul, San  
Francisco, Cal. 1-19-16

Ivar Westerberg, age about 50,  
sailing second mate on some steam  
schooner on the Pacific Coast, is in-  
quired for by Gus Englund. Any in-  
formation regarding the above named  
will be gladly received at 214 Jack-  
son street, San Francisco, Cal. 1-27-15

Wilhelm Ekelund, a native of  
Sweden, is inquired for by his  
brother, Axel Ekelund, New Harbor  
Hotel, Drumm street, San Francisco,  
Cal. Anyone knowing his where-  
abouts please notify the above ad-  
dress. 3-10-15

John Edstrom, alias Brynjulf Ed-  
strom, born in Norway in 1879, was  
last heard from at Mobile, Ala.,  
where his address was Norwegian  
Chapell, is inquired for. Anyone  
knowing his whereabouts please no-  
tify his mother. Address, 22 Pile-  
stradet, Kristiania, Norway.—12-22-15

George Alexander Sharman, a na-  
tive of Brooklyn, N. Y. About 28  
years of age, height 5 feet 9 inches,  
supposed to have sailed on the Great  
Lakes in 1907, is inquired for by  
M. L. Kinvan, 1211 Mosher street,  
Baltimore, Md. 7-14-15

Patrick McFee, who was cook on  
board the schooner "Robert Henry"  
on a voyage to Mexico last year, is  
inquired for by the U. S. Shipping  
Commissioner, at San Francisco, Cal.  
9-15-15



### With the Wits.

Content.—Floor-Walker (to man who seems undecided which way to go)—Are you looking for something? Party Addressed—No, sir. I've lost my wife.—Judge.

Adv.—Clarence—How did you like the picture of Becky Sharpe in "Vanity Fair"?

Clarice—Let me see, was it in this last number or the one before that?—Harvard Lampoon.

Not Backward.—Country School Teacher—You notice that boy who stands at the foot of his class? Well, last summer he was the brightest boy in school.

Committeeman—He is now. I notice the foot of the class is nearest the stove.—Puck.

A Lost Lamb.—William Dean Howells, at a dinner in Boston, said of modern American letters:

"The average popular novel shows on the novelist's part an ignorance of his trade which reminds me of a New England clerk.

"In a New England village I entered the main street department store one afternoon and said to the clerk at the book counter:

"Let me have, please, the Letters of Charles Lamb."

"Postoffice right across the street, Mr. Lamb," said the clerk, with a naive, brisk smile.—Illustrated Sunday Magazine.

Missionaries.—A writer in The Charity Organization Review, deprecating the way people talk of "the drab lives of the poor" as greatly a class misunderstanding, repeats a story of some East-End girls (matchbox-makers) who were taken down to Surrey to spend a summer day in a beautiful house and garden in a lovely part of the country. When their hostess was wishing them "good-by" she said she had much enjoyed their visit, and one guest replied cheerfully:

"I expect we have cheered you up a bit; it must be deadily dull down here."—Christian Life.

### An Invitation

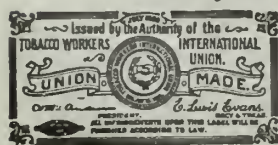
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teacher with higher attainments than one  
who has only the limited ability of a sea-  
man. The Principal of this School, keeping  
this always in view, studied several years  
the Maritime Law, and is now, in addition to being a thorough teacher of  
Navigation and its kindred subjects, a regularly admitted Member of the Bar.

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for no matter how ignorant the seaman may be, even in the rudiments of  
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depths of ignorance to the height of the average well-informed man, and in a  
comparatively short interval of time.



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quirements for passing a successful  
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of pupils will be accepted at one  
time, delay and loss of time will  
be avoided while preparing for ex-  
amination.

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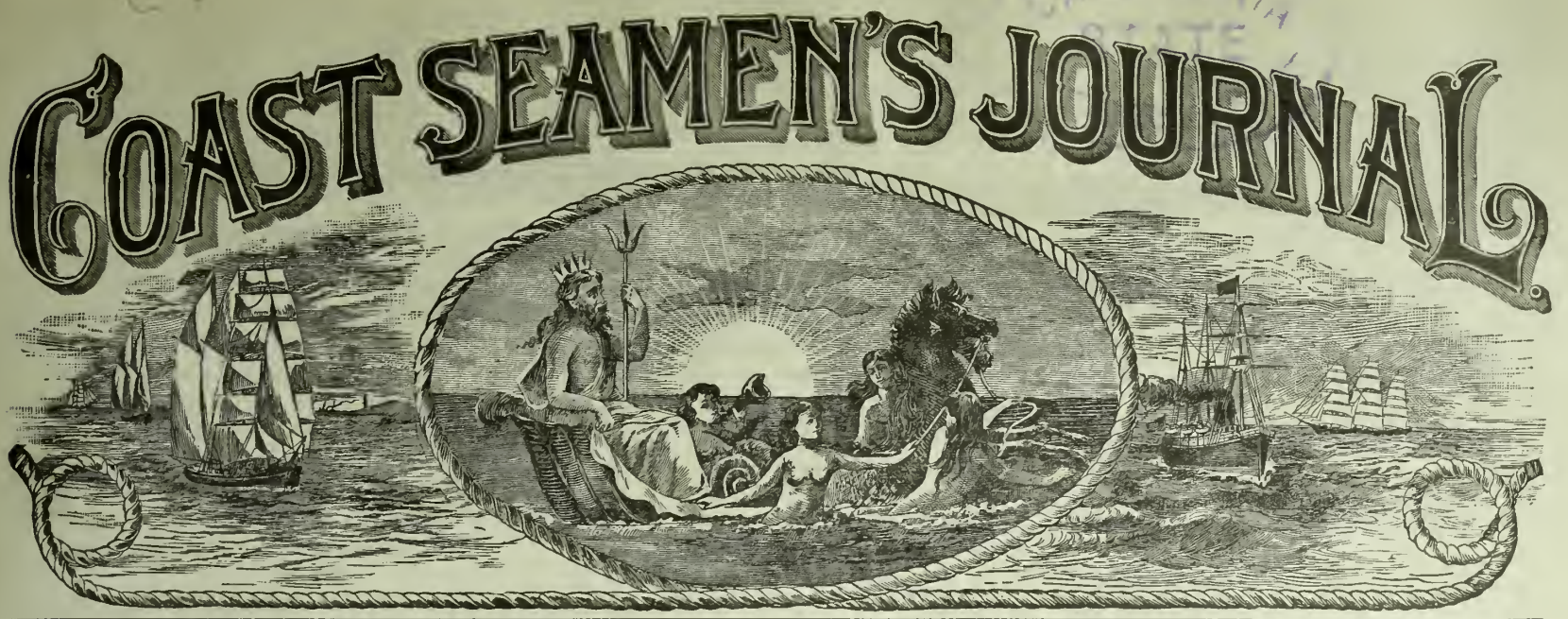
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A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXIX, No. 26.

SAN FRANCISCO, WEDNESDAY, MARCH 8, 1916.

Whole No. 2372.

# "ANTIQUATED" NAVIGATION LAWS.

## A Plain Statement of Facts About Laws That Do Not Exist.

Perhaps more "rot" has been written about our alleged antiquated navigation laws than upon any other subject under the sun.

The present United States Commissioner of Navigation has never been accused (certainly not by the organized seamen) of being unduly severe with the shipping interests of our country. Hence, a statement from him relating to the "burdens" said to be placed upon American ship-owners by our antiquated navigation laws is of particular value.

Fortunately, such a statement is now available.

At a recent meeting of the Committee on the Merchant Marine and Fisheries of the House of Representatives, which has the Administration Ship Purchase bill under consideration, Mr. Chamberlain, Commissioner of Navigation, was cited to appear in order to give evidence on the subject of the U. S. Navigation Laws. He presented to the Committee a copy of a letter on the subject which he had written to Senator Fletcher in October, 1915, and which dealt in detail with subjects upon which there is in general circulation a most remarkable mass of mis-information. The letter follows:

October 14, 1915.

"Hon. Duncan U. Fletcher,  
"United States Senate,  
"Washington, D. C.

"Dear Senator Fletcher:

"At your recent call at this office to inquire about changes in the 'antiquated navigation laws,' I told you that many of those who discuss questions relating to the American mercantile marine seem to overlook the many desirable changes in the old Navigation laws, effected by Congress between the years 1895 and 1914.

"The Democratic national platform of 1880 favored 'free ships and a living chance for American commerce on the seas and on the land.' This plank, as I recall it, was drawn by Colonel Henry Watterson of the Louisville 'Courier Journal,' and that paper and the New York 'World,' then edited by Mr. W. H. Hurlburt, undertook an active campaign in behalf of changes in the navigation laws and more particularly the old registry act, which prohibited the American flag and register to vessels, except those built in the United States. This movement had the support of the leading Democrats of that time, like Senator Beck of Kentucky, Senators Vest and Cockrell of Missouri, Lamar of Mississippi, and the strong support of President Cleveland during his second administration. The 'free ship' plank of 1880 meant the admission of foreign-built ships to American registry, which was not fully carried out until the act of August 18, 1914. The ship Registry bill of 1914 was in effect the tardy fulfillment of a party pledge and was an emergency war measure only in the sense that war conditions made plain to every one in Congress the desirability of its enactment.

"To promote the reform of our navigation laws favored in the national platform of 1880, Mr. David A. Wells, co-operating with Mr. Hurlburt of the New York 'World' and Colonel Watterson of the Louisville 'Courier Journal,' prepared a series of articles criticizing the navigation laws of the early years of the Republic. These articles appeared in the 'World' in 1881 and were afterwards assembled in a little book

called 'Our Merchant Marine. How it rose, increased, became great, declined and decayed. With an inquiry into the conditions essential to its resuscitation and future prosperity,' published in the series of the day by Putnam's Sons, New York, in 1890. This book is still the standard text book of those who condemn the antiquated navigation laws, although practically every law criticized in the publication has been repealed or greatly changed since 1894.

"Mr. Wells subjected fifteen statutes to destructive, and in most cases, deserved, criticism and I wish to summarize for you now what Congress has done with these several laws.

"1. Section 4134, Revised Statutes, provided that an American vessel ceased to be such if owned in part by any person naturalized in the United States who after securing such ownership resided for two years in a foreign country. This section was repealed by section 16 of the Act of March 3, 1897.

"2. Section 4133, Revised Statutes, provided that if a native born American citizen, owning any share in an American vessel, took up his residence abroad, the vessel ceased to be an American vessel. This section was repealed by section 16 of the Act of March 3, 1897.

"3. Section 4142 of the Revised Statutes provided that every citizen of the United States in registering an American vessel must take oath 'That there is no subject or citizen of any foreign power or state directly or indirectly, by way of trust or confidence, or otherwise, interested in such vessel or in the profits thereof.'

"Under a ruling of Hugh McCulloch, Secretary of the Treasury, January 30, 1869, this oath is not required in the case of vessels owned by corporations. Foreign capital to an indefinite extent may be invested in corporations owning American ships and as you are aware, practically all ocean steamers are owned by corporations, under modern business conditions. Secretary McCulloch's ruling was reaffirmed by Attorney General Brewster and again by Attorney General Wickersham, and the criticism of section 4142, under current conditions of ownership, has very narrow application.

"4. Section 4165 of the Revised Statutes provided that an American vessel once sold to a foreigner cannot again receive American registry. This section was materially modified by section 10 of the Act of March 3, 1898, and was entirely repealed by the Act of March 4, 1915. (To provide for provisional certificates of registry of vessels abroad.)

"5. The Act of March 6, 1872, provided that material necessary for the construction of vessels built in the United States for foreign trade may be imported free of duty, but American vessels receiving the benefit of this act can engage in the coasting trade only two months in the year. The Payne-Aldrich tariff extended this coasting privilege to six months in the year and the Panama Canal Act of 1912 and the Underwood tariff provided for the admission, free of duty, of materials for the construction of ships, regardless of whether the ships be engaged in the foreign or in the coasting trade.

"6. Section 4219, Revised Statutes required every vessel to pay tonnage tax at the rate of 30c. per ton. By the Acts of 1884 and 1886 the

rate was reduced to 6c. a ton on vessels from transoceanic ports and to 3c. a ton on vessels from nearby ports, payable not to exceed five times a year, and this lower rate of 3c. a ton was reduced to 2c. by the Payne tariff act. In fact tonnage dues levied in the United States are now materially less than the corresponding charges levied in the ports of all European nations. They amount nowadays to an annual charge of about \$1,200,000 on a seaborne commerce of the United States valued last year at \$3,957,000,000.

"7. Section 3114 of the Revised Statutes provides a duty of 50 per cent. ad valorem on repairs to American ships abroad. Mr. Wells did not state correctly the provisions of section 3114, which only applies to repairs of Great Lakes vessels in Canadian ports. There is no duty on the repairs to American sea-going vessels effected in foreign ports.

"8. Section 3095 of the Revised Statutes provides that a vessel under 30 tons cannot be used to import anything at a seaboard port. This statement is only partially correct as it does not apply to ports adjacent to the Dominion of Canada on the north, or to Mexico on the south, and very small vessels under 30 tons, of course, are not suitable for foreign voyages, except between our border ports and the adjacent ports of Canada and Mexico, by sea.

"9. The system of ports of entry, sub-ports and ports of delivery, established by various sections of the Revised Statutes, was criticized by Mr. Wells with good reason. This system was completely changed by the reorganization of customs districts, carried through by Representative Fitzgerald and approved by President Tait at the end of his administration.

"10. Section 4131, Revised Statutes. An alien may not act as officer of a registered American vessel. This was partially repealed by section 2 of the Ship Registry Act of August 18, 1914, and by the President's Order of September 4, issued pursuant to that section. Congress at the coming session will doubtless determine a permanent policy on this subject.

"11. Section 4132 prohibits an American citizen from registering a foreign built vessel. This law was partially repealed by the Panama Canal Act of 1912 and entirely repealed by the Ship Subsidy Act or free ship act of August 18, 1914.

"12. Section 4136 of the Revised Statutes provides for American registry for a foreign built ship, wrecked in the United States, if repairs equaling three-fourths of the cost of the vessel are effected on the wreck in American shipyards. So far as vessels in the foreign trade are concerned that section is a dead letter as the wreck can be admitted to American registry for foreign trade regardless of the amount of repairs. The old law was re-enacted so far as the coastwise trade is concerned by the Act of February 24, 1915.

"13. Mr. Wells in his 11th point deals with the importation of equipment such as rudders, shafts, etc., for foreign vessels. It has nothing to do with the American merchant marine, although it does relate to American commerce. Section 17 of the Act of March 3, 1897, permitted the transfer, free of duty, of articles for the legitimate equipment of vessels belonging to



regular lines engaged in foreign trade, from one vessel to another vessel of the same owner.

"14. Section 4347, Revised Statutes. Foreign built vessels cannot engage in the coasting trade of the United States. This is the only feature of our navigation laws, designed to protect American shipbuilding, which remains on the statute books. It does not, of course, affect the American merchant marine in the foreign trade.

"15. Note: Mr. Wells' criticism of section 2501 of the Revised Statutes (importation of articles east of the Cape of Good Hope) requires no discussion as the section was repealed on January 18, 1883, as noted in Mr. Wells' book.

"The campaign for the revision of the navigation laws, begun in 1880, you will see, has been carried to a successful conclusion, of which some of the very recent volunteers to the cause do not seem to be aware of.

"Sincerely yours,

"(Signed) E. T. CHAMBERLAIN,  
"Commissioner."

### THE THIRTY-FIRST ANNIVERSARY.

March 6, 1916—the thirty-first birthday of the Sailors' Union of the Pacific—was celebrated with fitting honors in the Union's own hall at San Francisco.

The commodious assembly hall was beautifully decorated, and Professor Schuppert's famous orchestra was at its best.

Promptly at 8 p. m., Edward Andersen, the Union's Treasurer and one of the few surviving members of 1885, opened the ceremony, and after briefly referring to that historic first meeting at the lumber pile on Folsom-street wharf and some of the principal events of the early days, introduced Paul Scharrenberg as the chairman of the evening.

The chairman referred to the meeting held a year ago when the news had just been received that the Seamen of America had finally won their long struggle for emancipation from compulsory servitude, etc. During the past year, the chairman said, it had been forcibly brought to our attention that the enactment of a labor law does not necessarily mean its enforcement, and that the problem of properly construing and enforcing that law would have to be firmly met and intelligently dealt with by the economic power of the organized seamen. The chairman then introduced Walter Macarthur, former editor of the COAST SEAMEN'S JOURNAL and now U. S. Shipping Commissioner at San Francisco. Comrade Macarthur was well received and delivered a splendid address upon the Union's achievements, and the hopes, ideals and aspirations of the organized seamen. Comrade Macarthur alluded to the growth of unionism among seamen the world over and expressed the opinion that the foundation upon which the Brotherhood of the Sea was based had now been securely laid. As a result the upper structure was growing by leaps and bounds, and the next thirty years in the Seamen's economic movement were certain to bring still greater success.

Daniel Murphy, President of the San Francisco Labor Council, was the next speaker. Brother Murphy congratulated the Union upon its loyalty to the labor movement and paid a graceful compliment to Andrew Furuseth, "the noblest Roman of them all."

The chairman then introduced Captain Henry Taylor, a member of "California Harbor," the licensed deck officers' association of San Francisco. Captain Taylor spoke of the unceasing struggle in which the licensed men had been engaged to secure justice and a square deal at the hands of the U. S. Steamboat Inspection Service. He predicted that the men before the mast would find it to their advantage to join hands with the men abaft the mast and insist upon a thorough reorganization of that branch of Government service. He stated also that a great many licensed officers (in fact, he thought it

was an actual majority) had arrived at the conclusion that they too were wage-earners and that their best interests were with the organized Seamen of America.

I. N. Hylen, Secretary of the Alaska Fishermen's Union and a Vice-President of the International Seamen's Union of America, was the next speaker. Comrade Hylen spoke feelingly about the successful organization of a local branch of the Deep Sea Fishermen's Union and about the agreement just arrived at between the Codfishermen and various companies operating codfishing vessels. Upon conclusion of Comrade Hylen's address three cheers were proposed and given with a hearty will for the success of the Deep Sea Fishermen's Union, the Baby in the International Seamen's Union of America.

The chairman then read letters from James H. Barry and Eugene Steidle, expressing regret at their inability to accept the invitation to address the meeting.

Congratulatory telegrams were then read, as follows:

Seattle, Wash., March 6, 1916.

Chairman, Sailors' Hall, 59 Clay St., San Francisco:

Seattle Branch sends greetings. May the old Union last another thirty-one years and then some.  
P. B. Gill, Agent.

San Pedro, Cal., March 6, 1916.

Paul Scharrenberg, Chairman, Sixth of March Celebration, Sailors' Union, San Francisco:

San Pedro Branch sends greetings and best wishes for a successful meeting. May the achievements of the past spur us on to greater efforts in the future.  
Harry Ohlsen, Agent.

Vancouver, B. C., March 6, 1916.

Sailors' Union of the Pacific, San Francisco:  
Vancouver Branch sends greetings. We seamen of Canada are proud of you. Let us always work together for the benefit and glory of our organization.  
W. S. Burns, Agent.

Eureka, Cal., March 6, 1916.

John H. Tennison, Secretary, Sailors' Union, San Francisco:

Eureka Branch sends greetings and best wishes on this our thirty-first anniversary. Full speed ahead!  
Otto Dittmar, Agent.

Victoria, B. C., March 6, 1916.

Sailors' Union of the Pacific, San Francisco:  
Victoria Branch sends hearty greetings. You are now enjoying the freedom that to us is denied. May the emancipation of all seamen of all countries soon arrive.  
Reginald Townsend, Agent.

Portland, Ore., March 6, 1916.

Paul Scharrenberg, Maritime Hall, San Francisco, Cal.:

Portland Branch of the Sailors' Union of the Pacific sends congratulations to thirty-first anniversary. Let us hope and strive that attacks on and misconstruction of certain sections of the Seamen's law will result in a stronger organization of seamen and thus to better conditions of life and work.  
Jack Rosen, Agent.

Seattle, Wash., March 6, 1916.

Chairman, Sailors' Hall, San Francisco:

Deep Sea Fishermen's Union wants to join in wishing you a happy birthday and express the hope that you may enjoy all the advancement to which you are justly entitled.  
Garnett Olsen, Agent.

The last speaker of the evening was Alfred Fuhrman, a member and officer of the Union in the early days. Mr. Fuhrman proved a forceful and most entertaining talker and repeatedly won the applause of the vast audience. He spoke sometimes in humorous vein and again in serious and earnest mood. He painted a word-picture of the Union's strenuous and fascinating history in the eighties. Looking about the hall and searching the faces in the multitude he found but one single face that had been on the firing line in 1885. Mr. Fuhrman paid a glowing tribute to the unknown heroes, the men of the rank and file, who had fought and struggled against tremendous odds and many of whom had cheerfully laid down their lives to make a powerful Union of Seamen, by Seamen, for Seamen, a fact rather than a hope.

Mr. Fuhrman dwelt upon the establishment of the COAST SEAMEN'S JOURNAL and the conspicuous part which that paper had always

taken in the Seamen's battles for justice. He said that knowledge and publicity were the weapons of modern times and ventured the opinion that now, more than ever, the JOURNAL would take a leading part to force the bureaucrats in the Steamboat Inspection Service to do their plain duty and enforce the law as written upon the United States statutes by the people's representatives.

When Mr. Fuhrman had concluded, the chairman briefly summarized the good things offered at the evening's literary feast. He thanked the guests of the evening for their attendance and asked the indulgence of the audience for a word in behalf of the Union's loyal but absent friends. He paid a tribute to former Congressman James G. Maguire, who first championed the Seamen's cause in Congress. Many other tried and true friends were mentioned by name and all received generous applause. The names of William B. Wilson and Robert M. La Follette were especially well received, and upon motion three rousing cheers were given for these men.

In concluding the chairman again referred to the non-enforcement of the Seamen's Act and urged each member of the Union to consider himself especially delegated to bring about such enforcement by strengthening the various links of the International Seamen's Union of America and presenting a united front upon any and all occasions.

The meeting then adjourned with cheers for the old Union, the International Seamen's Union of America, the "Brotherhood of the Sea" and for the solidarity of labor the world over.

### OREGON COAL.

In 1914 Oregon produced 51,558 tons of coal, valued at \$143,556, an increase, according to a statement of the U. S. Geological Survey, of 5,495 tons over the output of 1913, and the largest production in the State since 1910. The only productive coal field in Oregon is in the southwestern part of the State, in Coos County, and is known as the Coos Bay field, from the fact that it entirely surrounds that body of water. It occupies a total area of about 230 square miles, its length north and south being about thirty miles and its maximum breadth at the middle about eleven miles. Other coal fields have been prospected in different parts of the State, but none has been developed to the point of production. Coal production has never been one of the important industries of Oregon, and during the last few years has been of less importance than formerly because of the large increase in the production of petroleum in California and its use as fuel. Before the advent of liquid fuel considerable quantities of Oregon coal were shipped to San Francisco, where it served to some extent as a moderator of prices, particularly for domestic fuel. In only four years has the production exceeded 100,000 tons, and in each of the three years preceding 1914 it was below 50,000 tons.

A trial consignment of Canadian fish, shipped frozen, has been sold for fancy prices on the London market. The Government is said to regard the experiment as exceedingly important, in view of the Ottawa assertion that, with proper facilities, 2,000,000 pounds of fish per week can be supplied for English markets.



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## The Difference.

In the Industrial Bulletin, published by the Colorado Fuel and Iron Company, is printed President Welborn's explanation of the Rockefeller "union" idea. The coal executive writes:

"The plan specifically provides that every employe shall have the right of ultimate appeal to the president of the company concerning any condition or treatment to which he may be subjected and which he may deem unfair; though before presenting any grievance to the president, the president's industrial representative, or other higher officers of the company, employes are first expected to first seek to have their differences or the conditions complained about adjusted in person or through their representative, with the mine superintendent."

The difference between this plan and trade unionism is:

While trade unionism always encourages workers to protest, it is aware of the fate of employes who become too insistent in their rights.

No trade union denies an individual member the right to enter objection to manager or other official against working conditions, but experience has proven this is not a safe procedure—if the worker values his job.

## Railroad Managers' Claims Refuted.

Railroad transportation service employes are paid fabulous wages is the claim of the publicity bureau maintained by railroads of this country, who are opposing the eight-hour demand of the four railroad brotherhoods.

The railroad men object to these statements, and over the signatures of the executives of their brotherhoods the following figures are officially announced, under the caption, "What the Men Really Get":

"The pay of train service employes, other than passenger, is based on 100 miles or less, ten hours or less. In the eastern territory, for instance, the brakeman will receive the munificent sum of \$2.67 for regular freight train service, out of which he must maintain his family at home and take care of himself at the other end of the road. The 100-mile trip is what represents one day's work and means that at its expiration the man must lay away from home until he is deadheaded back or returned with a train. The conductors in all classes of road service receive approximately one-third more pay than the brakeman. The difference between the wages of the two is easily estimated.

"To be specific, the wages paid in freight service in the eastern territory are as follows:

"Through freight: Engineers, \$4.75; firemen, \$2.45 to \$3.40, according to class of engine. Way freight: Engineers, 25c additional and firemen 15c additional per day. Switching service: Engineers, \$4.10; firemen, \$2.50 and \$2.60. One hundred miles or less, ten hours or less, constitutes a day. A few roads pay engineers \$4.85 and \$5.15

per 100 miles or less for certain classes of heavy power, while other roads in the same territory, with heavier engines which handle approximately 35 per cent. more tonnage, pay the same rate of \$4.75 to the engineer, although the fireman gets the benefit of a graduated scale running from \$2.45 to \$3.40.

"Through and irregular freight, work, construction, snow-plow, circus or wreck-train service: Conductors, \$0.04; flagmen, \$0.0267; brakemen, \$0.0267 per mile; runs of 100 miles or less to be paid for as 100 miles, on a speed basis of 10 miles per hour. Local freight service, way freight, pick-up or drop, mine and roustabout service are paid as follows: Conductors, \$0.045; flagmen, \$0.03; brakemen, \$0.03 per mile; 100 miles or less, ten hours or less, constitute a day.

"Eight hundred dollars means that the brakeman who receives that amount must work 100 miles or less for every calendar day in the year. The railroad men are piece-workers; they do not get paid by the year, but by the days worked. Whatever wages brakemen receive above \$800 are earned because they have worked overtime. It is no trouble to estimate these wages, for they are based on 100 miles or less, ten hours or less for the day's work. Wages are a trifle higher in the southern and western territories."

## Porto Rican Workers Protest.

President Gompers has received numerous letters of protest from Porto Rico trade unions against the treatment Government officials and employers are according agricultural workers who struck last month for better conditions.

The letters are written in Spanish, and all tell the story of brutality, tragedy and woe in the lives of Porto Rico workers.

The following English translation of one letter—from Caguas, Porto Rico—indicates the sufferings of these workers, who are jailed, beaten and shot because they dare strike:

"The island of Porto Rico is being governed by large corporations that radiate throughout the country, and these are who practically dominate and dispose of the earth and of its services, the unfortunate day laborers. The countrymen here have no homes and must live submitting to the caprice of the feudal lord who allows them to live on his land, like in the medieval ages, with the condition that this pariah (outcasts) cannot and would not dare to raise their looks to the face of their masters, and if they should dare to ask for any improvement, or declare a strike, then be thrown out of the hut in which he lives and must wander without bread and shelter.

"Now in January, 1916, the countrymen were again reduced to the necessity of striking, asking larger salary and less hours of work, because the patrons did not accept the arbitration proposed by the department of labor, and the attacks and the killings has been repeated.

"At Bayamon the house of the free federation (the office of the union) was at-

(Continued on Page 10.)

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

### AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

### GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekland Bldgs., 22 Canning Place, Liverpool.

### BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

### GERMANY.

Deutscher Transportarbeiter Verband, Engelfer 21, Berlin S. O. 16, Germany.

### FRANCE.

Federation National des Syndicats des Inscriptions, Maritimes de France, 33 rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

### NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

### SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgaten 1 B., Sweden.

### DENMARK.

Somandenes Forbund, Toldbogade 15, Kobenhavn.

Sofrybodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

### HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

### ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

### AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

### SPAIN.

Sociedad Sindicate de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

### URUGUAY.

Sociedad Carboneros y Marineros, Calle Inglaterra 60, Montevideo.

### ARGENTINA.

Federacion Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

### BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

### SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



## World's Workers.

The registrations for employment at the Townsville office of the Australian Government Labor Bureau for the month of December totaled 172, of whom 62 were married and 110 single. Employment was found for 19; of these 8 went to Government employment and 11 to private employ.

A big display of Australian-made goods is being held in Sydney (N. S. W.), the idea being to show that articles which before the war were imported from Germany can now be made in Australia. In commenting on this show an Australian exchange says: "If the Tories had not been so long in power, a 'big display' would not have been needed to show this."

At present there are in Japan approximately 1,000,000 factory workers, 400,000 mine workers, 200,000 railroad firemen, engineers and workers, 200,000 common laborers, 60,000 seamen. It is said that the total number of laborers, excluding farm hands, will not be less than 5,000,000. The majority of these workers have no vote, their social standing is comparatively low, and their standard of living is inferior.

Nearly one million German trade-unionists are serving in the German army, according to the statement of Carl Legien, President of the Generalkommission der Gewerkschaften Deutschlands (the trade-unionists of Germany). Of this number, some six hundred are trade union officials,—presidents, secretaries, and organizers—whose wives are in many instances filling their positions during their absence at the front.

High feeling exists among Sydney (N. S. W.) tram employes in reference to the dismissal of men in cases where the evidence against the employe consisted of the unsupported testimony of an officer of the department. At a special meeting of the tramway traffic branch the following motion was carried: "That if any member is dismissed on the uncorroborated evidence of any officer, a ballot at once be taken of the traffic branch on the question of protesting, by the holding of an all-day stop-work meeting, against this anti-British conception of justice."

Professor Lodge, of Edinburgh University, is a recent lecture to the members of the Aberdeen Workers' Educational Association on "The Development of the Party System," said that the outbreak of the present war had given to the labor party and to the labor movement generally a great and decisive importance such as it had never possessed before. The result had been to raise the labor party to a kind of estate of the realm. But this also meant that as the power of labor was so great, so, in the same proportion, was the responsibility laid upon labor. The question before the labor party was this, were they going to set the interests of class against the interests of the nation. This attitude was destructive to the best interests of the nation whether individual or collective. Restriction of production was inconsistent with the welfare of the nation at the present time. The question of the military service bill turned largely on the attitude of labor and it was a danger for any country, when a very powerful class in the community laid it down that there was a limit to the service which might be demanded by the State.

## SAN PEDRO, CAL.

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UNION-MADE CLOTHING FOR SEAFARING MEN

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SEA BOOTS AND OIL CLOTHING

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### FURNISHED ROOMS

50c Per Day and Up—\$2 Per Week and Up

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SAN PEDRO, CAL.

### REMOVAL ANNOUNCEMENT.

**S. G. SWANSON** for the **BEST** there is in **TAILORING** Less the Fancy Price who has been established since 1904 on Beacon Street, between 6th and 7th IS NOW located on the 2nd floor BANK OF SAN PEDRO BLDG., entrance 110 WEST 6th STREET, SAN PEDRO, CAL. Where he is better prepared, because of Much lesser rent, to give the trade the advantage of lower prices and as formerly, special care is given to garments entrusted to him for Cleaning, Repairing and Pressing. Note—Clothes also cut, trimmed and made from your own cloth with the Union Label too. The new woolsens are now ready for your inspection, how about your order?

### San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

DEALERS IN ALL KINDS OF  
STATIONERY

Los Angeles Examiner and All San  
Francisco Papers on Sale. Agents  
Harbor Steam Laundry

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SIXTH AND BEACON STREETS  
FIFTH AND BEACON STREETS

— Dealers in —

EDGEWORTH TOBACCO AND  
UNION LABEL CIGARS

GIVE US A TRIAL

### ALASKA FISHERMEN.

San Francisco.

Bergman, John      Johnson, Aug.  
Blom, Ernest      Konig, D.  
Christiansen, Anton      Nielsen, Harold  
Christiansen, A.      Olander, Ed  
Foris, Geo.      Thomson, John  
Eckart, T. G.

### INFORMATION WANTED.

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15

### M. BROWN and SONS

have moved to

109 SIXTH STREET

Opposite Sailors' Union Hall

SAN PEDRO, CAL.

### INFORMATION WANTED.

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

Vencelus Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolamo Durbich, Zurich, Switzerland. 7-28-15

Peder Bjorback, supposed to be a sailor on the Pacific coast, and a native of Norway, is inquired for. Anyone knowing his whereabouts please notify Mrs. Mildred Baxter, Box 27, R. F. D. No. 5, Seattle, Wash. 2-2-16

Adolph Krakan, last heard of at Port Pirie, January, 1912, and again in March, 1913, from Warumbo, 118 miles from Adelaide, South Australia, is inquired for by his mother at Hamburg, Germany. 8-25-15

## A SAILOR'S BANK.

With Branches Throughout the World  
In the Philippines, Japan, China, Straits Settlements, India,  
London, Mexico and Panama, the  
INTERNATIONAL BANKING CORPORATION  
is particularly well equipped to give service to  
**SEA-FARING MEN**

### IN THE SAVINGS DEPARTMENT of its San Francisco Branch

it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the  
**SWEDISH AMERICAN BANK**

and for the accommodation of its Scandinavian customers, the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

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## San Pedro Letter List.

Andersen, Albert  
Andersen, Ernst, J.  
Andersson, Oskar  
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Alexander, P.  
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Ellwes, John  
Evans, John  
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Haupt, Fritz  
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Johnson, John  
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Lindberg, G. W.  
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Peterson, N.  
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Rand, Jacob  
Smith, Johan  
Schroeder, Ernst  
Stenos, John  
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Sivers, Fred  
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Trovik, Richard  
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Verney, A.  
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Warkkala, John  
Widlin, Andrew  
Zayan, G.  
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Packages  
Miller, W.  
Schmidt, Lauritz P.

## Honolulu, H. T.

Anderson, John E.  
Burk, Harry -1284  
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Eugenlo, John  
Ekelund, Rickhard  
Iverson, Sigvald B.  
Lengwenus, W. L.  
Moller, F.  
Nelsen, C. F.  
Petersen, Carl  
Peters, Walter  
Relther, Fritz  
Solberg, B. P.  
Strand, Conrad  
Thompson, Emil N.  
Thompson, Emil N.

### INFORMATION WANTED.

The following-named members of the crew of the "Watson," at the time she picked up the "Camino," can get their salvage money by calling on F. R. Wall, 324 Merchants Exchange Building, on California street, near Montgomery: G. Klingstrom, W. Sjolholm, Martin Schnee, F. Christiansen, L. T. Omholt, J. Jeppesen and Martin Peterson. 2-9-16

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio. 3-24-15

Anders C. Anderson, a native of Norway, who left his personal effects at Port San Luis, Cal., after leaving a ship at that place, is inquired for. Anyone knowing his whereabouts please notify D. R. Jacks, Deputy Collector of Customs, Port San Luis, Cal. 12-22-15

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Any one knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St. 8-11-1915

Olai Ingebrigtsen (Brock), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American bark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469—49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Steuart street, San Francisco, Cal. 8-4-15

Oscar Olsen, age 37, a native of Hallarna, near Gothenborg, Sweden, who was sailing on the Great Lakes about three years ago, is inquired for by John V. Olsen, Sun Company, Marcus Hook, Pa. 5-26-15



# Pacific Coast Marine.

The brig "Geneva," 451 tons register, has been transferred to the American Trading Co. and the schooner "Hugh Hogan," 355 tons register, to W. R. Grace & Co.

Representative Kahn has introduced a bill (H. R. 11863), authorizing the Secretary of War to lease the U. S. army transports "Crook" and "Meade" to private individuals.

A fine of \$5000 imposed on the master and owners of the steamer "Aztec" when four men were signed on at Honolulu before that vessel departed for Australia September 10th, and in alleged violation of the shipping laws, has been remitted.

Norwegian interests are said to have purchased the steamer "St. Helens," which left Seattle recently for Vladivostok. Her new owners reside at Stavanger, Norway, and she will be delivered as soon as she has discharged at Vladivostok. She is 794 tons net, built at Wilmington in 1907.

Having obtained a contract for the building of a large wooden steamer, representatives of Andrew Peterson, Willapa Harbor shipbuilder, have taken an option on a site and asked the citizens of the city for a bonus. If the bonus is raised, Peterson says he will have four vessels in course of construction within a few months.

The Canadian Pacific steamer "Charmer," a vessel of 497 tons, built by the Union Iron Works, San Francisco, in 1887, sunk the Government steamer "Quadra" in a collision at Nainaimo harbor, on February 26th. No lives were lost. The "Quadra" was a vessel of 265 tons, and was built for the Canadian Government in 1891 in Canada.

The contract for building ten pontoons and a whaleboat for the Government was awarded to the Brusster Ship Yards, at Oakland. The Brusster yards bid \$7300 on the pontoons and \$500 on the whaleboat. The whaler will be used in the lighthouse department of the Government. The Brusster yard is also finishing a new launch for the Pacific Gas and Electric Company.

The Luckenbach Steamship Co., New York, is reported to have placed an order with the Seattle Construction & Dry Dock Co. for the construction of a 10,000-ton turbo-electric freight steamship. Delivery is to be made within seventeen months. J. Lewis Luckenbach, a director of the Luckenbach Steamship Co., is now on the Pacific and other contracts for new steamers may soon be placed by Mr. Luckenbach.

During the month of February 479 ships arrived at San Francisco and 882 departed, an average of thirty ships a day passing in and out of the harbor, according to figures compiled by the marine department of the Chamber of Commerce. The export tonnage during the month amounted to 502,050 tons on steam vessels and 63,085 on sailing ships. A total of 490,504 tons of merchandise was brought into this port on steam vessels during the month and 57,490 on sailing vessels.

Honolulu Chinese are said to have subscribed more than \$50,000 to the capital stock of the new China Mail Steamship Co., according to M. Q. Fong, an organizer who spent some weeks in the Hawaiian Islands. In addition to pledges of money, the Chinese say they will give much of their business to the company now operating the "China" between San Francisco and Asiatic ports. Fong says the capital will be increased in order that one or more steamers may be purchased at an early date.

Joseph A. Foley and Peter Sinnett, firemen, intervened as plaintiffs in a suit of the United Engineering Works against the turbine "Harvard" with a claim for \$7697.85. The "Harvard" and the steam schooner "Excelsior," owned by the United Engineering Works, were in collision on the bay February 7th, and when steam pipes on the "Harvard" burst following the impact, the two firemen on the "Harvard" were scalded. A suit by the engineering works against the "Harvard" was begun a few days later in the United States District Court.

The Atlantic & Pacific Steamship Co. has declared an initial dividend of 5 per cent. on the common stock, payable March 15th to stock of record March 1st. The directors also declared a dividend of 3½ per cent. and an extra dividend of 3½ per cent. in payment of accumulated dividends on the preferred stock, payable at the same time. For the year ended December 31st last, the company showed net earnings from voyages amounting to \$616,267 and surplus amounting to \$192,867. The company is managed by W. R. Grace & Co.

The Alaska Steamship Company has purchased the 2100-ton steamship "Eureka" from the Pacific Coast Steamship Company, according to an announcement made at the Seattle headquarters of the buying company. The price was not made public, but it is believed to have been in the neighborhood of \$250,000. The "Eureka," which is now on the East coast, will, under the direction of her new owners, load a cargo of coal at Newport News for Valparaiso, after which she will transport a cargo of South American copper to the Tacoma smelters.

The Puget Sound Tugboat Company of Seattle has made arrangements with the Puget Mill Company of Seattle, mills at Port Ludlow and Port Gamble, to establish a lumber barge service from Puget Sound to San Francisco. The

barges "Washougal," "Wallacut" and "Wash-tucna" for the past several years engaged in the Alaska trade, have been put into this service, and the first one of the barges arrived at San Francisco during the week. It is said the barges will handle about 40,000,000 feet annually.

During the month of February, twenty-seven vessels, carrying 21,175,323 feet of lumber and sixty-seven tons of box shooks loaded at the mills in the lower Columbia river district. Twenty-six of these vessels, with 20,199,000 feet of lumber, went to domestic ports, while one vessel carrying 976,323 feet is en route to foreign ports. In the same month, the upper river mills dispatched cargoes amounting to 6,429,000 feet of lumber, making a total of 27,704,323 feet of lumber that was shipped from the Columbia river in cargoes last month.

The running time between San Francisco and Mexican, Central and South American ports will be reduced approximately 50 per cent., according to officials of W. R. Grace & Company, with the putting into service of the new Dutch steamers "Venezuela," "Equador" and "Columbia." These steamers, recently purchased by the Grace Company, will arrive on the Coast in about sixty days and will immediately, it is stated, be put into service. These vessels, launched last year in Amsterdam with Lloyd's highest classification, are vessels of 5800 tons each and are equipped with highest-class passenger accommodations. They were built for the West India trade, thus making them most suitable for the South and Central American run. According to steamship officials the vessels are capable of making between thirteen and fourteen knots per hour, enabling them to reach Panama from San Francisco in about fourteen days, allowing for at least eight stops at Mexican, South and Central American ports. This voyage formerly consumed approximately twenty-eight days.

The Pacific Navigation Company, owners of the steamer "Harvard," which collided with the steam schooner "Excelsior" in a collision in a fog on February 7th, was fined \$200, and Captain E. P. Bartlett, master of the vessel, was fined \$50, by Collector of Customs J. O. Davis following an investigation of the accident. The fines were levied upon the testimony of Hans Steen, master of the "Excelsior," and after the Pacific Navigation Company, through Attorney Ira A. Campbell, refused to recognize the jurisdiction of Collector Davis. The testimony upon which Collector Davis stated he based his decision follows: That the "Harvard" signaled the "Excelsior" by giving two blasts on her whistle, indicating a starboard pass, a quarter of a mile from the scene of the accident. That the steamer, despite the heavy fog, was not traveling at a slow rate of speed. That the "Excelsior" answered with the proper signal. That the "Harvard" did not diminish her speed, and struck the "Excelsior" amidships. Attorney Campbell announced that the company would appeal to the courts to decide the question of jurisdiction if the Collector's action was sustained by the department at Washington. Inspectors of Hulls and Boilers James Guthrie and J. P. Dolan had previously exonerated the masters of the two vessels from blame, and held the collision unavoidable on account of fog.

In a statement to the House Committee on Appropriations Major-General George W. Goethals said that the recent troublesome slides on the Panama Canal were not caused by premature turning of water into the canal, as has been reported in despatches from the Canal Zone. He declared that geologists who have examined the canal agree that the slides could not have been caused by water seeping under the banks and causing the bottom of the canal to rise. The geologists agreed, he stated, that even if the plans for the canal had been modified the sliding operation could not have been avoided. For instance, he explained, the Gold Hill slides could not have been caused by letting the water in too soon, because the excavation on that part of the canal had been completed "in the dry," or before there was any water in the ditch at all. The task before the canal authorities now, he explained, was the removal of 9,000,000 yards of earth, and he predicted that it could be removed at the rate of 1,000,000 yards a month. At that rate the canal could be opened to navigation in eight months and possibly, if the movement of earth which had caused the slides was checked, navigation could be resumed much sooner, in the opinion of the canal builder. In that event debris which chokes the channel could be removed more quickly and navigation could be resumed before all the work necessary to be done would have been completed.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Adv.)

## International Seamen's Union of America

Affiliated with  
AMERICAN FEDERATION OF LABOR  
and  
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary,  
570 West Lake St., Chicago, Ill.  
AFFILIATED UNIONS.

### ATLANTIC DISTRICT.

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Branches:

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PHILADELPHIA, Pa., 206 Moravian St.  
NORFOLK, Va., 41 Loyalls Lane.  
MOBILE, Ala., 104 South Commerce St.  
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Broad. Night Call 2108 Spring.

New York Branch, 400 West St. Telephone 5153  
Chelsea.

Branches:

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Headquarters:

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#### SAILORS' UNION OF THE PACIFIC.

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Branches:

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VANCOUVER, B. C., 213 Hastings St., E. corner of  
Hastings and Main, P. O. Box 1365, Tel. Seymour 8703.  
TACOMA, Wash., 2218 North 30th St.  
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.  
ABERDEEN, Wash., P. O. Box 6.  
PORTLAND, Ore., 44 Union Ave., North.  
EUREKA, Cal., 227 First St., P. O. Box 64.  
SAN PEDRO, Cal., P. O. Box 67.  
HONOLULU, H. T., Cor. Queen and Nuuanu Sts.,  
P. O. Box 314.

(Continued on Page 11.)



## Coast Seamen's Journal

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BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBURG .....Editor  
I. M. HOLT.....Manager

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### NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, MARCH 8, 1916.

### TRAINING YOUNG OFFICERS.

Washington, March 7.—Immediate measures to prevent a shortage of officers to command the large number of American merchantmen now building were recommended by Secretary of Commerce Redfield to-day to the Steamboat Inspection Service. American shipyards are working to capacity on 230 vessels, the most ever under construction in this country. Secretary Redfield suggested changes in the system of training young officers to produce men for commands faster than they are now turned out.

If Secretary Redfield is anxious to "produce men for commands faster than they are now turned out" he should begin to enforce the La Follette Seamen's law.

The best training school for American officers is an American ship actually sailing the briny deep. And the Seamen's law was especially designed to induce American boys to come back to the seafarers' calling. But Mr. Redfield's time-serving bureau chiefs are doing their utmost to thwart the will of Congress and enable shipowners to continue employing coolie crews.

If Mr. Redfield wants more young officers he should give young Americans an opportunity to sail before the mast. Making a farce of the language test and issuing Able Seaman certificates to Chinamen is not the way to go about it.

When sailors learn that an "officer" has never sailed before the mast, they say that he has entered the cabin by crawling through the window. This is to distinguish him from officers who are sailors as well, and who worked their way through the fore-castle.

Does Mr. Redfield get this fine distinction?

This year's Sixth of March celebration was all one could wish for. Thirty-one years of progress is a record upon which any Union has a right to be proud. Come what may, the name "Sailors' Union of the Pacific" has already earned a prominent place upon the pages which keep a true record of the on-ward march of Labor!

The unassimilateness of the Chinese is generally cited as a point against the race, whereas, logically regarded, it is a point in its favor. We prefer to remain unassimilated.

### THE "DOLLAR" LECTURES.

When "Captain" Dollar is not "threatening" to transfer his business to Vancouver he is "lecturing" upon the rehabilitation of the American merchant marine. And let it be said that the old gentleman is some lecturer, too!

No soap-boxer could be more reckless and daring than old Captain Dollar.

He can blow hot and cold in the same breath and, if necessary, prove that black is white and white is black, just as the occasion requires.

An Eastern paper, just at hand, quotes him as opposing the Government ship-purchase bill and using the following language:

The American merchant marine gained 583,000 tons under the Shipping Emergency Act, and in all we now have about 1,700,000 tons engaged in foreign shipping, which is a great deal more than we had four years ago when we had only about 500,000 tons engaged in foreign shipping.

In an oration just delivered at San Francisco in opposition to the Seamen's law the doughty "Captain" said:

Look out on the ocean and see what has happened. The Seamen's law was drafted to drive American ships from the sea, and that is exactly what it has accomplished.

Oh, what a polished old hypocrite is our own "Captain" Dollar!

When he raves against the Government ownership of merchant vessels he quotes statistics to prove that our merchant marine has during recent years grown by leaps and bounds under private ownership and management.

When he berates the Seamen's law (not the real law, but the one he has built in his fertile imagination) the great fleet of merchant vessels which he so eloquently pictured suddenly vanishes into thin air.

In one act this master magician demonstrates that we have a powerful and ever-growing armada of private-owned merchant ships. Then with a sweep of the hand there comes a scene of utter desolation.

The proud fleet has vanished. Not a sign remains of former life and glory.

"Captain" Dollar did it all with his little magic wand!

### LASCAR CREWS.

The Tacoma Ledger has been a consistent champion of Asiatic labor for American ships. In a recent issue of that paper a survivor of the "Maloja" disaster relates some of his experiences with the Lascar crew.

To quote the Ledger:

In the opinion of Mr. Foster, lifeboats are virtually useless where ships strike mines. Mr. Foster had a thrilling experience. He was afloat in the icy water and on upturned boats an hour before he was rescued by a trawler.

In speaking to Associated Press representatives about the launching of the boats Mr. Foster said:

I rushed toward the stern of the "Maloja," but before I had taken a dozen steps, the ship began to list and I started toward the lifeboat that had been allotted to my cabin. It was so full of people, most of them Lascars, that I saw it was likely to be swamped, so I went below for a life belt. I put on my overcoat and life belt and also took my passport.

By this time—hardly three minutes after the explosion—the passageways below were awash. I returned to the lifeboat and tried to help shove it clear. Two of the white crew of the steamer were standing by to lower the boat, but only a steward and myself were making any efforts to push it off from the ship's side. We could not get the boat clear of the railing on account of the heavy list of the "Maloja."

Everybody then piled out of the lifeboat. Most of them slid across the deck and into the water on the other side.

In general, Mr. Foster said he was deeply im-

pressed by the bravery of the women and the white crew of the "Maloja," but not by her Lascar crew. In fact, said Mr. Foster, the only terror or excitement shown aboard the "Maloja" while they were trying to lower the boats was on the part of Lascars and some children who had become separated from their mothers.

Comment upon the foregoing is, of course, wholly unnecessary. But the incident ought to furnish food for thought to all who regard human life of more importance than ship-owners' fat dividends earned by the employment of cheap Oriental labor.

### INTERNED SEAMEN'S WAGES.

According to recent advices from London the House of Lords has decided that the owner of a ship, the crew of which has been interned abroad, is not liable for their wages after the date of the seizure of the vessel.

The decision was given on an appeal from a lower court ruling. A mate of a vessel sailing from Hull signed articles on May 21, 1914, for an engagement not to exceed two years in duration. At the outbreak of war the vessel was at Hamburg and was detained at the instance of the German government, the crew being transferred on November 2 to three other ships used for lodging purposes. On November 8 they were again removed to Ruhleben, where they have since remained. The mate's wife claimed recovery of half her husband's wages on an allotment note, and the payment of her husband's wages until he was discharged, in accordance with the articles of the merchant shipping acts. On the other hand, the owner of the vessel maintained that he was not liable for the payment of any wages after August 4, when, he contended, the loss of the ship occurred. The decision of the court, and the Court of Appeal, to uphold the claim of the wife, was upset by the House of Lords.

This important decision affects sixty British ships interned at Hamburg since the outbreak of war. The dependents of the crews of these vessels are being allowed £1 per week by the Government.

### THE CODFISHERMEN'S VICTORY.

In last week's issue the JOURNAL stated that it had become necessary to call a strike on the San Francisco Codfishing Companies because they had absolutely refused to enter into negotiations with their organized employees.

Fortunate for all, the strike was of short duration. On page 10 of this issue will be found a copy of the agreement entered into between the San Francisco branch of the Deep Sea Fishermen's Union and the Alaska Codfishing Companies maintaining headquarters at San Francisco. The agreement speaks for itself. It gives substantial increases in wages to men who have for years been at the more or less tender mercy of their employers because of their unorganized condition.

Secretary I. N. Hylen of the Alaska Fishermen's Union again distinguished himself in conducting successful wage negotiations between fishermen and their employers. John Vance Thompson, a member of the same Union, also rendered splendid service. The principal congratulations are due, however, to the codfishermen who resolutely stood by their guns when the employers prepared to fight to a finish.

Here's success, good luck, and best wishes to the organized codfishermen of the Pacific.



## A PATRIOT WANTS TO KNOW.

Among other great discoveries recently made by the editor of the Pacific Coast ship-owners' publication is the fact, well known to all practical men, that the majority of seamen employed on American ships are aliens.

After quoting some recent figures upon this subject the indignant editor of the ship-owners' paper asks: "If the Seamen's Act was ever intended to build up an American merchant marine why was not American citizenship made a condition upon which its advantages and aids could be enjoyed?"

Now, this is surely a most pertinent query. And since it is evidently asked in good faith by one who seeks light upon a matter vitally concerning the American people the JOURNAL is glad to oblige and furnish the information.

To begin with, it should be known that once upon a time American citizenship was made a requirement by law to service on American merchant ships. As the years went by this requirement was modified upon the earnest representation of shipowners, until at this date an American merchant vessel need not carry a single American citizen except the licensed officers. In the case of those ships which came under American registry by virtue of the Act of August, 1914, even this very modest requirement was suspended for a number of years. Hence there are in commission to-day many so-called American ships without a single American in the entire crew.

When the 100 per cent. citizen requirement was first modified by Congress upon the plea of American shipowners that sufficient citizen seamen were "not available," the foundation for the present alien manning plan had been securely laid. The words "not available" meant simply that American seamen could not be induced to continue working under the same old conditions and wages when all their fellow workers ashore were constantly advancing. As the years went by the ultimate results of the "not available" policy have become perfectly evident. In the year 1916 American shipowners of the Dollar and Schwerin type most strenuously object to be compelled to carry even white seamen because, they say, "there are not a sufficient number available"; meaning of course, "not available on their terms."

The American citizen seamen have been driven off the seas by laws enacted at the request of American shipowners. But the American citizen seamen will return, in fact is already returning, under the beneficent influence of the La Follette Seamen's Act, a law enacted against the protest of every greedy, coolie-loving shipowner.

This is the Seamen's answer to the question inspired by the cheap labor advocates. And in this connection the JOURNAL proposes to make a prophesy. When American citizenship is again proposed as a condition for employment on American ships some of the fake "American" patriots among shipowners will raise a howl such as was never heard before.

The labor movement, like every other movement that moves, is subject to a good deal of uncomplimentary remark from those who stand still and sneer. Probably the mule who looks over the fence and wobbles an ear at the lightning express has a rather small opinion of railroad speed.

## ABOUT THAT "REFERENDUM."

Address Delivered by Jack Rosen Before the Portland Chamber of Commerce.

Mr. Chairman, and Members of the Portland Chamber of Commerce:—In representing the International Seamen's Union of America with a membership of 40,000 organized seamen throughout the United States and Canada, I wish to thank you, Mr. President and members of this Chamber, for the courtesy extended me on behalf of the seamen to present their views on this referendum on the Seamen's Act. I regret, however, that time is so limited that it will not permit me to give an exhaustive argument on its merits as a whole. The explanations on the sections which the repeal is asked for must, therefore, be very brief. In glancing over the referendum pamphlet under the heading of "Statements of Questions," I note the statement "The Seamen's Act was unexpectedly taken up and passed at the end of the short session of the last Congress." This, I presume, is to convey the idea to the members of the various Chambers that the Seamen's Act was passed without due consideration, and that those opposed to the act were not given ample time to present their views.

Permit me, however, to correct if that should be the impression, by stating that the Seamen's Act has been before Congress in one form or another for more than twenty years, and has been thoroughly investigated on numerous occasions by the committees of both houses where the representatives of all interests were given a full hearing; and has been exhaustively debated in the Senate and House by many of their ablest members and has been also passed twice through both branches of Congress and several times through one branch. It was so generally approved, irrespective of party, that it was endorsed in the platforms of the two great political parties in 1912. All of which proves that it has had a most thorough consideration by Congress, and by all who were interested in the Act.

It is contemplated by this referendum to ask Congress to suspend Sections 4, 13 and 14 of the Act. Section 4 gives seamen of foreign ships the right to demand half of their wages while their ship is in an American port. What objection can there be to that? None, if you please, except by American capital invested in foreign ships. And back of the argument against that section of the Act, we, if we look carefully, shall find "The Shipping Federation Limited," with headquarters in London, agents in every maritime country and members of its Executive Board in most. One of the declared purposes of that federation is to prevent any legislation hostile to the shipowners in any country; another is to promote favorable legislation in all countries; third, to hold down the wages of seamen the world over. Payment of wages at very long intervals, such as quarterly, half yearly, or yearly, or even for longer periods, has been found to be of great disadvantage to workmen on shore, and the experience has been that it tended from, not to, thrift. For this reason most countries, and nearly all States of the Union, have made regulations or laws for semi-monthly or weekly payments. This ought to apply to the seamen at least to the extent of providing that they may get some of their wages in ports of call.

So much for Section 4. Now as to Section 13, suspension of this section is asked because it provides that ships leaving American ports shall be properly manned with men who understand their business. Until foreign countries pass similar legislation, can anyone reasonably argue that because foreign ships will be exempt from parts of this regulation as to language test, and in having competent seamen, that the American public is not entitled to safety when traveling on ships? How can a Chinese crew that does not understand the language of their officers, in case of disaster to the vessel, promptly act if they are called upon to do so, in an emergency to save life, if they do not understand the orders given them? That they cannot do so has been proven on numerous occasions which have resulted in frightful loss of life and property at sea. The following language of the United States Supreme Court ought to convince anyone that it is absolutely necessary to safety of life and property at sea that ships are manned with men that are seamen as well as to being able to understand the language of their officers. The decision of the United States Supreme Court in the case of the steamship "City of Rio de Janeiro," which was wrecked in San Francisco Bay, February 22, 1901, with a loss of 128 lives, is in part as follows:

"There can, in our opinion, be no doubt that the crew of a ship must be not only sufficient in numbers, but also competent for the duties it may be called upon to perform. The case shows that the 'City of Rio de Janeiro' left the port of Honolulu on the voyage under consideration, with a crew of 84 Chinamen, officered by white men. The officers could not speak the language of the Chinese, and but two of the latter—the boatswain and chief fireman—could understand that of the officers. Consequently, the orders of the officers had to be communicated either through the boatswain or the chief fireman, or by signs and signals. So far as ap-

(Continued on Page 10.)

## OFFICIAL.

## SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., March 6, 1916. Regular weekly meeting came to order at 6 p. m., Ed. Andersen presiding. Secretary reported shipping dull. The Thirty-first Anniversary of the Sailors' Union was celebrated by a public meeting and proved a grand success.

JOHN H. TENNISON, Secretary pro tem. Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., Feb. 28, 1916.

No meeting. Shipping medium, prospects uncertain.

REGINALD TOWNSEND, Agent. Room 11, De Cosmos Block, 1424 Government St.

Vancouver, B. C., Feb. 28, 1916.

Shipping fair, prospects uncertain.

W. S. BURNS, Agent. 213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Feb. 28, 1916.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent. 2218 North 30th St. Tel. Main 808.

Seattle Agency, Feb. 28, 1916.

Shipping and prospects poor.

P. B. GILL, Agent. 84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Feb. 28, 1916.

Shipping dull; prospects poor.

J. PEARSON, Agent. P. O. Box 6. Tel. Main 557.

Portland Agency, Feb. 28, 1916.

Shipping dull; prospects uncertain.

JACK ROSEN, Agent. 44 Union Ave. North. Tel. East 4912.

Eureka Agency, Feb. 28, 1916.

Shipping dull; prospects uncertain.

OTTO DITTMAR, Agent. 227 First St. P. O. Box 64. Tel. 159.

San Pedro Agency, Feb. 28, 1916.

Shipping medium; prospects uncertain.

HARRY OHLSSEN, Agent. 128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Feb. 21, 1916.

Shipping dull; prospects poor.

JACK EDWARDSON, Agent. P. O. Box 314. Tel. 2526.

## MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., March 2, 1916. Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping slow.

EUGENE STEIDLE, Secretary. 42 Market St. Phone Kearny 5955.

Seattle Agency, Feb. 24, 1916.

Shipping improving.

LEONARD NORKGAUER, Agent. Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Feb. 23, 1916.

Shipping slow; many members ashore.

HARRY POTHOFF, Agent. P. O. Box 54.

## DIED.

Edward O'Keefe, No. 1233, a native of New Jersey, age 34, died at Salt Lake City, Utah, Feb. 21, 1916.

August V. Olsson, No. 930, a native of Sweden, age 37, drowned from the steamer "Roanoke" at sea, March 4, 1916.

Elmer Rasmussen, No. 984, a native of California, age 24, died at San Francisco, Cal., Feb. 27, 1916.

Olaf Wold, No. 1285, a native of Norway, age 25, reported lost in the wreck of the brig "Lurline," January, 1915.

The steam-schooner "Fifield," owned by the A. F. Estabrook Company of San Francisco, bound from San Francisco for Bandon, Or., grounded during a heavy sea against the south jetty of the Bandon bar at the mouth of the Coquille river after making two attempts to cross in. A crew of twenty-one and three passengers were rescued by the life-saving crew, but the vessel, with the exception of some machinery, probably will be a loss. The "Fifield" was valued at \$150,000. The "Fifield" is of 634 gross tonnage, and was built in 1908 at North Bend, Ore.



### TRACHOMA HOSPITALS.

The establishing of small trachoma hospitals in localities where this contagious disease of the eyes is prevalent presents the best solution of the trachoma problem, according to the statement contained in the annual report of the Surgeon-General of the United States Public Health Service. The Service now has five trachoma hospitals in the three States of Kentucky, Virginia and West Virginia, and so great has been the number of applicants for treatment that a waiting list has been established. In the past fiscal year 12,000 cases of trachoma have been treated, the larger proportion of which were cured, while those in which a cure was not effected have been greatly improved and rendered harmless to their associates. The great majority of these trachoma patients were people who lived in remote sections far removed from medical assistance, and who, but for the hospital care and treatment provided would have remained victims of the disease practically the remainder of their lives.

"When it is considered," the report of the Service states, "that thousands of persons suffering with trachoma, a dangerous contagious disease, would otherwise remain untreated, it is realized how far-reaching results have been obtained through these trachoma hospitals and the other public health work done in this connection. It would be impossible to estimate with any degree of accuracy the number of people who have been saved from contracting this communicable disease by thus removing these thousands of foci of infection."

In addition to treating persons with the disease the hospitals have been used for educational work. Doctors and nurses have visited the homes of the patients and have explained how to prevent the development and recurrence of the disease. One thousand three hundred and eight such visits were made during the year in Kentucky alone. "It has taken some time," the report continues, "to educate the people afflicted with this disease to the importance of cleanliness and the use of simple hygienic measures in their daily life." That results have been obtained is evidenced by the noticeably better observance of hygienic precautions by those among whom the work has been done.

In addition to the hospital work, surveys were made in 16 counties in Kentucky, especially among school children. Eighteen thousand and sixteen people were examined, 7 per cent. being found to have trachoma. Similar inspections in certain localities of Arizona, Alabama, and Florida resulted in finding the disease present in from three to six children out of every hundred. Periodic examination of school children for the disease and the exclusion of the afflicted from the public schools, are two of the recommendations the Public Health Service lays emphasis upon.

One of the special features of the trachoma work was the giving of lectures and clinics before medical societies in various counties where trachoma hospitals could not be established. Patients were operated upon in the presence of physicians and the most modern methods of treatment demonstrated. Throughout, the purpose has been to stimulate local interest in taking up the campaign to eradicate trachoma.

### MORGAN'S CONSCIENCE.

J. P. Morgan is chairman of the Finance Committee of the Steel Corporation. Investigation at Youngstown showed that the shamefully low wages and long hours imposed on the steel workers there were defended on the ground that the Steel Corporation sets the standard. Independent manufacturers say they can pay no more than the Steel Corporation.

Morgan's personal views are important because of his commanding position in the greatest of employing corporations. Testifying before the Commission on Industrial Relations in New York a year ago, Morgan was asked if he considered \$10 a week a sufficient wage for a longshoreman.

"It is if \$10 is all he can get, and he takes it," replied Mr. Morgan.

That was honest, anyhow. Morgan didn't pretend that his corporation is a benevolent father to its 230,000 employes, and that they can trust to its generosity and conscience. He frankly admits, in effect, that it hasn't any conscience. If the steel workers can get more, they are entitled to it. The Youngstown workers who struck and formed unions gave a valuable object lesson in how to go about it.

### THE OPPOSITION TO BRANDEIS.

(From Committee on Industrial Relations.)

The most interesting thing about the storm of opposition to Louis D. Brandeis' appointment to the Supreme Court is the way it has shown up that august body as the guardian and protector of Privilege and the Established Order.

President Wilson could have appointed Brandeis to any other position in the Government without throwing Wall Street into spasms. As it is, we are frankly told that the Supreme Court is the bulwark of property.

"Hands off!" say the sons of privilege, "the Supreme Court is our property. So long as you don't touch the Supreme Court, shout all you please about justice and industrial democracy and equality of opportunity. We don't mind if you even elect a Governor or a Legislature now and then. With the Supreme Court on duty, they can't do much. But if you put a man like Brandeis on the Supreme Court, what assurance have we that our sons and daughters may not some day have to work for a living?"

Here are three very illuminating quotations. The first two are from the speeches and writings of Louis D. Brandeis, and the third is from the Wall Street news of the New York Times.

Said Brandeis on January 13, 1912:

Under the guise of protecting American Labor, J. P. Morgan and the management of the United States Steel Corporation not only employ armies of poor, ignorant foreigners, but after grinding their faces in a manner not permitted in any other civilized country, throw them at the age of forty years, old men, upon the scrap heap.

On November 17, 1913, he said:

Politically every American is free and independent; industrially a large portion of Americans are dependent upon the arbitrary will of others. None of our contrasts is more marked than that between our political liberty and our industrial absolutism.

Now for the Wall Street reporter of the New York Times, writing in the Times of the morning after Brandeis' appointment:

When the tickers yesterday announced his choice to succeed Justice Lamar on the Supreme Court, the groan that arose sounded like the echo of a great national disaster. Brokers on

the floor of the Exchange professed to believe that a ghastly joke had been perpetrated by the ticker.

Here is a fourth quotation, too good to neglect. It is from the indignant letter of one Alexander Sidney Lanier, in which he tries to express his outraged feelings to the Editor of the New York Times. Says Mr. Lanier:

The Supreme Court has always been justly regarded by our people as the bulwark of their property rights and the safeguard of their liberties. His appointment is so astounding that it seems like a horrid nightmare, and his confirmation by the Senate would, I verily believe, cause every responsible citizen feel insecure in his personal liberty and property rights. With the great unrest that is now prevalent, this would seem of all others the most inopportune time for weakening the influence of this august tribunal.

And so forth and so on.

### BLINDNESS IN THE WORLD.

The blind population of the United States in 1910 numbered 57,272, or 62.3 to each 100,000 of the total population in that year. Blindness is less common in America than in most other countries; it has apparently decreased among the youngest classes of the population in the last half century; it is more prevalent among men than among women; it is very much more prevalent among Indians, and considerably more prevalent among Negroes than among whites. Trades taught in schools or workshops for the blind have equipped more than 1500 blind persons for total or partial self-support.

These are some of the facts brought out in a bulletin, *The Blind Population of the United States, 1910*, recently issued by the Bureau of the Census, Department of Commerce. Anyone desiring a copy can obtain it by addressing the Director of the Census, Washington, D. C.

The total number of blind persons in the world is roughly estimated at 2,390,000. The total number enumerated at the most recent censuses of the blind in all countries in which such censuses have been taken is 1,194,346. These countries represent all of Australia, nearly all of Europe and North America, and portions of South America, Africa, and Asia, together with certain of the insular possessions of European and American countries. The only countries and Provinces in which the ratios of the blind to the total population are lower than that for the United States (62.3 per 100,000) are Canada, where the ratio was 44.9 per 100,000 in 1911; Belgium, where it was 43.5 in 1910; Denmark, 52.7 in 1911; Germany, 60.9 in 1900; Netherlands, 46.3 in 1909; New South Wales, 61.4 in 1911; Western Australia, 50.3 in 1911; and New Zealand, 47.8 in 1911.

The busy silkworms of Japan are to find a chemical-mechanical rival. At Yonezawa a plant has been secured for the purpose of manufacturing artificial silk. This is the first attempt in the industry in Japan. In compliance with the request of the company, professors in the Yonezawa Polytechnic Institute have been engaged for some time past in the perfection of the process of manufacturing the goods and a patent has recently been taken out for the result obtained.

Well, anyhow, this "preparedness" stuff is giving us a rest from the knocking against the Seamen's law! It's an ill wind, etc.—Seattle Union Record.



## OUR ECONOMIC GROWTH.

A graphic form of presenting statistics of our economic progress has been adopted by the Bureau of the Census in a publication which it calls "The Statistical Atlas." This work comprises nearly seven hundred maps and over two hundred diagrams, besides comparative figures, etc., for censuses from 1790 to 1910. The subjects covered are population, agriculture, manufactures, mines, cotton, finance, religion, marriage, and the insane. Besides the illustrations there are nearly one hundred pages of descriptive texts. It is believed that the volume will have a far more general appeal than the usual census publications, for by means of it the larger meaning of figures can be obtained at a glance instead of by a close examination. Some of the facts brought out in the volume are noted in Bradstreet's as follows:

"The enumeration area of the United States increased from 892,135 square miles at the date of the first census in 1790 to 3,627,557 square miles, including the outlying possessions of Alaska, Hawaii, and Porto Rico, at the census of 1910. In the meantime the population grew from 3,929,212 to 93,402,151 inhabitants. To put the comparison in another way, while the area of the country was a little over four times as great in 1910 as in 1790, the population was nearly twenty-four times as large.

"As respects density of population, great variety is shown in different parts of the country. Excluding the District of Columbia, Rhode Island, with 508.5 persons to the square mile, is the most densely populated State in the Union. Besides Rhode Island, only three States show a population of more than 200 persons to the square mile, these being, in order of density, Massachusetts, New Jersey, and Connecticut. There are only ten States with a density in excess of 100 persons per square mile, while there are eleven with fewer than ten persons per square mile. The lowest degree of density is shown by Nevada, which has only seven persons to ten square miles. There are still, it will be seen, considerable stretches of territory with room for a more abundant population.

"The westward trend of population has been most noticeable. At the time of the first census in 1790, when the bulk of the inhabitants were strung along the Atlantic seaboard, the center of population was twenty-three miles east of Baltimore. In 1910 the center of population was in the western part of Bloomington, Monroe County, in southern Indiana, a point over 500 miles nearly due west of the first center.

"Turning to agriculture, we find that the number of farms increased from 1,449,307 in 1850, the earliest year for which we find such figures, to 6,361,502 in 1910, and the number of acres in farms from 293,560,614 in the former to 878,798,325 in the latter year. The proportion of farm land improved rose in the same period from 38.5 to 54.4 per cent. In other words, while but a little over three-eighths of the smaller acreage of farm lands was improved in 1850, considerably more than half the larger acreage was improved in 1910. Meanwhile, the value of the farms had so increased that the total in 1910 was over ten times as great as at the middle of the

last century, namely, \$40,991,449,090 at the last census, as compared with \$3,967,343,580 in 1850.

"The growth in the value of manufactures has been even more remarkable, the value of products rising from \$1,019,106,616 in 1850 to \$20,672,051,870 in 1910. Statistics covering all kinds of mineral production do not go back beyond 1870, when the total value of mineral products was given as \$218,598,994. In 1910 the total value was \$1,990,911,135, or over nine times as great. The figures here given are, of course, available in the census reports, but the presentation in graphic form of the contrasts they afford will tend to impress the student of economic development and aid his memory.

"The same may be said of such facts as those in regard to the distribution of cotton production and consumption, as to which the census bulletin notes that of the world's mill supply of cotton, three countries contributed more than four-fifths of the world's total. These countries were the United States, which produced 60.9 per cent. of the whole supply; India, which contributed 17.1 per cent., and Egypt, which yielded 6.6 per cent. Of the world's supply the United States consumed the largest proportion, namely, 26.9 per cent., Great Britain being second with 20.6 per cent.; the other principal consumers being, in order, Germany, British India, Russia and Japan. The attentive reader of the Statistical Atlas will learn from, or have his memory refreshed by, its pages regarding other matters of interest, as, for example, the fact that, with the exception of New Zealand, Australia, and Sweden, all other countries had a higher death-rate than the United States in the period from 1900 to 1911."

While the Great Northern Steamship Company is withdrawing "the last American steamship from the transpacific trade" as the press of the country, carefully inspired, and regardless of facts, is announcing, the Spreckels line between San Francisco and Australia, and which thus traverses the Pacific each voyage, has added a ship to the run. The lack of public interest in the Spreckels line, which persists in traversing the Pacific, is that its ships carry crews of American citizens, which her managers have no difficulty in securing for the manning of their ships. The additional employment of American citizens on American steamships does not interest the American press nearly so much as the loss of employment on American ships by Asiatics who do not understand the orders of American officers!—New York Marine News.

\* Large rafts and barges on the Yenisei River serve a double purpose, which is probably not duplicated elsewhere in the world. This Siberian River, the fifth longest in the world, varies in width from ten to thirty miles for a distance of 300 miles from its mouth, and from the upper parts rafts made of timber are sent down, simply drifting with the current. A kind of rough barge is also used, purely for drifting purposes, which is usually sent from the more cultivated districts on the upper part of the river loaded with various necessities of life and broken up for building purposes at its destination, which is north of the line where trees grow.

## NOTICE TO SEAMEN.

## IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,

V. A. OLANDER, Secretary.

## LAKE DISTRICT, I. S. U. of A.

## HEADQUARTERS:

## LAKE SEAMEN'S UNION,

570 West Lake Street, Chicago, Ill.

## BRANCHES AND AGENCIES:

BUFFALO, N. Y. .... 55 Main Street  
Telephone Seneca 936 R.

CLEVELAND, O. .... 1401 W. Ninth Street  
Telephone Bell Main 1842.

MILWAUKEE, WIS. .... 133 Clinton Street  
Telephone South 240.

ASHTABULA O. .... 21 High Street  
Telephone 552.

NORTH TONAWANDA, N. Y. .... 152 Main Street  
Telephone Bell 2762.

DETROIT, MICH. .... 15 Twelfth Street  
Telephone 3724.

SUPERIOR, WIS. .... 1721 N. Third Street  
Telephone, New, Broad 385.

BAY CITY, MICH. .... 108 Fifth Avenue

OGDENSBURG, N. Y. .... 70 Isabella Street

CONNEAUT, O. .... 922 Day Street

SOUTH CHICAGO, ILL. .... 9142 Mackinaw Avenue

PORT HURON, MICH. .... 517 Water Street

ERIE, PA. .... 107 E. Third Street

## MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

## HEADQUARTERS:

71 Main Street, Buffalo, N. Y.

Telephone Seneca 48.

## BRANCHES:

CLEVELAND, O. .... 1185 W. Eleventh Street

CHICAGO, ILL. .... 445 LaSalle Avenue

MILWAUKEE, WIS. .... 151 Reed Street

DETROIT, MICH. .... 27 Jefferson Ave., East

SUPERIOR, WIS. .... 1814 Fourth Street

OGDENSBURG, N. Y. .... 70 Isabella Street

BAY CITY, MICH. .... 108 Fifth Avenue

## MARINE COOKS AND STEWARDS' UNION.

## HEADQUARTERS:

406 N. Clark St., Chicago, Ill.

Telephone Main 365.

## BRANCHES:

Buffalo, N. Y.

Cleveland, O.

Milwaukee, Wis.

Ashtabula, O.

Toledo, O.

North Tonawanda, N. Y.

Superior, Wis.

Erie, Pa.

## UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

## MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

## RELIEF STATIONS:

Ashland, Wis.

Ashtabula Harbor, O.

Buffalo, N. Y.

Duluth, Minn.

Escanaba, Mich.

Grand Haven, Mich.

Green Bay, Mich.

Houghton, Mich.

Ludington, Mich.

Manistee, Mich.

Erie, Pa.

Menominee, Mich.

Ogdensburg, N. Y.

Oswego, N. Y.

Port Huron, Mich.

Marquette, Mich.

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## WEEKLY NEWS LETTER.

(Continued from Page 3.)

tacked by the police meanwhile the strikers were holding a peaceful meeting. Various of the strikers and federationists were thrown into prison, sentenced from ten days to two years in prison. The manifestations of the strikers were dissolved, and the police attacked them and dispersed them with shots.

"At Rio Grande they were badly beaten, and hardly are they permitted to cross the public highways without being in danger of their lives. The strikebreakers go about with knives, protected by the overseers, foremen and public police.

"A manifestation that was going from Loiza to Rio Grande was dispersed by shots and cutlasses, resulting in two deaths and many wounded seriously.

"In Juana Diaz the police killed one and wounded eighteen."

Conditions in Porto Rico have been protested by recent conventions of the American Federation of Labor, to which these workers are affiliated. President Gompers has submitted these protests to the proper authorities at Washington.

## Aid for State Industrial Training.

The proposed law providing for national aid to vocational education has been reported favorably by committees of the Senate and the House. This legislation contains the elements of the Dolliver bill, introduced in 1908 by Senator Dolliver at the request of the American Federation of Labor.

While differences yet exist as to the administration and other details of the proposed law, it is agreed that federal grants should be made to States that develop industrial training of children.

In its report to the House, the Committee on Education explains the purposes of this legislation.

"The American people have hardly begun the work of providing for the practical education of millions of our wage earners," it says. "In this whole country there are fewer trade schools than are to be found in the now unfortunate little German kingdom of Bavaria, with a population not much greater than that of New York city.

"If we assume that a system of vocational training, pursued through years of the past, would have increased the wage earning capacity of each of these to the extent of 10 cents a day, this would have made an increase of wages for the group of \$2,500,000 a day, or \$70,000,000 a year, with all that this would mean to the wealth and life of the nation.

"Only trained intelligence can conserve our mines, our forests and our water powers; only trained intelligence can restore to our depleted land its old fertility; only trained intelligence can make it possible for us to maintain our higher standard of living for workers, and yet successfully compete with the workshops in lands where lower standards prevail.

"Only half the children who enter the city elementary schools of the country remain to the final elementary grades, and only one in ten reaches the final year of high school. On the average, 10 per cent. of the children have left school at the age of 13; 40 per cent. have left by the time they are 14; 70 per cent. by the time are

15, and 85 per cent. by the time they are 16 years of age. On the average the schools carry their pupils as far as the fifth grade, but in some cities great numbers leave below that grade."

On January 20, 1914, President Wilson approved a law creating a commission on national aid to vocational education. On the commission are two trade unionists, President Agnes Nestor of the International Glove Workers' Union and Charles Winslow, a member of the Sawsmiths' Union. The commission has investigated this question and many of its findings and recommendations are embodied in the legislation now pending.

## Bricklayers to Affiliate.

The recent convention of the Bricklayers and Masons' International Union voted to affiliate with the American Federation of Labor. The convention instructed its executive board to take no steps to make this declaration effective "until they are fully convinced that no law exists that will compel or force any subordinate union of our organization into any sympathetic strike of a jurisdictional or of any character without the consent of our international officers."

Trade unionists point out that as the American Federation of Labor grants complete autonomy to its affiliates on all matters referred to in the bricklayers' instructions to their executive board, there can be no reason why this international cannot immediately join with the great family of trade unions under the banner of the American Federation of Labor.

The convention also declared in favor of affiliating with the Trades and Labor Congress of Canada. The purpose of this organization is to urge remedial legislation for Dominion workers.

## Labor Law Applies to All.

The Massachusetts Supreme Court's decision in the case of Madden vs. Whitall Factory Company is a most important ruling, as it is held that the compensation law of Massachusetts is not intended to take into account the previous physical condition of applicants for benefits under the act.

Honora Madden was employed at the Whitall carpet factory, Worcester. While pulling a carpet she injured herself and the State Industrial Accident Board awarded her \$225.55. The company, through a casualty concern, disputed this order on the ground that the woman had heart trouble.

In denying the company's claim, the court said there is nothing in the law about protection being confined solely to healthy employes, and that the previous condition of health is of no consequence in determining the amount of relief to be afforded.

In answer to the company's claim that grave economic consequences of far-reaching effect may follow from the act as thus construed, the court said:

"The considerations are of great public moment. But these factors relate to legislative questions and the arguments founded on them are distinctly legislative arguments. They may be entitled to attention and deliberation at the hands of the legislative department of government. In the present form they cannot have decisive significance, even if it were plain that the enumerated consequences were inevitable.

The function of the judicial department is simply to determine whether an act is within the power vested by the constitution in the legislature, and then to enforce it according to its true meaning in cases as they arise."

## CODFISHERMEN'S AGREEMENT.

After several conferences with the Codfishing Companies of San Francisco, regarding wages and percentages of the Alaska Codfishermen for the season of 1916, propositions were adopted by the said Codfishermen in meeting of the San Francisco Branch of the Deep Sea Fishermen's Union of the Pacific, Saturday night, March 4, 1916, and agreed to by the companies, as follows:

1. Matter of men engaged at winter stations laid over to be acted upon at a future date.

2. Each fisherman to receive as his percentage on fish caught and delivered, as follows:

Forty dollars per one thousand fish measuring 28 inches and over; codfish measuring less than 28 inches in length shall be counted two fish for one.

Forty dollars per thousand shall be the minimum price for fish to the fishermen.

In connection with this there is to be a rating in the price of fish as follows:

Fishermen having caught and delivered 12,000 fish and over, shall receive \$42.50 per thousand, and for 14,000 fish and over, the rate to be \$45.00 per thousand; this to be the maximum price paid to fishermen.

In addition to these percentages each fisherman shall be secured with run money under conditions, as follows:

The amount of \$50.00 to be paid to each fisherman in the event of disaster or abandonment of the vessel, before the catch amounts to 50 per cent. of the entire catch outfitted for, and \$25.00 to be paid to each fisherman in the event of disaster or abandonment of vessel before the catch amounts to 75 per cent. of the entire catch outfitted for; but no run money to be paid in the event of disaster or abandonment of vessel if the catch is more than 75 per cent. of the entire catch outfitted for.

3. All necessary fishing paraphernalia to be provided by the companies free of charge to the men.

4. Wages of first splitter to be \$100.00 per month from date of sailing from until return to San Francisco.

Wages of first salter to be \$90.00 per month from date of sailing from, till date of return to San Francisco.

5. Second splitter to receive regular wages of \$85.00 per month from date of sailing till return to San Francisco.

Wages of second salter to be \$75.00 per month from date of sailing from, till date of return to San Francisco.

6. Wages of headers and throaters to be \$35.00 from date of departure from San Francisco until vessel returns to the same port.

7. Wages of dress-gang to be \$30.00 per month, from date of departure from, till return to San Francisco.

In addition to the regular wages as herein stated, each of the men paid monthly shall receive \$32.50 per thousand fish caught and delivered by them; this to be a flat rate.

8. All monthly men shall do their share with the regular fishermen in sailing the vessel to and from the fishing grounds.

9. If any fisherman is put to any other work than fishing during the fishing time, or is prevented from fishing through some injury sustained while at work for the company through no fault of his own, he shall receive the average of the men fishing for the vessel to which he is assigned.

Low liner to be selected for such other work.

10. In case of abandonment of vessel, the company will use its best endeavors to provide for transportation to home port, free of charge to the men, and upon return to San Francisco men shall be paid in full for all wages and percentages earned up to date of disaster.

11. Mates shall receive a flat rate of percentages on codfish caught and delivered by them, as follows:

First mate, \$55.00 per 1,000.

Second mate, \$50.00 per 1,000.

Third mate, \$45.00 per 1,000.

General Agreements to be arranged in accordance with the provisions of the Navigation laws.

I. N. HYLEN,

San Francisco Agent, Deep Sea Fishermen's Union of the Pacific.

Notice: There will be a meeting of the Deep Sea Fishermen on Tuesday night, March 14, in the Hall of the Alaska Fishermen's Union, 49 Clay Street, San Francisco.

For fair products of all kinds consult the JOURNAL'S ad columns.



## ABOUT THAT "REFERENDUM."

(Continued from Page 7.)

pears, that seems to have worked well enough on the voyage in question, until the ship came to grief, and there arose the necessity for quick and energetic action in the darkness.

"In that emergency the crew was wholly inefficient and incompetent, as the results proved. The boats were in separate places on the ship; the sailors could not understand the language in which the orders of the officers in command of the respective boats had to be given; it was too dark for them to see signs (if signs could have been intelligibly given), and only one of the two Chinese who spoke English appears to have known anything about the lowering of a boat; and there had been no drill of the crew in the matter of lowering them. Under such circumstances it is not surprising that but three of the boats were lowered, one of which was successfully launched by the efforts of Officer Coghlan and the ship's carpenter, another of which was swamped by one of the Chinese crew letting the after fall down with a run, and the third of which was lowered so slowly that it was swamped as the ship went down. We have no hesitation in holding that the ship was insufficiently manned, for the reason that the sailors were unable to understand and execute the orders made imperative by the exigency that unhappily arose, and resulted so disastrously to life, as well as to property."

I could go on at some length reciting a number of cases of this kind, but this alone ought to be sufficient evidence why Section 13 should not be suspended.

Now as to Section 14. This section is opposed on the same grounds as Section 13. Events in recent years of marine disasters at sea have conclusively proved that proper life-saving equipment on ocean-going vessels is absolutely necessary for the safety of the traveling public. And if lifeboats are needed for some of the passengers, why not for all? This section, however, is of greater interest to the traveling public than to the seamen. Let us picture before us the steamship "Titanic" in the north Atlantic on April 14, 1912, as the soft strains of music wafted above the deck "Nearer My God to Thee," when 1517 souls went down to their untimely death in the unfathomed depths of the ocean. The blow that sank the "Titanic" with her priceless freight seems, however, to have been forgotten by those who are asking for the repeal of this section. Upon investigation it was proved that everyone could have been saved if there had been life-saving equipment for all. After this fact, I ask you, should this section be repealed?

Now a few words in regard to the treaties which much stress is laid upon in the pamphlet issued in regard to the abolition of arrest, detention, return of deserting seamen and part payment of wages in ports of call. Permit me to state that serfdom was long ago abolished in Europe as applied to men working on land. Its present application to seamen is contrary to the code of morals of Europe's best people, and there is a large body of public opinion which will welcome the action of the United States in expediting the abolishment of the fugitive slave laws, because it will result in similar action in respective European countries. It is further stated that the United States will violate some international rules of propriety in asking to have so much of the treaties repealed as applies to the arrest and detention of deserting foreign seamen in American ports. In answer to that I wish to state that the United States is not violating any rules of propriety in asking to have the treaties so amended. This point is clearly covered by writers upon the law of nations in the following language: "That the jurisdiction of the nation within its own territory is necessarily exclusive and absolute. It is susceptible of no limitation, not imposed by itself." This you will find laid down in Wheaton, page 140, in which he quotes from the decision of Chief Justice Marshall as giving him the predicate for what follows. Then it is laid down further that "the right of one nation to carry on commerce with another is not a natural right, but has its foundations in treaty, and relates to that branch of that law of nations termed conventional. The treaty that gives the right of commerce is the measure and rule of that right. Every nation has a right to choose whether she will or will not trade with another, and on what conditions she is willing to do it. If one nation has for a time permitted another to come and trade in the country, she is at liberty whenever she thinks proper to prohibit that commerce, to restrain it, to subject it to certain regulations, and the people who before carried it on cannot complain of injustice." That is laid down in Vattel's Law of Nations, page 40, and also in Wheaton's Law of Nations, in which various treaties are recited. It will then be seen, that this, in the language of Vattel, "depends upon the option of a nation to annex any additions it may see fit to the admission of foreign vessels into its ports, whether they be public or private." That right is clearly laid down by all writers of international law. And in conclusion permit me to state that those who seek the repeal of this section of the Seamen's Act realize the futility of a campaign to re-establish involuntary servitude upon American seamen, now ask to have repealed so much of the seamen's law as at least keep the foreign

sailor in serfdom and to make him a subject for exploitation without power to protect himself from the exploiters. The pending referendum vote on the Seamen's Act was especially arranged for the protection of millions of American dollars invested in foreign shipping, and not in the interest of the American merchant marine. I thank you.

## MILLIONS FOR PUBLICITY.

(From Committee on Industrial Relations.)

The anthracite coal operators have instituted a \$2,000,000 advertising campaign to tell the American people that they can not afford to increase the wages of the miners a single penny. The operators' slogan is "Millions for publicity, but not one cent for wages."

Ivy L. Lee, now press agent for John D. Rockefeller, established the publicity bureau for the anthracite operators in 1903. In connection with the testimony before the Commission on Industrial Relations, a statement by Ivy Lee was developed which reveals the purposes and methods of the anthracite operators' publicity bureau. Mr. Lee said:

An experience in the anthracite strikes of 1903 will illustrate this idea: The miners asked for a standard rate of wages to apply at all collieries. It seemed monstrous to the operators. They therefore took the actual pay sheets for certain mines and applied the proposed rates to the actual rates then being paid. They found—and so stated specifically to the public—that in some cases the men's demand called for wages three times as great as were being paid. That announcement was shown to a railroad president and he said: "What is the use of putting out anything of that sort? The people want to know about the whole thing and not about a few petty details." He had hardly uttered that suggestion before the evening papers were on the streets with such headings as "Miners ask 150 Per Cent. Increase in Wages." Now if you give me the headings, I will give you the articles and editorials. Any man reading that heading would immediately jump to the conclusion that the miners were a set of hogs.

Mr. Lee succeeded in his publicity campaign of 1903 in doing just what the anthracite operators' press bureau is trying to do now,—make the public think the miners are a lot of hogs. Whether they succeed depends upon the public. After a faker has told them plainly just how he operates his swindle, will they fall a second time for the same game, in the same place, with the same dealer, and the same pack of marked cards?

The anthracite operators evidently believe the public will take the bait as readily as ever, for they are betting \$2,000,000 on it.

This belief is based on three cardinal principles of publicity as laid down by Ivy Lee in an address before the Railway Guild, which he sent Mr. Rockefeller, before being put on the permanent payroll, in order that Mr. Rockefeller "might understand some of the ideals by which I work."

These are the three cardinal principles which set forth the attitude of Mr. Lee and the anthracite operators toward the American people:

In the first place, crowds do not reason. Second, crowds are led by symbols and phrases.

Third, success in dealing with crowds . . . rests upon the art of getting believed in. We know that Henry the Eighth by his obsequious deference to the forms of law was able to get the English people to believe in him so completely that he was able to do almost anything with them. At the present time, the German empire, as I see it, the most despotic government, are yet the most progressive and contented people in Europe, for the reason that the Emperor of Germany has got himself absolutely believed in by his people. So that he may do anything he desires and they are glad to have him do it.

The anthracite operators are now spending \$2,000,000 to get themselves "believed in," so that they may do "anything they desire" and the American people will be "glad to have them do it."

## Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

## International Seamen's Union of America

(Continued from Page 5.)

### MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

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#### Headquarters:

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#### Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

## The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia  
29 ERSKINE STREET, SYDNEY, N. S. W.



## Labor News.

Virginia trade unionists are urging the State Legislature to favor the following legislation: Amendments to child labor laws, against convict labor, eight-hour law for women and children, inspection of barber-shops, boiler inspection, workmen's compensation and sheds to protect car builders from rain and snow.

The House of Representatives has accepted the recommendation of its Postoffice Committee that postoffice laborers be paid an annual minimum wage of \$840. Nine hundred laborers will be increased from \$720 under this amendment. Congressman Sisson of Mississippi made an unsuccessful attempt to eliminate the compensation-for-injury legislation for certain employees in the postal service who are killed or injured while on duty. The Southern representative defeated an attempt to include other postal employees in this legislation by raising the point that it was not germane to an appropriation bill.

Legislation providing that the supervision of Massachusetts State employment agencies be taken from the bureau of statistics and given to the State Board of Labor and Industries was favored by trade-union representatives and opposed by private agencies before a committee of the State legislature. Charles F. Gettamy, director of the bureau, joined with the unionists, who, together with State officials, told of the abuse of the fee system by these private agencies. Representatives of the latter charged that this legislation, while seemingly innocent, was part of organized labor's scheme to "put them out of business."

A general strike of workers employed on the construction of the Government railroad between Anchorage and the Matanuska coal fields in Alaska has been called, according to advices received at Seattle from Seward, the headquarters of the Alaska Engineering Commission. Dispatches filed at Seward stated that a mass meeting of 1500 laborers at Anchorage, the principal construction camp, organized a Federal labor union, with an enrolled membership of 600, and immediately issued the strike call. The men demanded an increase in the wages of common laborers to 50 cents an hour. The minimum provided in the wage scale issued by the Government was 35 cents an hour, and men on track-laying gangs were receiving 37½ cents an hour.

About 46 per cent. of sales girls and women and 54 per cent. of the women in all other lines of work in the nation's capital receive less than \$6 a week, asserted Secretary Falk of the Consumers' League, in an address in Washington. She declared that Washington has sweatshops and that remedial steps must be taken immediately. She stated that women in domestic service often worked twenty hours a day, and in answer to a question as to what the league was doing to remedy this condition, she replied that the matter was being "investigated," and that evidence as to existing conditions in all parts of the country is now being gathered. When completed this will be compiled to determine just what problems are uppermost in this work and what can be done "to remedy present evils." No one suggested that these workers be urged to organize that immediate relief be secured.

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## Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Andresen, Jorgen Krohn, Heinrich  
Abrahamson, Halp- Kruger, Johan  
tan Kristianson, Nils  
Allen, Hans Lersten, J. O.  
Ackerson, A. R. Lundgren, Carl  
Ackerstrom, Oscar Lorentsen, Karl  
Alling, Walter McNeill, R.  
Andersen, Emil McManigal, T. E.  
Andersen, Leonard Mortensen, J. R.  
Albin Moen, R.  
Andersen, A. -1821 Mattson, Holding  
Andersen, P. T. McNeil, Ross  
Augustin, Herman McLean, H.  
Berg, Johamus Nelson, Henry  
Barrell, Geo. Nasse, A. K.  
Bohm, Franz Nielsen, J. H.  
Brewer, Geo. Nelsen, C. -1544  
Brokow, Albert Norton, Emil  
Bienes, John Nygard, Olaf  
Borgen, Arne Olsen, Harald  
Camozl, M. Olsen, Herman  
Chamberlain Olson, J. H.  
Connouton, T. H. Olsen, Albert  
Carlson, John -861 Olsen, E. -2376  
Dagell, James Olsen, A. M. -941  
Dalf, John Olsen, Hans -563  
Dahlkvist, Fred Olsen, Frank  
Dyrnes, L. C. Olsen, Johan Gre-  
Eugh, I. garinsen  
Erikson, E. Olsen, Andy  
Edvords, John Olsen, C. -1302  
Elstad, John Olsen, Hans G.  
Fox, John Oseberg, A.  
Feenes, Ingvald Peterson, J. P. -920  
Forslund, Victor Petersen, H.  
Fredriksen, H. G. Pedersen, Karl  
Gertorsen, Robert Pestof, S.  
Haas, W. Palentz, Adolf  
Hansen, Alex M. Rosenbald, Albin  
Hill, C. Rosenberg, E. A.  
Henriksen, Harry Rosenwald, Isack  
Hall Rosner, C. B.  
Hansen, Fred -1755 Robertsen, P. R.  
Hansen, N. S. Stalsvik, J.  
Hunter, Ernest Schweistous, W.  
Hansen, Charlie Smith, John  
Hansen, Hans T. Salverson, Syverdrup  
-1536 Samuelsen, W. L.  
Hauge, Anton Sexby, C. H.  
Harknes, A. C. Schaurman, W.  
Hayes, Hans Seddon, R.  
Hellson, H. Sorensen, Geo.  
Hesketh, Robert Sorensen, M.  
Iversen, Robert Soderberg, Albin  
Jensen, Simon Spellman, E. M.  
Johanson, J. S. Strandin, A. W.  
Junge, Hanwick Sunde, P. A.  
Johnke, Otto Stalsvik, J.  
Jacobsen, Knut Schweistous, W.  
Jensen, Nils Smith, John  
Johnson, Jack Thees, Hans  
Johnson, A. W. -2186 Traubert, M.  
Johnsson, Karl Trichert, Karl  
Joneson, Ernst Eskala, E.  
Jirgensen, C. W. Eren, J.  
Karell, J. Vukensstedt, W.  
Kraeger, C. Wick, John  
Karrell, Yalmar Wennecke, A.

Pho. c Main 1202

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## Portland, Or., Letter List.

Andreasen, N. S. Larsen, H.  
Anderson, N. P. Lindberg, A. C.  
Anderson, John Mattson, Hilding  
Andersen, Otto Miller, Winford  
Anderson, Nils Martin, J. C.  
Anderson, Rasmus Moen, T.  
Adolfson, Hans Munchmeier, H.  
Andersen, John Morgan, Tim  
Anderson, John E. Muller, P.  
Bleile, Ernest Metts, John  
Backman, P. J. Moller, L. D.  
Benson, S. McConnell, David S.  
Bartells, Otto Meckermann, Ernst  
Bernardsen, Chas. Nielsen, M. P.  
Bugge, Mr. Ohlsson, J. W.  
Christensen, H. P. Osterberg, Henry  
Carey, A. L. Ogilve, Wm. A.  
Dahlstrom, Gust Paulson, Herman  
Drosbeck, Karl Petterson, Mauritz  
Dybdal, Olaf Palm, P. A.  
Erickson, Eric Roos, Oscar  
Edstrom, John Rabel, John  
Farrel, W. Reskran, George  
Gundersen, F. M. Schaab, Anton  
Gundersen, Fredrik Samuelson, S.  
Holen, J. Storvick, Ingvald  
Henriks, Waldemar Slocum, Ernest  
Jacobsen, Gust E. Shalles, K. G.  
Johnson, Karl E. Schneider, Fritz  
Jespersen, Martin Sorensen, Jorgen  
Johnson, E. D. Shea, Oscar  
Jorgensen, Robert Schacht, H.  
Johnsen, A. Schuch, John N.  
Jensen, Christ Tully, Alex  
Jensen, Wm. Tulkkanen, J. J.  
Jonsson, Karl Vellenger, Louis  
Karlsen, Ingvald Vinx, H.  
Kronstrand, H. T. Wheatcroft, L. E.  
King, J. L. White, Harry  
Kelly, Patric Westengren, C. W.  
Kjer, Magnus Zunk, Bruno  
Knudsen, Richard E.

## Tacoma Letter List.

Burke, Andrew Olsen, Martin E.  
Farrell, William Olsen, Ole -288  
Hunter, Gilbert H. Peterson, John  
Johannsen, Chris- Person, Fritz Leon-  
tian and  
Johnson, Hans Persson, Herman  
Kathy, Albert Petterson, Charles  
Linea, W. -1287  
Line, Victor Rimmer, C. M.  
Murphy, Daniel Schultz, M.  
Nielsen, Alf. W. Schaeht, H.  
-1054

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wegian newspapers.

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## Eureka, Cal., Letter List

Contreras, Julio Kustel, Victor J.  
Kyrkslatt, Lars Kinowsky, A.  
Lawrence, Harry Ingebretsen, Alf.  
Melander, G. L.

## Aberdeen, Wash., Letter List.

Andersen, -1118 Norling, Reinhold  
Andersen, Andrew Paaso, Andrew  
Burmeister, T. Petterson, Karl  
Bjorklund, G. Petersen, J.  
Bleibe, Ernest Peterson, Nels  
Carlson, Sven Peterson, Hans  
Christiansen, Did- Risenius, Sven  
rich Rudt, Walter  
Clifford, Pat Schmidt, Heinrich  
Crontz, F. Simensen, Isak  
Davis, Frank Scheffner, Bernhard  
Gronros, Oswald Sandqvist, Gunnar  
Gueno, Pierre Skottol, A.  
Geschwendt, W. Steinhauer, Alvin  
Holmroos, W. Stenwall, Sigurd  
Hansen, Ove Max Thorn, A. L. -70  
Hjlander, Gustaf Toves, H. C.  
Johnson, Alex Toves, Gustaf A.  
Karlsen, Victor Udy, Harold  
Ludtke, Emil Walder, Olsen N.  
Lindholm, John Wendt, Walter  
Lindgren, Ernst Westerlund, Albert  
Machado, Henry Williams, T. C.  
Magnusson, Walde- Packages.  
mar Glazer, Y.  
Munsen, Fred Gorgensen, Olaf  
Nielsen, Harry Hansen, John  
Nordgren, Chas. MacGuire, O. F.  
Nielsen, C. Stanners, W. S.

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**Home News.**

Theodore Burton, former United States Senator from Ohio, Robert M. La Follette, United States Senator from Wisconsin and Hiram W. Johnson, Governor of California are all said to be in the race for President Wilson's job.

It is announced that the Southern Pacific Railroad has ordered 500 automobile freight cars and 48 steel passenger and baggage cars at a cost of \$1,000,000. This is supplemental to orders recently given for new equipment amounting to nearly \$3,000,000.

The Ohio State emergency board have voted \$40,000 to the militia on duty at Youngstown recently. The largest single item, in this sum is the pay roll, \$28,700. The estimated total cost of the militia is between \$55,000 and \$60,000, but many bills, it is said, have not been submitted.

A plan for a regular army of 250,000 enlisted men, to be trained during active service equally for war and peace, has been introduced by Senator Hoke Smith. Two years with the colors and four years in the reserve are proposed, which, according to Senator Smith, would provide a reserve army of 500,000 men after it had been in operation five years. Training during the two years with the colors would include 96 hours a month of scholastic or vocational training. Postmasters would act as recruiting officers and reservists would report to them once a year.

The Southern Pacific Company has just completed repairing a half-mile break in the Colorado River levee. This break a few weeks ago threatened the entire Imperial Valley and occurred a short distance south of the Mexican boundary line. A big force of men were sent to the place by the company and a new levee was built behind the broken one. A sudden temporary drop in the water of the river came fortunately at the right time to permit the repairs. The engineers say that had the water overflowed the break it might have reached the Salton Sea and flooded the valley.

A wage board appointed by the California Industrial Welfare Commission to investigate canneries has reported a schedule of wage rates agreed to. It is stated that "if the hourly earnings should not equal the amount to be determined by the Industrial Welfare Commission, as equalizing the necessary cost of living, these piece rates will have to be raised again next season." Many trade unionists are suggesting that if the 20,000 women cannery employees in the State were organized they could appoint their own representatives and set a wage scale that would meet living conditions without experimenting an entire season.

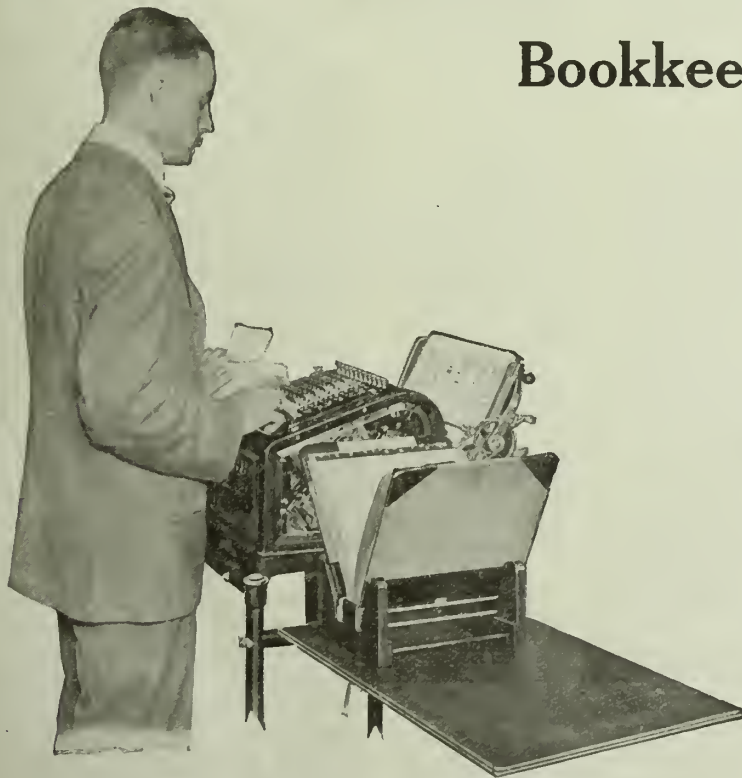
The immediate dismissal from the United States Navy of every Japanese, Guamese, Filipino or other Oriental employed as servants will be recommended, it is rumored in naval circles, by the court-martial for Lieutenant H. A. Jones of the torpedo-boat destroyer "Hull," and Ensign Robert D. Kirkpatrick, because of the "Hull's" secret code book last September. It is said that about 100 Japanese and other Orientals are still employed in the Navy, and it is said to be an open secret among the naval officers that the "Hull's" code book was stolen, and not lost overboard, as at first reported. There were two Orientals aboard at the time the book disappeared.

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## Domestic and Naval.

The freight steamer "George Burham" sank at her dock in Cleveland Harbor while being unloaded. No lives were lost.

The passenger steamer "Bowling Green," while lying at her wharf at Evansville, Ind., out of commission, sank as a result of intake pipe freezing and breaking.

George F. Fuller, local inspector of boilers at Portland, Ore., was separated from the service without prejudice, effective January 31, 1916, on account of ill health.

The steamer "Pere Marquette 19," while en route from Milwaukee, Wis., to Ludington, Mich., was overtaken by a blinding snowstorm and heavy northwest wind, and stranded about five miles north of Ludington while running under slow speed. No lives were lost.

Recent reports that some of the ships running between Brazil and the United States, other than those owned by the Brazilian Government, might be withdrawn led the authorities of the State of Sao Paulo to request the Government of Brazil to put government-owned vessels in the coffee trade. As a result of this request, the Brazilian Government has ordered certain Brazilian transports into the cargo-carrying trade. One of these, the "Sargento Albuquerque," has already visited these shores.

The war risk market has been unsettled by the appearance of the "Appam" at Norfolk and the warning given by the British Consul that German submarines may be hovering off the American coast. Immediately prior to the receipt of news that a German raider was operating in the Atlantic, war risk rates had dropped to all destinations. The first announcement naturally came as a shock, but later on, after all the factors in the case had been weighed, a reaction took place and only fractional advances were recorded, due chiefly to the volume of new business that pressed forward.

Bowes & Mower, of Philadelphia, have designed for O. G. Dale, a Barnegat Bay yachtsman, an electrically-driven yacht of unusual features. The boat is to be built on the Delaware, and is intended for long distance trips. She is to be 78 feet over all, 17 feet beam, with a draft of 5 feet. She carries two 40-foot masts, spreading enough canvas to sail her without the use of power, with wind abeam or abaft the beam. The power plant consists of gas engines which drive the generating motors directly connected to the propeller shafts. The propulsion system is known as a motor generator combination with Ward-Leonard system control.

The Grace Steamship Company, recently incorporated at Dover, Del., with a capital of \$5,000,000, is a subsidiary of W. R. Grace & Co., and organized to expedite operation of their business. To the new company will be assigned all American-built and American-registered vessels that ply between this country and foreign ports. These steamships will carry the American flag. The Atlantic & Pacific Steamship Company and the New York & Pacific Steamship Company are the two other subsidiaries of W. R. Grace & Co. The former will operate vessels plying between New York and San Francisco, their coastwise department. The latter will operate English-built boats now running between this country and South America.

## White Palace Shoe Store



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Call or send for your Advertised Mail and Packages as early as possible.

#### San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abrahamsen, Anthon  
 Abrahamsen, Half-tan  
 Adams, Hugo  
 Alexanderson, Charley  
 Alexanderson, Paul  
 Andersen, A. -1973  
 Andersen, A. M.  
 Andersen, Erick  
 Andersen, H. V.  
 Andersen, Peter  
 Andersen, Victor  
 Andersen, W. J.

Bassen, George  
 Bergslien, K. R.  
 Berthelsen, O. P. C.

Carlson, C. -1375  
 Carlson, C. O.  
 Carlson, Gustav  
 Carlson, Julius  
 Carlson, C. E.  
 Carlsson, Adolf M.  
 Catt, Frederik

Dahl, H. A.  
 Danieelsen, Dave  
 Dahlkvist, Fred  
 Davis, Frank A.  
 Day, William  
 De Bruin, B.

Eckhart, T.  
 Edmann, O.  
 Egenes, Nils  
 Eggers, J. O. V.  
 Ekberg, Hugo  
 Eklof, John  
 Eklund, S. W.

Falcon, M.  
 Farmdey, E.  
 Farridan, P.  
 First, Frank  
 Fischer, P.  
 Flynn, John

Gardell, Crist  
 Gartman, Herman  
 Geiger, Joe  
 Gerber, Fritz  
 Gibbons, J.  
 Gibbs, James  
 Gilje, S. K.  
 Gillgren, Tom  
 Gillholm, Albin  
 Gilljere, I.  
 Gindflood, C.  
 Gotz, Rudolph  
 Grant, Dave

Hagen, Georg  
 Hall, Sven C.  
 Hanis, Peter  
 Hansen, C.  
 Hansen, Helmer

Jacobson, Emil  
 Jade, Hans  
 Jakobsen, Jakob  
 Jakobsen, Valdemar  
 Jameson, H. W.  
 Jansen, Jakob  
 Janson, August  
 Jensen, Jack  
 Jensen, Just  
 Jensen, P.  
 Johannessen, A.  
 -1487

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#### INFORMATION WANTED.

Hugo, Carlson Ljung, age 29, a native of Gothenburg, Sweden, was last heard from in a Cable Boat on the Atlantic Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Carlson Ljung, Jungmansgatan 5, Gothenburg, Sweden. 1-12-16

Fred Marjama, a native of Russia, age 36, has not been heard from since 1908, at Buffalo, N. Y. Anyone knowing his whereabouts please notify his brother, J. Marjama, 51 South St., New York, N. Y. 9-1-15

Hans Nilson, a native of Tonsberg, Norway, was last heard from at Mobile, Ala., is inquired for by his mother. Anyone knowing his whereabouts kindly notify Louis Donald, Norwegian Vice Consul, 77 St. Francis St., Mobile, Ala. 12-22-15

Anyone knowing the whereabouts of Peter Ljung, age 40, a member of Alaska Fishermen's Union, will please communicate with Mrs. Peter Ljung, 2342 East 16th Street, Oakland, Cal. 1-5-16

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Ingvald Andreas Hansen, alias Andrew Hansen, a native of Norway, age about 36; tall, dark; last heard of July, 1905. His address then was, Andrew Hansen, Karluk, Kodiak Island, Alaska. He is inquired for by his mother. Anyone knowing his whereabouts please notify Staff Captain Robert Smith, district officer, native work, Alaska, Box 925, Wrangell. 4-3-15



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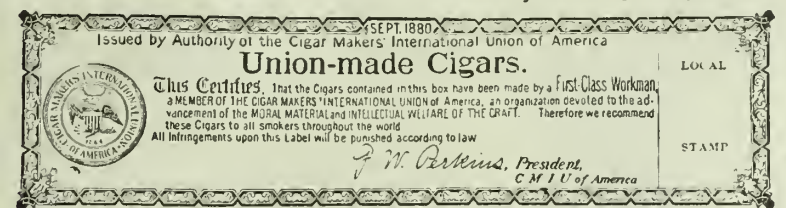
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## News from Abroad.

The commander of the naval di-  
vision at Lisbon, Portugal, appar-  
ently of his own initiative, took forcible  
possession of thirty-six German  
and Austrian vessels lying in the  
Tagus River, hoisted the Portuguese  
colors on them and saluted them  
with a twenty-one gun salute from  
the Portuguese fleet.

Because the German military au-  
thorities in Belgium fined the village  
of Boitesford, near Brussels, \$1250  
on account of the suicide of one of  
its citizens by shooting, the burgo-  
master is said to have posted a card  
reading: "If it is necessary to com-  
mit suicide, please drown or hang  
yourself."

The warnings sent out with refer-  
ence to vessels leaving Archangel be-  
fore the end of the year appear to  
have been well justified, as it is  
understood that something like a  
hundred steamers have been caught  
in the ice through remaining at  
Archangel too long. It is reported  
that about 70 British steamers re-  
quisitioned by the Admiralty have  
been frozen in and will probably re-  
main there until next May. Five or  
six vessels of the Russian Volunteer  
fleet are also imprisoned.

Trade guilds and associations in  
Kobe, Yokohama, Nagoya, and other  
places have started a concerted move-  
ment to memorialize the Japanese  
Government, praying for the read-  
justment of tonnage of subsidized  
steamship companies so as to provide  
hold space for large quantities of  
goods awaiting shipment. The Sam-  
pachi Kai, an association of Kobe  
exporters, contemplates asking the  
Government to place the three Ger-  
man steamers captured at Tsingtau  
at the disposal of the Nippon Yusen  
Kaisha and to remove a few steamers  
from the Formosan run to the Eu-  
ropean service.

Roumania appears to have been  
much impressed by the strength of  
the Russian advance, and is supposed  
to be nearing the time of joining the  
allies. Her mobilization is said to  
be complete. Bulgaria appears to be  
in dread of an invasion from Rou-  
mania, and hesitates to make further  
advances against the allies at Sa-  
loniki. The attack on the allies ap-  
pears to have been indefinitely post-  
poned because of lack of reward for  
the Bulgarians, and the threatening  
meins of Roumania. Bulgarian troops  
are reported in the vicinity of Av-  
lona, Albania; but their advance and  
that of the Austrians consists of  
forces insufficient to engage the  
troops at the port.

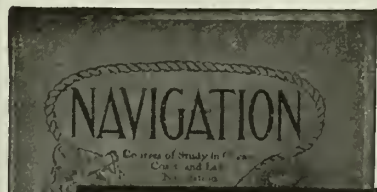
A British shipowning firm an-  
nounced that they had received news  
from their Archangel agents stating  
that the steamer "Sappho" has been  
located fast in the ice. Owing to  
the heavy state of the ice the ice-  
breaker was not able to get within a  
mile of the ship. A party was sent  
on board, and found the ship aban-  
doned, with no information left as  
to the crew. The second officer and  
four seamen landed at Cape Sosno-  
vet, and are now in hospital under-  
going treatment for frost bite. There  
is no news regarding the captain,  
Martin, and the remaining members  
of the crew, but instructions have  
been issued to Archangel to organize  
search parties, as it is possible these  
men may be at some outlying Lap-  
land village. Every effort is being  
made to discover their whereabouts.

### INFORMATION WANTED.

Anyone knowing the whereabouts  
of Thomas Rowe (now aged about  
74), who was at one time a seaman  
and longshoreman on the Pacific  
Coast and also served in the Pacific  
Coast Navy Yards, will greatly oblige  
inquiring relatives by supplying such  
information. Address, Editor, Coast  
Seamen's Journal. 1-5-6

Any information regarding Wilhelm  
Kuhme, age 27, a native of Germany,  
who was supposed to have been  
drowned in the wreck of the steam  
schooner "Francis H. Leggett," Sep-  
tember 18, 1914, will be thankfully re-  
ceived by the German Consul, San  
Francisco, Cal. 1-19-16

Iwar Westerberg, age about 50,  
sailing second mate on some steam  
schooner on the Pacific Coast, is in-  
quired for by Gus Englund. Any in-  
formation regarding the above named  
will be gladly received at 214 Jack-  
son street, San Francisco, Cal. 1-27-15



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### With the Wits.

Infantile Wisdom.—Knicker—Who does the baby look like?

Bocker—He is neutral.—New York Times.

Modern Way.—Fluddub—Isn't there some fable about the ass disguising himself with a lion's skin?

Synicus—Yes, but now the colleges do the trick with a sheepskin.—Buffalo Courier.

Unfair.—"Oh, no," soliloquized Johnny bitterly; "there ain't any favorites in this family! Oh, no! If I bite my finger-nails I get a rap on the knuckles, but if the baby eats his whole foot they think it's cute."—Ladies' Home Journal.

He Meant Well.—Niece—I do think you are clever, aunt, to be able to argue with the professor about sociology.

Aunt—I've only been concealing my ignorance, dear.

Professor Bilks (gallantly)—Oh, no, Miss Knowles. Quite the contrary, I assure you.—Boston Transcript.

Perfect Fit.—"Yes, grandma, I am to be married during the bright and glad some yuletide."

"But, my dear," said grandma, earnestly, "you are very young. Do you feel that you are fitted for married life?"

"I am being fitted now, grandma," explained the prospective bride sweetly. "Seventeen gowns!"—Louisville Courier-Journal.

A True Prophet.—One of the attractions of the church fete was a fortune-teller's tent.

A lady took her ten-year-old, red-haired, freckled son inside. The woman of wisdom bent over the crystal ball.

"Your son will be a very distinguished man if he lives long enough!" she murmured in deep, mysterious tones.

"Oh, how nice," gushed the proud mother. "And what will he be distinguished for?"

"For old age," replied the fortune-teller slowly.—Knoxville Sentinel.

### Children's Accounts

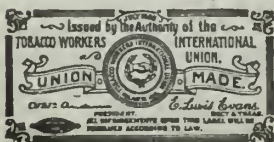
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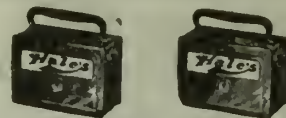
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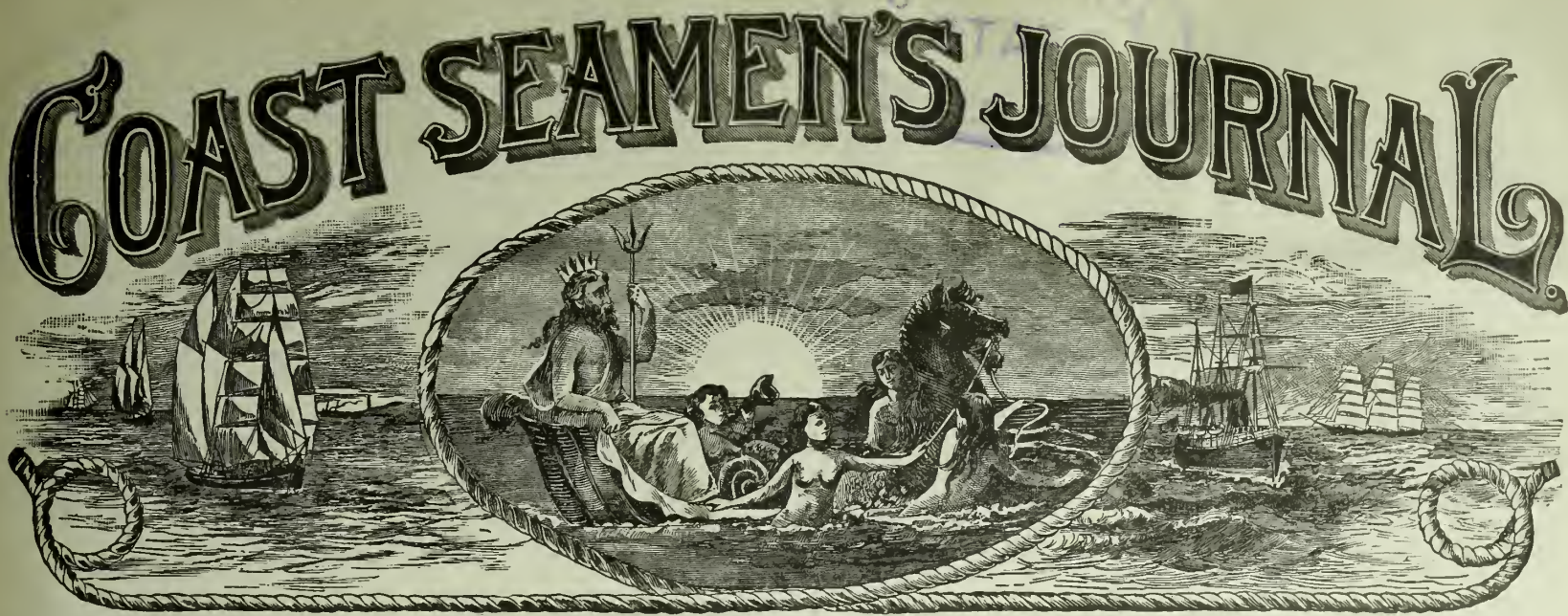
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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXIX, No. 27.

SAN FRANCISCO, WEDNESDAY, MARCH 15, 1916.

Whole No. 2373.

## CALIFORNIA'S COMPENSATION LAW.

### The Complex Question of Its Application to Seamen.

Practically every maritime nation, except America, has made some provisions for the victims of industrial accidents in the maritime occupations.

It is true that several of the more progressive States in this country have attempted to protect seamen as well as other workers who suffered injury or death through accidents in the respective industries. Unfortunately, there has been a seemingly never-ending legal conflict as to the right of States to enact laws for the protection of seamen and their dependents.

In California the struggle between these two viewpoints has been particularly in the public eye.

Upon request of the Journal, Mr. Chris. M. Bradley has prepared an interesting and instructive report upon the general subject. The statement, having been written especially for the Journal and the information of seamen, is a most timely contribution which will doubtless help to answer many queries as to State compensation legislation for seamen. The report follows, in full:

#### Industrial Accident Commission of the State of California.

Underwood Building, San Francisco.  
March 10, 1916.

Editor, Coast Seamen's Journal,  
San Francisco, California.

Dear Sir:—I have the honor to respond to your request for a short memorandum concerning the application of the Workmen's Compensation, Insurance and Safety Act to injuries suffered by seamen and men employed in maritime occupations. I find some difficulty in putting these questions plainly before you without presenting extended authorities by way of court decisions to explain the two opposite views, the one held by this office—to the effect that the compensation statute may operate concurrently with the admiralty law, and the other, an opposite one, that the admiralty law wholly excludes the operation of this law by virtue of the Constitution of the United States and the judiciary acts enacted by Congress.

You will readily see that the problem involved is a most complex legal one, that is, a problem of jurisdiction, conflict of laws, and competing tribunals. Furthermore, the problem is presented in many different aspects with reference to the place in which an injury may be sustained or a death may be suffered; that is, whether upon the navigable rivers of the State, the bay and other navigable waters of the State, within the ebb and flow of the tide, within the three mile limit, upon the high seas, in the ports of a sister State, or in foreign ports. Incidentally, again, we have the question—whether or not the California Legislature can enact a statute to operate without the physical boundaries of the State. It has been insistently contended that the Legislature cannot extend its law extraterritorially. However, a number of courts of last resort have held that the Legislature can do so where the statute contains appropriate language for

that purpose. The California statute does not contain such language, and if we are to say that it extends extraterritorially in its operation it must be by inference and because the statute itself is made a part of the contract of hire between the employer and employee.

California being a maritime State, one of the first questions that came to the Commission was as to how far the compensation statute covered maritime injuries and deaths. The Commission took the position that in all cases where a ship-owner and the employee were residents of the State of California, and the contract of hire was made in the State of California, the compensation statute would apply without respect to where the injury occurred; that is, it would apply concurrently with the remedy in admiralty courts, and not to the exclusion of the remedy in admiralty courts. No State can enact a law excluding admiralty jurisdiction, by reason of the express grant of judicial power contained in the Constitution of the United States, Article III, Section 2:

"The judicial power shall extend . . . to all cases of admiralty and maritime jurisdiction."

But this has been qualified by the following, appearing in Section 24 of the Judicial Code of the United States:

"Saving to suitors in all cases the right of a common law remedy where the common law is competent to give it."

A number of State courts have held that the saving clause, above quoted, will permit the operation of a compensation statute, in all cases, concurrently with a remedy in admiralty. The controversy, so far as there has been any, has turned upon the meaning of a "common law remedy." The Court of Appeal of the Second Appellate District of California laid down the following rule in a decision rendered last June:

"The clause 'Saving to suitors a common law remedy where the common law is competent to give it,' is intended to save the remedy or right of action in those courts which proceed according to the course of common law, as distinguished from admiralty proceedings, and the words 'common law remedy' do not necessarily imply an action or remedy obtainable in a common law court, but are equivalent to 'the means employed to enforce a right or redress an injury,' nor are they limited to such causes of action as were known to the common law at the time of the passage of the Judiciary Act."

The decision quoted from expresses precisely the rule established by the Industrial Accident Commission, upon the advice of the writer, prior to the decision by Justice James in the case above quoted, and prior to the decision of any court of last resort dealing with a compensation statute and with the question—as to its concurrent operation with the admiralty law. With one single exception, in the State of Washington, all State courts which have had occasion to pass upon this question have laid down the same rule as expressed in the above quotation.

For your information I will state that there are two cases now pending in the Supreme Court of the United States upon this precise question, and upon appeals from the States of New York

and Connecticut, whose courts of last resort took the same view as has been taken by the Industrial Accident Commission. These cases were orally argued in the United States Supreme Court last week and should be decided shortly. In all likelihood no decision will be made by our Supreme Court prior to a decision by the Supreme Court of the United States, which will be controlling.

You will understand that in the event it is held by the courts that the admiralty law furnishes the exclusive remedy for the injury and death of these classes of workmen, it will mean that such jurisdiction is exclusive upon all navigable waters, including waters artificially made navigable, within the State.

I am not certain that I have given you the definite information you request, but inasmuch as your request was a general one I have given you only general information. Should you desire something further you are at liberty to call upon me for an expression of opinion.

#### Cases pending:

S. F. No. 7398—Pacific SS. Co. vs. Industrial Accident Commission. George Rose, applicant. This accident occurred on the high seas on board a California ship. Both the employer and the employee were residents of California and the contract of hire was made in this State.

S. F. No. 7432—Alaska Salmon Co. vs. Pillsbury, et al. Oscar Anderson, applicant. The contract of hire was to go to Alaska and work in the fisheries there, and to return to San Francisco. The injury occurred in Alaska, on board ship. This was a California employer, a California employee, and a California ship. The contract of hire was made here.

S. F. No. 7489—Pacific SS. Co. vs. Industrial Accident Commission. Bolger, applicant. Claim for death benefit. This claim arose out of the sinking of the SS. "Eureka" within the three-mile limit. Contract of hire made here between California employer and California employee.

S. F. 7507—Alaska Pacific SS. Co. vs. Pillsbury, et al. Thomas Carrol, applicant. Applicant was a stevedore and was injured on board ship at the port of San Francisco. California employer and California employee.

S. F. No. 7512—SS. Bowdoin Co. vs. Pillsbury, et al. Harry Sievers, applicant. Applicant was injured on board ship at Eureka. Injured man is a citizen of Germany but a resident of California. California employer. Contract of hire made here.

S. F. No. 7537—Pacific SS. Co. vs. Industrial Accident Commission. Falvik, applicant. Same question.

S. F. No. 7584—Tallac Co. vs. Pillsbury, et al. Classen, applicant. Same question.

S. F. No. 7245—Emil T. Kruse vs. Pillsbury, et al. Mary Sandberg applicant. Employee killed on board vessel at Hoquiam, Washington. California employer and California employee. Contract of hire made in California.

There are several other cases of injury to seamen and stevedores, involving questions other than maritime questions, in which the question of jurisdiction has not been raised.

Respectfully yours,

(Signed) CHRIS. M. BRADLEY, Attorney.



## THE GERMAN SOCIALISTS.

As a result of the war German Social Democracy is now divided in two groups. The New York Volkszeitung recently analyzed the relative strength of the two wings and finds that 67 of the 110 Socialist members in the Reichstag adhere to the policy of supporting the government till the war is over. The remaining 43 members either voted in the negative on the passage of the fifth war credit measure, or signified their protest by leaving the hall.

Shortly after the last general election for the German Reichstag the editor of the JOURNAL prepared an article upon the success of the Socialists which was considered quite remarkable at the time. The manuscript, however, has remained unpublished. In view of recent developments in international working class politics its publication seems timely right now.

The article follows:

So much contradictory matter has been published about the success of the Socialists in Germany and the result of political action by the German workers in general that an effort has been made to gather the actual facts and figures relating particularly to the last (1912) election and the Socialists' prospects of ultimately gaining a majority in the German House of Representatives, which is called "Reichstag." The sources of information have been several of the leading official German trade-union papers, principally the "Correspondenzblatt der Generalkommission der Gewerkschaften Deutschlands," the "Courier" which is the organ of the Transportworkers' Union, and "Der Seemann," the Seamen's Unions' publication.

By way of preface it should be said that the constitution of the German empire dates from April 16, 1871. The states of Germany form, according to its terms, "an eternal union for the protection of the realm and the welfare of the German people." The emperor represents Germany internationally, and has the right to declare war, make peace, and enter into relations with other nations, if not otherwise provided by the constitution. Offensive war can be declared by the emperor only with the approval of the Bundesrath and the Reichstag. Legislative power rests in these two bodies. The Bundesrath, presided over by the chancellor, is an upper federal council, and represents the individual states of Germany. It is composed of 58 members—17 from Prussia, 6 Bavaria, 4 Saxony, 4 Wurttemberg, 3 Baden, etc.—appointed by the governments of the different states. The Reichstag has 397 members who are elected for five years by universal (male) suffrage. Since May 21, 1906, the members of the Reichstag receive \$750 for the session with \$5.00 reduction for each day's absence. During sessions, and one week previous and after, the members travel free over German railways.

The Bundesrath and Reichstag both meet annually, convoked by the emperor, who has the right to prorogue and dissolve the Reichstag on vote of the Bundesrath, though the Reichstag cannot be prorogued for over thirty days without its own consent, and in case of dissolution must be reelected in sixty and convoked in ninety days. All laws for the empire must have a majority in both houses, and the emperor can veto no laws passed by them.

Local government in the empire varies very largely between the different states. Each state has its own constitution, government, legislature (usually bicameral), and laws. The suffrage, too, in the states varies very materially, and in general is much more limited than for the empire. The Prussian suffrage, which is justly held up as a "horrible" example, is divided into three classes, according to the amount of taxes they pay, very much favoring the upper classes. There is a tendency, against which the reader should be guarded, to conflict the abominable ancient Prussian suffrage with the modern German universal manhood suffrage under which members of the Reichstag are elected.

But to return to the success of the German Socialists at the last election.

The result of that election gave the Socialists 110 representatives in the Reichstag which, it will be recalled, is composed of 397 members. The total vote cast was 12,206,808, of which the candidates of the Socialists received 4,250,329 votes, an increase of nearly one million votes in five years. Reduced to percentages the Socialists received 34.81% of the total vote cast, but their representation in the Reichstag amounts to only 27.95%.

Representatives to the Reichstag are elected by majority vote (not plurality). If any candidate in a given district fails to receive a majority over all opponents at the first election, a second election is held in which only two candidates having received the highest vote are eligible. Only 64 of the 110 Socialists elected received their majority at the first election; the re-

maining 46 were elected with the assistance of voters whose first choice was for candidates of other parties. In the 287 districts represented by candidates of different parties other than Socialists the percentage of votes received by the Socialist candidates was as follows:

In 12 districts, less than 1% Socialist vote.  
In 42 districts, 1% to 5% Socialist vote.  
In 70 districts, 5% to 10% Socialist vote.  
In 87 districts, 10% to 25% Socialist vote.  
In 64 districts, 25% to 33 1/3% Socialist vote.  
In 12 districts, 33 1/3% to 47 1/2% Socialist vote.

If at the elections to be held in 5, 10 or 15 years hence, the Socialists should retain all districts carried at the recent election and capture all districts where at this election their candidates received 25% or more of the total vote, they would still be short of a majority in the Reichstag, for the opposing parties would have 211 seats against the Socialists' 186.

That even the greatest optimist cannot hope for such results is pointed out by one of our authorities for these figures. Attention is called to the fact that notwithstanding the great increase in the total Socialist vote 12 of the 53 districts won by that party in 1907 were lost again at the last election, while there were no less than 16 districts in which the Socialist vote suffered an actual decrease compared with the election of 1907, and 34 districts recorded a lower Socialist vote than was cast in 1903. Further, there were 31 districts where the increase in the Socialist vote was less than 250, and 33 districts where the increase was from 250-500 only.

The heavy gains in the Socialist vote were made mostly in such districts which were already reasonably "safe." For instance, the nine districts showing the largest gains, recorded a total increase of 232,783 votes, or 23% of the entire gain.

The concentration of Socialist votes is made plain by the following figures:

| Districts                                  | Socialists Gain |
|--|-----------------|
| 37 each gained more than 5,000 votes....   | 418,512         |
| 48 each gained from 3,000 to 5,000 votes.. | 182,399         |
| 85 together had increase of.....           | 600,911         |
| 211 remaining districts gained.....        | 390,398         |

It must be admitted, therefore, that ultimate success, i. e., gaining a majority in the Reichstag, is not so much a question of votes as it is a question of being able to force a reapportionment of the 397 districts. In America Congressional districts are reapportioned every ten years. In Germany there has been no reapportionment since the formation of the present empire in 1871.

Since that time there has been a tremendous growth in the population of the cities while in a few instances country districts have actually suffered a decrease in population. As a result some members of the Reichstag (usually from conservative districts) are elected by few thousand votes while others (usually from the radical city districts) have received as many as 160,000 votes, and over. And the significant fact is that it does not seem likely that those who gain by the present inequitable apportionment will consent to any change until compelled to do so.

How soon will the German Socialist be able to force that issue?

## "THE LONGSHOREMEN."

There has just come to hand fresh from the press a cloth-bound volume of 287 pages entitled "The Longshoremen." The book is issued under the auspices of the Russell Sage Foundation "in answer to an obvious need." The obvious need is outlined in the introduction, as follows:

"The most conspicuous fact concerning the longshoreman is his inconspicuousness. Libraries, statistical reports, labor histories almost without exception ignore him or misstate his case. The records of civic betterment of New York City, written in vast numbers of institutions for the welfare of wage workers, contain this entry: one Longshoremen's Rest.

"Extraordinary as the omission appears it is true that no reliable official data regarding longshoremen in the United States have been collected. The dock department of the port of New York gathers none; the municipality gathers none; nor has the Federal Government with all its vast machinery any reliable statistics on the subject. Even the State reports must be discounted because of their incompleteness."

As indicated, this "study of longshoremen" is the result of an effort at the gath-

ering and compiling of facts and reliable data upon that class of workers. Its aim, as given in the preface, "is to give a picture of the men, of the conditions of labor which affect them, of the relations existing between them and their employers and bosses, and of their own efforts to co-operate with one another in trying to improve their lot in life."

The titles of the 10 chapters give a fairly good summary of the book's contents. They are as follows:

I. The Ship Comes In; II. The Longshoremen—Nationalities on the Waterfront; III. The Longshoremen—Characteristics and Opportunities; IV. Longshore Work; V. Methods of Hiring and Irregularity of the Employment; Methods of Hiring; VI. Wages and Earnings; VII. Early Unions and Strikes; VIII. Organization Since 1896; IX. Risks of the Trade; X. Conclusion.

In the Appendix are contained the following interesting sub-divisions:

A. Some Aspects of Longshore Work in Boston; B. Dock Labor in London; C. An Attempt to Decasualize Dock Labor in Liverpool; D. Attempts to Improve the Conditions of Dock Labor in England by Legislation; E. The Harbor Workers of Hamburg; F. Factory and Workshop Act of Great Britain, 1895; G. Statutory Rules and Orders, 1904, No. 1617; H. Accident Prevention Regulations for the Stevedoring Industry; I. Regulations for the Prevention of Accidents, Hamburg, Germany; J. Dearth of Data Concerning Longshore Work; K. Development in Methods of Work Since 1860; L. Aims and Dates of Organization of Longshore Unions.

The book is profusely illustrated, well indexed and should form a useful addition to any library claiming to be up-to-date in economic works. The publishers are the "Survey Associates, Inc.," 105 East 22nd street, New York City.

An interesting controversy is on in Canada in regard to the authorized use of the British union jack. This, of course, is the union flag of Great Britain and Ireland. It gets its name from the fact that it was first flown on the jack-staff, at the end of the bowsprit, of a man-o'-war. The union jack in miniature is placed in the corner of a plain red flag, called the red ensign, to distinguish a British merchantman. Canada adds to the red ensign by placing the original Canadian shield, made up of the coats of arms of Nova Scotia, New Brunswick, Quebec and Ontario, on the red field. The Canadian red ensign marks a Dominion merchant ship. Recently General Baden-Powell was quoted as saying that private individuals on land should fly the red ensign, not the union jack. Canadians, however, prefer to look to Sir Joseph Pope's pamphlet, "The Flag of Canada," for guidance. That publication contains letters from the King's private secretary and the colonial secretary stating that "the union jack, being the national flag, may be flown by British subjects, private or official, on land."

Volumes to the number of 6000, which were sent by France to the Panama-Pacific Exposition at San Francisco as a mirror of her best thought, past and present, are to become the property of the University of California as the gift of the republic.



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## Decisions of A. F. of L. Executive Council.

At the quarterly meeting of the American Federation of Labor Executive Council just held in Washington, D. C., the following were among the more important decisions agreed to:

Indorsement of the proposed Oregon law to end land monopoly and land speculation in that State. This act was initiated by the Central Labor Council of Portland, Oregon, as a result of a study of the unemployment evil.

The Executive Council will urge the enactment of a graduated income tax on the principle for which it has declared and emphasized by the American Federation of Labor, this tax to be so graduated that wealth and its accumulations shall contribute a larger proportionate share than now.

Under authority of the San Francisco convention the Executive Council will, in the very near future, send a communication to the central organized labor movement of the various European countries regarding the holding of a world's labor congress at the same time and place when the various governments shall meet to determine upon the terms of peace between the various warring nations.

A special effort will be made to organize the migratory workers throughout the country. Central bodies will be called upon to assist.

Under authority of the San Francisco convention an assessment of 1 cent will be levied in the very near future for the purpose of extending the campaign of organizing women wage earners.

The Executive Council protested against the proposed bill for increasing the hours of work for Government employes in Washington.

President Gompers was authorized to carry out the instructions of the San Francisco convention regarding the enforcement of the Federal Eight-Hour law. Department officials will be urged to have their respective subordinates insist that the law be observed by contractors.

The following resolution was adopted:

"That the Executive Council of the American Federation of Labor declares that it will carry into effect the resolution adopted by the San Francisco convention of the American Federation of Labor which deplores the injustice and discrimination inflicted upon the Jewish people, and we urge upon the responsible representatives of the Government of the United States that they use their good offices in securing the consent of the governments of countries in which discrimination and injustice have been practiced against any people on account of their religious belief, to the discontinuance of this persecution, which is at variance with the principles of justice and humanity."

The Executive Council indorsed the position of the organized labor movement of Porto Rico that the Congress of the United States ought to have made a federal investigation of economic and social conditions on the island before taking any steps to formulate a new organic act for the government of the people of Porto Rico. It was agreed that steps be taken to urge upon Congress

the wisdom of the demands of the people of Porto Rico, as no government for the island can be effective that is not based upon correct information of social and economic conditions and does not take into consideration those needs of Porto Ricans.

It was reported that the committee appointed to investigate unemployment and vagrancy laws, under authority of the San Francisco convention, is making progress. The Executive Council expects to make a complete report on this question at the next convention.

The Executive Council designated July 4 as the day for the dedication of the new American Federation of Labor office building.

## Model Homes Planned.

The Housing Committee of the Pittsburgh (Pa.) Chamber of Commerce finds that many laborers in the city live in hovels and return from their work to crawl into bed immediately after another laborer crawls out. One member of the committee declares that "investigations" will not solve the question of insanitary tenements—cheap homes must be provided for these so-called "hard-bone" labor men.

The committee has worked out a plan for housing about sixty families and believes this plan should be accepted by those people, who, it is stated, "have been in the habit of crying for better homes for the poor in a merely sentimental way, exploiting the needs and miseries of working people."

"Now let these people get busy or shut up about housing conditions. We are going to build some ourselves—as a practical demonstration," the committee continues.

To prove that the venture is perfectly "practical," the committee reports that these homes can be rented for from \$14 to \$16 a month and will yield a profit of 7 per cent. to the owner.

## Four Men Control Anti-Union Scheme.

Four men control the National Council for Industrial Defense, said Senator Kenyon in his speech favoring the Keating-Owen Child Labor bill.

The council is an off-shoot of the National Association of Manufacturers, and its attorney, James Emery, recently appeared before the Senate committee in opposition to the bill. Senator Kenyon made extensive reference to the Congressional investigation that resulted in an expose of legislative methods of the discredited National Association of Manufacturers, "which," Senator Kenyon declared, "has a good deal of nerve to come into the committee rooms of Congress and fight legislation, in view of past legislative history."

"The lobbyist investigation conducted by Congress, clearly shows," continued the Senator, "that the three men who were engaged in managing this association were Mr. Schwedtmann, Col. Mulhall, and Mr. Emery, and that Mr. Kirby gave his acquiescence to many things. Whether he knew the details or not may be said to be a question. My conclusion, after reading this evidence, was that the National Council for Industrial Defense was, in fact, these four men, and that

(Continued on Page 10.)

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

### AUSTRALASIA.

Federated Seamen's Union of Australasia.  
29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

### GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeld Bldgs., 22 Canning Place, Liverpool.

### BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

### GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

### FRANCE.

Federation National des Syndicats des Inscriptions, Maritimes de France, 33 Rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

### NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

### SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgaten 1 B., Sweden.

### DENMARK.

Somandenes Forbund, Toldbogade 15, Kobenhavn.

Sofryboderenes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restauranters Forening, Nyhavn 17, Kobenhavn.

### HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandse Zeemansvereniging "Vollharding," Veerhaven 14c, Rotterdam.

### ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

### AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

### SPAIN.

Sociedad Sindical de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

### URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

### ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

### BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

### SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



## World's Workers.

A serious dispute between timber-getters and wood companies which supply the mines at Kalgoorlie, Australia, has thrown 3,000 men out of employment.

The special correspondent of the Echo de Paris at Salonica telegraphs that Serbian refugees have received news from their relatives who remained in Serbia stating that the Germans have taken away from all the villages men, women, boys and girls and have transported them to Germany, telling them that they will have to work in German factories and on the land.

The coal owners of Lancashire have undertaken that no general notice to terminate contracts shall be given at any colliery, and the miners on their part undertake that no general strike or cessation of work shall take place at any colliery in Lancashire and Cheshire during the period of the war, and a further period of six months. It has also been agreed that any general dispute in the counties on a matter affecting the whole conciliation board area shall be referred for final settlement to the conciliation board, and the rules of procedure of the board, including the decision of the outside chairman, in the event of the parties being unable to agree, shall apply to the consideration of the settlement of such disputes, and the decision so arrived at shall be accepted by and be binding upon both parties.

The Canadian Labor Gazette reports that the fair wages branch of the Department of Labor has been strengthened by the appointment of an officer who will make his headquarters at Saskatoon, Mr. Frederick E. Harrison, mayor of that city for the past three years, having accepted the position. Work in Western Canada falling to this branch of the department has been performed hitherto by officers stationed respectively at Winnipeg and Vancouver. While construction of public buildings has not been since the commencement of the war pressed forward in most parts of the Dominion, orders for war munitions of various kinds are causing activity in the great majority of the factories and workshops in the western cities, and matters are continually arising which need the attention of the fair wages officers, by way of inspection, regulation of wages, and conciliation.

A meeting under the auspices of the Glasgow (Scotland) labor party housing committee was held in Glasgow recently, and was attended by 786 delegates, representing 362 trade unions, co-operative societies, guilds and other bodies. William Gallacher, director of the Scottish Co-operative Wholesale Society, who presided, said that the recent rents and mortgages act of Parliament was a victory for working-class solidarity. But the act did not touch the root of the trouble, the providing of more and better houses. Private enterprise had failed, and housing had become a great civic and national question. The question of interest was the great bugbear to housing reform. The State must advance money, and municipalities must administer it. It must be cheap money—money free of interest altogether—if the housing problem in this country was ever to be solved. If money could be found for the war, it could also be found for housing.

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Blom, Ernest      Konig, D.  
Christiansen, Anton      Nielsen, Harold  
Christiansen, A.      Olander, Ed  
Doris, Geo.      Thomson, John  
Eckart, T. G.

### INFORMATION WANTED.

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15

### M. BROWN and SONS

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### INFORMATION WANTED.

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

Vencelus Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolamo Durbich, Zurich, Switzerland. 7-28-15

Peder Bjorback, supposed to be a sailor on the Pacific coast, and a native of Norway, is inquired for. Anyone knowing his whereabouts please notify Mrs. Mildred Baxter, Box 27, R. F. D. No. 5, Seattle, Wash. 2-2-16

Adolph Krakan, last heard of at Port Pirie, January, 1912, and again in March, 1913, from Warumbo, 118 miles from Adelaide, South Australia, is inquired for by his mother at Hamburg, Germany. 8-25-15

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## San Pedro Letter List.

|                        |                     |
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| Andersen, Albert       | Leideker, Elith     |
| Andersen, Ernst J.     | Lalan, Joe          |
| Andersson, Oskar       | Lindholm, Chas.     |
| Andersen, Sven         | Mansen, Peter       |
| Alexander, P.          | Miller, W.          |
| Anderson, Martin       | Melson, Wm. E.      |
| -1894                  | Mikalsen, Andreas   |
| Bentsen, Hans B.       | Malm, Gustaf        |
| Brein, Hans            | Mesak, E.           |
| Bergman, Leo           | Naylor, Harry       |
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| Evans, John            | Owen, Fred          |
| Eriksen, Lars          | Palmquist, Albert   |
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| Frost, Hans            | Pintz, Johan        |
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| Hansen, Charly         | Sjoholm, Gustav     |
| Illig, Theo.           | -1542               |
| Johnson, John          | Soderlund, Anton    |
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| Janson, Dick           | Shallies, Gust      |
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Anderson, John E.      Nelsen, C. F.  
Burk, Harry -1284      Petersen, Carl  
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Eugenlo, John      Reltner, Fritz  
Ekelund, Rlekhard      Solberg, B. P.  
Ivertsen, Sigvald B.      Strand, Conrad  
Lengwenus, W. L.      Thompson, Emil N.  
Moller, F.      2-9-16

### INFORMATION WANTED.

The following-named members of the crew of the "Watson," at the time she picked up the "Camino," can get their salvage money by calling on F. R. Wall, 324 Merchants Exchange Building, on California street, near Montgomery: L. T. Omholt and Martin Peterson. 2-9-16

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio. 3-24-15

Anders C. Anderson, a native of Norway, who left his personal effects at Port San Luis, Cal., after leaving a ship at that place, is inquired for. Anyone knowing his whereabouts please notify D. R. Jacks, Deputy Collector of Customs, Port San Luis, Cal. 12-22-15

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Anyone knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St. 8-11-1915

Olai Ingebrigtsen (Brock), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American bark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469—49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Steuart street, San Francisco, Cal. 8-4-15

Oscar Olsen, age 37, a native of Hallerna, near Gothenborg, Sweden, who was sailing on the Great Lakes about three years ago, is inquired for by John V. Olsen, Sun Company, Marcus Hook, Pa. 5-26-15



## Pacific Coast Marine.

The Dutch steamers "Equador," "Columbia" and "Venzuela," recently purchased by W. R. Grace & Co., have been admitted to American registry.

W. H. Stewart, who has been Lloyd's surveyor at San Francisco for the past fifteen years, has resigned the position and engaged in business as a consulting engineer and marine surveyor.

Inaugurating the new service of R. N. Vail, the power schooner Vaquero sailed from San Pedro for Mazatlan during the past week with a cargo of cement, foodstuffs and oil products. The vessel will make the round trip twice a month.

The schooners "R. C. Slade," on the way from Australia; "Edward R. West," en route to Australia; "Watson A. West," in Puget Sound, and "Jane L. Sanford" were reported sold by the S. E. Slade Lumber Company. The names of the purchasers and the amount involved in the transaction are withheld by company officials.

One of the ship sales of the week was reported in the disposal of the steamship "Willapa," a vessel of 752 gross tons, by Sudden & Christensen to L. Frieberg of Cincinnati. This sale, however, was later denied by the local firm. It is reported that negotiations have been on for some time and that indications are favorable to consummation.

An official statement has been issued from the offices of the Great Northern Pacific Steamship Company to the effect that the steamer "Great Northern" will be returned to the San Francisco-Flavel run next month, together with the "Northern Pacific." The statement was prompted by the fact that reports were said to be in circulation that the "Great Northern" would be kept permanently on the Honolulu run.

Announcement of the sale of a barge at fancy figures was made at San Francisco during the past week. The sale was by the Luckenbach Steamship Company, which disposed of the barge "Acapulco" to the Western Fuel Company for \$100,000. The Luckenbach Company purchased the steamer "Acapulco" from the Pacific Mail Steamship Company for \$7500 and converted her into the barge, which yesterday brought \$92,500 more than the purchase price.

The schooner "Snow & Burgess," owned in San Francisco, while bound from Adelaide for Sydney, according to advices received by the marine department of the Chamber of Commerce, grounded on Kingscote spit, but was assisted off apparently undamaged and proceeded. Upon discharging her cargo at Sydney the schooner will load coal and coke consigned to J. J. Moore & Co. of San Francisco. A. P. Lorentzen of San Francisco is managing owner of the schooner.

The Norwegian bark "Olive Bank" arrived at Astoria on March 6, 237 days from Rotterdam, and is under charter to Strauss & Co., to load grain in Portland. Captain Osterhus, master of the bark, says he came via the Cape of Good Hope and encountered calms and contrary winds. As a result of this he put into Callao on January 15th, short of provisions and with six members of his crew ill. He left the sick men there and, after completing his crew, sailed four days later. The balance of the trip was uneventful.

The Interstate Commerce Commission gave a decision recently upon the complaint of the city of Astoria, Ore., that Seattle, Tacoma and Astoria have a closer geographical and economic relation, one to the other, than is at this time reflected in the tariffs of the railroads, and that the present rate adjustments unduly discriminate against Astoria and unduly prefer the Puget Sound ports. The railroads are required to put Astoria on a parity of rates with Seattle, Tacoma and Portland and to make readjustments with respect to other portions of the territory involved.

Puget Sound lumber interests have dispatched a party to examine and report if the former Kosmos Line steamer "Sesostri," wrecked nine years ago near Ocos, Guatemala, can be floated. This party is headed by Captain W. A. Bissill, who superintended the floating of the wrecked steamer "Curacao" on Heceta Island in 1914. A channel had to be dug into Heceta Island into which the "Curacao" was dragged. In the case of the "Sesostri" a channel probably will have to be dredged from the ship to deep water, reversing the plan followed in the floating of the "Curacao."

Articles of incorporation for the Columbia River-Alaska Barge Service, Inc., were filed at Portland, Ore., and the service is intended to start early in the summer. The plan of the company is to operate a fleet of barges and tugs between here and Alaska ports as far north as Anchorage, the terminus of the Alaska Railroad. The north-bound cargoes will be made up of construction material. The south-bound cargoes will be coal from Vancouver Island. Contracts for north-bound cargoes sufficient to keep one tug and three barges busy all summer have been secured, declared James W. Crichton, president of the company.

The Chilean steamer "Manila" steamed from San Francisco during the past week for Port

Swettenham, Straits Settlements, with a cargo of 800 tons of dredging machinery. The "Manila" was bought to take the shipment to the Far East, as space on any regular steamer could not be secured, and after the delivery of the cargo the vessel is to go to Shanghai, where she has been sold. The "Manila" was a Spanish gunboat at the time of the Spanish-American war and was brought to Mare Island, where she served as a prison ship for several years. In order to make Singapore the "Manila" must call at Honolulu, Pago Pago, and other ports for coal.

Twelve and four-tenths knots was the speed for four hours over a measured course made by the new Union oil tanker "La Brea" on her trial trip around San Francisco bay, and officials of the Union Iron Works and of the Union Oil Company were both more than satisfied with the performance. "La Brea" is the first of two tankers to be built in San Francisco for the oil company and a sister ship will be ready for commission in about two weeks. The keel of "La Brea" was laid September 15th and the construction of the vessel sets a record never before attained in the United States, according to an official of the Iron Works. The vessel cost more than \$800,000, is 435 feet long, 56 feet beam, is 12,000 tons, and has a capacity of 84,000 barrels of oil.

Peter D. Milloy of New York, and H. M. Williams, a Portland ship broker, intend to operate a steamship line between Portland and the Orient. Articles of incorporation of the Oriental-Alliance Steamship Co. have been filed at Salem, Ore., the capital stock of the company being \$5,000,000. In addition to Milloy and Williams the name of E. V. Hoagland, Milloy's secretary, is included as an incorporator. Milloy is reputed to be the representative of the American Transatlantic Line, whose steamers have been blacklisted by the British Government, three of them being now held in prize. Williams was the founder of the Oregon & California Steamship Co., which operated the steamers "Eureka" and "Tampico" in Atlantic-Pacific trade till the Panama Canal closed.

The proposed reclamation work on the Sacramento river certainly merits the close attention of the people of the Bay counties. The scheme that has been adopted is designed to rapidly carry off the great flood waters of heavy storms to the lower bays. If the 600,000,000 cubic yards of mining debris now lying in the Sacramento, Feather, Yuba, American and other streams emptying into that valley are to be carried down and deposited in the bays, their navigability will be destroyed. The War Department Engineers report that the beds of those rivers have been raised by debris from five feet at Suisun to eighty feet at Smartsville. The streets of Sacramento, Marysville, and other river cities are said now to be below this new bed of the rivers, and it is necessary to surround those cities with great levees to protect them from floods. If Suisun and San Pablo Bays are to be filled with this mining debris, Martinez, Antioch, Benicia, Vallejo, Napa, Petaluma and the other cities bordering on them and their sloughs and streams will be subject to similar overflow, and be compelled to build like defensive levees.

With the arrival in San Francisco late this month of Hiliard Rosencranz and Joseph J. Keegan the details of the plans for Orient trade out of this port by Gaston, Williams & Wigmore of New York will be made public. This company, which was formed recently in New York, has purchased six steamers, chartered six more, will take over two now building and proposes to have six additional vessels as soon as they can be secured. Keegan and Rosencranz are going to leave here early next month to handle the Orient end of the big shipping concern. They will make their headquarters in Shanghai. The six vessels purchased by the new company to operate at once are the "Virginia" of 4300 tons, the "Lord Dufferin" of 4664 tons, the "Carolyn" of 3141 tons, the "Eskasoni" of 2761 tons, the "Maryland" of 4731 tons, and the "O. H. Brown" of 1051 tons. The new company is to operate out of New York to Europe in both the passenger and freight business but practically all the steamers out of San Francisco will be freighters. It is the plan, according to advices from New York, to get a large proportion of the business in munitions and war materials now being shipped from Puget Sound to Vladivostok, and to ship the same from San Francisco. In addition, the company operating out of this port is to break into the trade which is now practically controlled by the Japanese liners and freighters. Freight is piling up in San Francisco every day awaiting shipment and every steamer departing for the Orient leaves a large amount of cargo behind.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

## International Seamen's Union of America

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TACOMA, Wash., 2218 North 30th St.  
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.  
ABERDEEN, Wash., P. O. Box 6.  
PORTLAND, Ore., 41 Union Ave., North.  
EUREKA, Cal., 227 First St., P. O. Box 61.  
SAN PEDRO, Cal., P. O. Box 67.  
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

(Continued on Page 11.)



## Coast Seamen's Journal

Published Weekly at San Francisco

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBURG ..... Editor  
I. M. HOLT ..... Manager

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### NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, MARCH 15, 1916.

### CLASS CONSCIOUS MERCHANTS.

The San Francisco Chamber of Commerce has voted almost unanimously in favor of re-establishing slavery upon foreign seamen in American ports. "Almost," but not altogether unanimous. In the interest of "cheap" transportation by water 530 local money bags have formally asked that the Seamen's old brand of bondage be restored. But, strange to relate, there were 13 (thirteen) merchants who held humanity and freedom should not be sacrificed at the shrine of the great American Dollar.

Five hundred and thirty were true to their class. To them the little stars in the American flag are but so many signs of the Dollar.

They think of nothing but \$'s.

They want nothing but \$'s. And they can not conceive why this foolish freedom talk of common wage workers, "foreigners" and only seamen at that, should be allowed to interfere with their one great object in life, the hoarding of the \$'s.

That there were thirteen voters in this mercenary brigade who could waive their own interests when involuntary servitude was made an issue is indeed hopeful.

Here's luck to those thirteen unknown souls! They broke away from the pack of wolves on the trail of human liberty. In a mob of shylocks they form a little group of true Americans and patriots who object to the imposition of slavery upon any human beings no matter how lowly or friendless. May fate be kind to those thirteen.

As for the 530 howling wolves let us not be too severe with them. In the manner of that noble champion of human rights, Secretary of Labor William B. Wilson, let us exclaim, in the language of Him who died upon the cross, "Forgive, forgive them, they know not what they do."

In a state of machine production the "superior race" is that whose character most closely resembles the characteristics of machinery—a large capacity for labor, little demand for rest, and no requirement for recreation.

### LOW WAGES VS. TRADITIONS.

"The best traditions of the sea" have received an awful jolt by James B. Connolly. This publicist, in an article appearing in the Metropolitan Magazine, shows by a recital of ample evidence how this "best tradition" bunk is assiduously fostered by shipowners to cover the negligence and inefficiency of overworked and underpaid officers and crews.

Mr. Connolly ridicules the notion that anyone but the owner has control over "licensed" ships' officers. He says "sometimes a combination of owners' representatives—a Board of Trade in London and by other names elsewhere—do the actual firing of the captain, but they do it in the interest of the owners, not the public; so it is the owners, not the public, that these captains are looking out for."

How nicely this cap fits our own Steamship Inspection Service under the command of General Uhler! And Mr. Connolly, without mentioning names, gives a striking example. He says:

Speaking about these Boards: Two coast passenger steamers came together in the fog off Cape Cod. A fine place to be going hooked up in a fog—off Cape Cod! They were violating the law, and they were lucky not to lose one or both ships with passengers; but the Board gave them a good slap on the wrist for that. It suspended one captain for fifteen days; the other for thirty. Would any captain dare to be careless after that?

Mr. Connolly makes no direct reference to the La Follette Seamen's Act but he thinks there is little hope for greater safety of life at sea until the "big companies make conditions such for the crews of their ships that competent men can see a chance for half a decent living in them."

That is, of course, precisely what the new law seeks to accomplish and will bring about if given half a chance by our own Government officials. As to the point frequently raised that most of the big steamship corporations doing business at our ports are not American and that therefore we cannot reach them Mr. Connolly wants to know "why we can't reach them?" His contention is: "If we can tell one foreign country that she must not kill American citizens on another foreign ship in war-time, we surely should be strong enough to tell them that they cannot kill innocent people on the deck of a ship in peace-time." Which, by the way, is a mighty good answer to many of the objections raised against the Seamen's Act.

Here again, without mentioning names, Mr. Connolly takes an unmerciful wallop at the machinations of such an alien-inspired body as the United States Chamber of Commerce which is now attempting to have repealed so much of the Seamen's law as is applicable to foreign ships touching at our ports.

All in all, Mr. Connolly has succeeded admirably in driving home some plain truths about safety of life at sea. As long as safety of life can be had only by reducing dividends, i. e., by the employment of more competent but, alas, also more expensive crews, we must not expect the ship-owner to take the lead in that direction. He must be gently guided or forced, if necessary, to recognize that safety of life is of greater importance than safety of dividends.

After all, the only difference between the labor trust and the capitalist trust is the difference between altruism and selfishness.

### NO ONE TO BLAME.

When the sickening horrors of the "Eastland" tragedy were made public the JOURNAL expressed the hope, that unlike previous disasters, this last heavy sacrifice of innocent women and babes had not been wholly in vain. But the old forlorn hope has been blasted; no less a person than a Federal judge having attended to the blasting.

Secretary of Commerce Redfield has just transmitted to Speaker Clark a transcript of the decision of Justice Sessions, of the United States District Court for the Western District of Michigan, entirely exonerating Robert Reid and Charles G. Eckliff, steamboat inspectors, from responsibility or blame in connection with the overturning or capsizing of the steamer "Eastland" at Chicago in July last, as a result of which more than 800 persons lost their lives. Secretary Redfield also announces that he has restored the inspectors to duty, rank and pay.

Officers of the company owning the "Eastland" and the captain and engineers of the vessel were also exonerated by the decision of Justice Sessions, which was made in proceedings instituted to remove the men from Michigan, their home, to Chicago for trial on three indictments on charges involving negligence in inspection and permitting the "Eastland," which, "it is alleged," was unseaworthy and topheavy, to carry passengers.

No one was to blame, it seems. Overcrowding of topheavy excursion steamers is just "normal." The judge has said so and that should settle it!

### NAVY YARD WORK.

For years the slogan of organized labor in this country has been that "as long as we must have battleships let us see to it that no private interests are enriched thereby." Accordingly organized labor has persistently urged the construction of battleships in the country's Navy Yards.

By comparison with private work the results of Government construction have been astonishing and it is pitiful to note the efforts of the "Scientific American" to discredit, even at this late day, the building of battleships in the Navy Yards.

Government statistics show that from 1890 to 1910, 514,000 tons of displacement of battleships and 149,000 tons of displacement of cruisers were constructed. Due to the agitation by organized labor for Government construction, private contractors reduced their prices in the same period of time to over \$130 per ton of displacement, the average deduction being equivalent to \$100 per ton. This means, in short, a saving to the people in the cost of battleships \$51,400,000, and of cruisers \$14,900,000; or a total of \$66,300,000 saved to the Government in twenty years through governmental competition, set in motion by the demands of organized labor, to construct these instruments of defense in Government works.

Yet, in the very face of this magnificent record, a publication calling itself "scientific" says: "Navy Yard work is more costly than private work."

The Labor World of Duluth has just entered upon the seventeenth year of its eventful career. As an ardent advocate and intelligent champion of straight trade-unionism the Labor World has few equals. More power to you, Brother McEwen!



## IMPRISONMENT WITHOUT TRIAL.

The current issue of "The Beacon," a live weekly published at Durban, South Africa, contains the following account of a seaman's imprisonment without trial:

On the 12th of November last, a seaman named Donovan missed his ship, whether purposely or otherwise has not been stated. He was arrested and imprisoned but has never been brought to trial. On the night of the 29th of December he was released and put on board of a ship sailing to New York. We know nothing more than we have stated, we have never seen the man and we hold no brief either for or against him. But we do protest most emphatically against this practice of inflicting imprisonment without giving speedy trial. If the man were guilty of the worst crime in the calendar we should still protest against this relic of barbarism as it undoubtedly is. He ought to have been tried long since, but apparently being a seaman from an English port, and with no connections here, it was possible to imprison him with impunity. One wonders if the principle of the Habeas Corpus Act has been completely forgotten by Englishmen in this English colony. We have had reason to say before that seamen are peculiarly in need of protection simply because the non-existence of an international authority makes it possible to use them harshly all over the world. Civilians would be well advised to press for a parliamentary question on this matter, for if seamen can be imprisoned without trial it is by no means beyond the bounds of probability that a landsman may also be so treated. This is a matter which affects the whole community, and not merely a section of it.

It is gratifying and refreshing to read this caustic comment from South Africa. It is a deplorable fact, however, that the seamen of all nations, except America, are still held to their "contracts of labor" or else suffer loss of freedom, i. e., imprisonment.

The new American Seamen's law is the first of its kind to abolish the imprisonment penalty that previously could be imposed upon all seamen for quitting work on a vessel in a foreign port. By its terms American consuls are released from their obligations to act as "slave catchers" for American ships in foreign ports. But the legislation goes further than that. It makes the soil of America sacred ground upon which no bondman may set foot without losing his fetters. In a word, the law has liberated seamen on American vessels in all ports of the world, and will in the very near future bestow the same freedom upon the seamen of every foreign vessel coming into American ports.

Our South African contemporary is to be commended for urging a parliamentary inquiry on that matter.

All-powerful British shipping interests are now at work in these United States to repeal so much of the Seamen's law as affects the liberty of foreign seamen coming to our shores. The international house of greed has practically conceded that compulsory servitude of American seamen can not be re-established. But they still harbor hopes of re-enacting the slave law which heretofore applied to seamen on foreign vessels when in the ports of this republic.

Hence it behooves the friends of freedom everywhere to carefully watch the activities of the ship-owning interests. For generations they have coined dividends at the expense of human liberty. Their present frame of mind is that compulsory servitude of seamen is a sort of vested right which belongs to the business of operating ships. And it should be the sacred duty of independent journalists in all countries to constantly bring home the facts as so briefly outlined herein.

For fair products of all kinds consult the JOURNAL's ad columns.

These are strenuous days in the White House. One day there is danger of diplomatic rupture with Germany, then with England, and again with Mexico. If President Wilson really wanted war with either or all of the three he could have had it long ago, for these are the days when it is the fashion to "stand by the President." But it is very evident that the President does not want war with any nation on earth unless placed in a position where it can not be avoided. With Roosevelt in the saddle the American nation would be in the thick of the world war right now. War vs. Peace was not the issue during the last presidential election, but subsequent events have made it clear that the election of the rough rider would have meant war, while the success of the schoolmaster meant the opposite.

The official organ of the Idle Wonder Workers is organizing a new union "on paper" every week of the year. One week it is the Transport Workers' Union, then the Agricultural Workers' Union, then the Steel and Machinery Workers' Union, and so on, and so forth. Napoleon Bonaparte would turn over in his grave from sheer jealousy if he could but read what these modern paper "ginerals" shake out of their sleeves in the line or mobilizing. Well, if this kind of organizing does not help the workers it seems to bring home enough bacon to support a scab printing office. And all this is put over in the name of "Solidarity." Help!

The San Francisco Chronicle announces editorially that "9118 sailors have passed examination at this port." Inasmuch as there are only about 5000 sailors on the Pacific Coast from Nome to San Diego it is quite evident that someone has again slipped a lemon to Michael Henry de Young. But his plain and obvious misstatement of facts in this instance is no worse than any of the more varnished but deliberate falsehoods constantly printed about seamen and the effects of the Seamen's law. Fortunately, it takes a good many shovelfuls of earth to bury the truth!

Sam Smith, former Secretary of Australian Seamen's Union and for years a valued correspondent of the JOURNAL, is no longer among the living. After a long and active life of faithful service to the cause of Labor, poor Sam Smith began suffering under terrible afflictions of mind and body which never let up until his last moment arrived. May the Great Ruler of the universe give that peace to his poor tortured soul which has been so long denied.

A New York maritime journal, which exists by grace of the shipping interests, contains the following semi-editorial announcement:

It is reported that many members of the Association of Masters, Mates, and Pilots are so dissatisfied with its recent affiliation with the American Federation of Labor that their resignations are threatened.

Too bad! But, after all, what else could the poor editor say after having heard his master's voice upon that subject.

In the sentimental view Chinese exclusion is regarded as a denial of the Brotherhood of Man; practically, however, it is but an application of the principle of self-preservation, which recognizes no question of lineage.

## OFFICIAL.

## SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Mar. 13, 1916.  
Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping medium. Shipwreck Benefit was awarded to four members of the steam-schooner "Fifield," which was wrecked at Bandon, Ore.  
JOHN H. TENNISON, Secretary pro tem.  
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., March 6, 1916.

No meeting. Shipping medium, prospects uncertain.

REGINALD TOWNSEND, Agent.

Room 11, De Cosmos Block, 1424 Government St.

Vancouver, B. C., March 6, 1916.

Shipping fair, prospects uncertain.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, March 6, 1916.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, March 6, 1916.

Shipping and prospects poor.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, March 6, 1916.

Shipping dull; prospects poor.

J. PEARSON, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, March 6, 1916.

Shipping dull; prospects uncertain.

JACK ROSEN, Agent.

44 Union Ave. North. Tel. East 4912.

Eureka Agency, March 6, 1916.

Shipping dull; prospects uncertain.

OTTO DITTMAR, Agent.

227 First St. P. O. Box 64. Tel. 159.

San Pedro Agency, March 6, 1916.

Shipping medium; prospects uncertain.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Feb. 28, 1916.

Shipping dull; prospects poor.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

## MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., March 9, 1916.  
Regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping slow. The full Shipwreck Benefits were ordered paid to four members wrecked on the steamer "Fifield."

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, March 2, 1916.

Shipping medium.

LEONARD NORKGAUER, Agent.

Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, March 1, 1916.

No meeting. Shipping very slow, plenty of members ashore; prospects for the summer bad—too many lumber vessels going off shore.

HARRY POTHOFF, Agent.

P. O. Box 214.

Portland Agency, March 6, 1916.

No meeting. Shipping slow.

THOMAS BAKER, Agent.

89 Second St. N. Phone Broadway 2306.

Large local capital is reported to be backing the Southern Pacific Steamship Company, which during the week filed articles of incorporation with the San Francisco County Clerk. While the nominal officers of the concern declined to discuss the formation of the new company, it is said its purpose is to engage in the trade between San Francisco and ports in Mexico and Central America. The incorporators are Frank M. Stark, general manager of the California South Seas Navigation Companies, which supplies a service out of here to the lower coast; C. F. Maydwell, an importer and manufacturer, and C. H. Sooy, an attorney, all of whom refused to give any details about the new concern. The capital stock of the company is given as \$250,000, divided into 2500 shares of a par value of \$100. Each of the incorporators subscribes for one share. The only explanation in the papers on file is that the company's intention is to conduct a general transportation business.



## THAT "IMMORAL" SEAMEN'S BILL.

There's a sweet little cherub who sits up aloft  
To keep watch o'er the morals of poor Jack.  
—Old song, slightly paraphrased.

There once was a time when the capitalist could publicly announce himself and his class as the guide, philosopher and friend of the workers and the guardian of their "morals" and get away with it, but that time, fortunately, is fast passing, and gets nothing for the announcer but derisive hoots. The workers may not yet know that their only hope is Socialism, but they are fast learning that there is no hope whatever in the capitalist, and that his pious protestations are mere hypocrisy.

This condition was clearly brought out in the debate which took place last Sunday in Brooklyn between Ship-owner Munson and Andrew Furuseth, the tireless seamen's organizer. The subject was "Resolved, That the Seamen's Bill Is Unnecessary," Munson taking the affirmative.

In the course of his remarks the ship-owner observed that he was opposed to the clause in the bill which allowed the seaman to draw half his pay on demand after five days in port, the reason being that under such circumstances the men were liable to wander around ashore, get drunk and have their "morals" otherwise impaired. This sanctimonious observation, instead of being received in reverential silence, was met with a distinct outburst of irreligious jeering, through which the bulk of the audience expressed its disgust for the ship-owner's solicitude for their moral health. Furuseth, on his side, in rebuttal had only to point out that this consideration never stood in the way of discharging a crew when the ship-owner wanted to get rid of them.

As a matter of fact, this particular clause in the bill makes it considerably easier to organize seamen at any port, as they will always have money in their pockets and are not altogether defenseless. Munson knows this only too well, and knows also that the seamen's organizers know it, but no amount of pressure could force the admission from him on a public platform. Hence the necessity of appearing as guardian of the seaman's morals.

However, the delusion of this sort of thing has lasted so long with the workers that most employers assume its permanency and cannot perceive that it is fast losing its effect. In this matter Munson is as blind as George F. Baer or Rockefeller, Jr. However, the probability is that they must continue to go on using it as the only possible means of concealing the fact of economic class antagonism and preventing such an admission on their own part. Strip the capitalist of his role of preserver of working class morality, and nothing is left but an exposition of the nakedness of the exploiter. It is small wonder, indeed, that they are unwilling to abandon this cloak of hypocrisy, and hold on to it as long as there is a rag left.—New York Call.

## THE MAIN OBJECTION.

The main objection to Louis D. Brandeis as a Justice of the Supreme Court seems to be not that he has stood for common rights, but that he has exposed the rottenness of Privilege.—The Public.

## "JOIN THE UNION!"

(From "The Beacon," Durban, S. A.)

Some months ago an Australian transport then known as the C-11 was in this port of Durban. The crew had considerable differences with the captain in the matter of bad food, and generally impossible conditions. They appealed to the local Seamen's Union for assistance in the matter. The authorities of the Union were strongly of opinion that the master was treating the men in a way which the Australian Government would object to as a breach of the law. They communicated direct with the Government and with the late Prime Minister, the Right Honorable Andrew Fisher. The Australian Government showed their attitude in the matter by instituting prompt enquiry and equally prompt redress of grievances. The ship was back in Durban a fortnight ago with a new captain and a new chief engineer, replacing those who had abused their opportunities on the previous trip. Here is a lesson we would like to emphasize for seamen. What we need is not so much new laws as the good administration of the laws that already exist. The Unions have more opportunity than the individual seaman of knowing the position legally in any alleged ill-treatment. Neither unions nor governments are perfect, but we think seamen would be well advised to make the union the invariable channel for the redress of their grievances. What the South African Seafarer's Union could do for the Australian crew of C-11 can also be done by unions of other countries for South African seamen.

Moral. "Don't grouse." Join the union.

## FOR AN EIGHT-HOUR WORKDAY.

The organized labor movement of America is rallying as one man to its demand for an eight-hour working day. Never before has this demand been so insistent and so compelling. Never before has labor had such magnificent opportunity to enforce by its own efforts the application of a working day that gives the citizen who works the time and opportunity to become, in the words of President Gompers of the American Federation of Labor, "a human being with intellectual desires and cravings."

The Labor Center Association of New York City has just recently given fine assistance to labor to express and get before the American public its righteous demands for the eight-hour day. All groups and organizations and agencies of publicity that recognize the rights of labor are giving voice to the same compelling demand.

The splendid work of Samuel Gompers, voicing the organized labor movement, has placed the eight-hour day on an impregnable rock of justice and righteousness. President Gompers said:

"The individual who works eight hours or less does not each day exhaust his energy. He has time for recuperation and something more. His mind is more alert and active. He is capable of more vigorous and more effective work. He goes to and from work at a time when well-dressed people are on the streets. He really has time and opportunity for making comparisons and forming desires. He has longer time to stay at home, see other homes better furnished, and consequently wants a better home for himself. He wants

books, pictures, friends, entertainment. In short, he becomes a human being with intellectual desires and cravings. This change makes him a more valuable worker. Because his standard of living has changed he demands higher wages. Men and women will not continue indefinitely to work for wages that force them to live below their concepts of what constitutes standards of living."

After thorough investigation, the main or Manly report of the United States Commission on Industrial Relations, signed by Frank P. Walsh, John B. Lennon, James O'Connell, and Austin B. Garretson, declared:

"The physical well-being, mental development and recreational needs of every class of population demand that under normal circumstances the working day should not exceed eight hours."

In a recent telegram to Carl Beck of the Labor Centre Association, James O'Connell, President of the Metal Trades Department of the A. F. of L., and member of the Committee on Industrial Relations, said:

"There is neither energy, inclination nor opportunity for the man or woman who works ten or twelve hours per day. The worker only becomes a work machine. The darkness under which he creeps to and from work hides his misery and poverty from the world, and often from himself; daylight and a chance to see stir up discontent necessary to arouse action."

"The demand for an Eight-Hour Day," declared Austin B. Garretson, President of the Brotherhood of Railroad Conductors, and member of the Committee on Industrial Relations, "is not only ethically but biologically and socially well-founded, and, in connection with the movement of trains, is the basic element of the widely heralded motto, 'Safety First.'"

Out of the long work day and out of low wages and unemployment and the degrading conditions of life that follow long hours of exacting and exhausting work spring such undisciplined riots of misery as the recent one of Youngstown, Ohio.

In its demand for the eight-hour work day, the organized American labor movement is laying the essential foundation to enduring economic justice and to the best citizenship for the republic.

## A "SHOWDOWN."

The railroads declare the shorter work day movement is not for the shorter work day, but for increased wages. They can easily prove their statements by establishing the eight-hour day, at the present daily rate, and sticking to it. We're willing. Be a sport, Old Man Railroad.—The Railroad Trainman.

The methods used by geologists in working out the distribution of ground waters are complex, but it is noteworthy that among the more significant criteria used are the fossil remains occurring in the different beds. Each one of the geologic horizons usually has its distinctive fossils, and by an accurate knowledge of these vestiges of organisms the geologist is aided in recognizing particular geologic formations. In this way he may be able to determine, by means of the samples taken from the bore, the depth to a certain water horizon.

For fair products of all kinds consult the JOURNAL'S ad columns.



**COOLIE LABOR INCREASING.**

If the present rate of gradual increase of Asiatic labor in the coal mines on Vancouver Island is maintained, then the Caucasian coal miner there is, of course, doomed to be supplanted by the Asiatic workman, says the British Columbia Federationist. But unlike otherwise similar conditions in the coal mines of the United States, where the English-speaking coal miner is gradually but surely being driven out of the coal mining industry by a workman of his race, but who speaks the various languages of the southern European nations, in the change taking place on Vancouver Island entirely different elements enter, so that one is led to believe that sooner or later the present program will have to undergo a radical change, because of the undermining of commercial institutions which to maintain is of vital importance to other interests than that of workmen.

From an authority that cannot be questioned, we have it that on January 4, 1916, at No. 6 mine on Vancouver Island, the number of Asiatic underground workers was 186, out of a total of 230 underground workers employed in that mine. Of the total number of Asiatics employed, 70 per cent. were Japanese, the balance Chinese. On the same date at No. 7 mine, out of a total of 300 underground workers employed, 237 were Asiatics, and of these 60 per cent. were Chinese, the balance Japanese. On January 5, 1916, out of a total of 350 underground workers employed in No. 4 mine, 258 are Asiatics, of whom 80 per cent. are Chinese and the balance Japanese.

**GENERAL BOTHA AND LABOR.**

Owing to the strong bias of the cable agent, the uncritical reader is apt to conclude that General Botha gained a sweeping victory at the general election which has just concluded in South Africa.

The cable has told us of "the great gratification" felt in England "at General Botha's triumph," but we incline to the opinion that it must be akin to the gratification evinced by Philip of Spain who, on learning of the loss of his Invincible Armada, thanked God that the result was no worse!

In spite of the cabled assurance, however, we dare to think that there is a large section of opinion in England that will always regard General Botha with feelings of relentless hostility. He it was, in conjunction with his friend, General Smuts, who deported from South Africa a number of Labor leaders who were charged with no crime, and, although on the outbreak of the European war, he permitted these men to return, everybody knows that he did so merely for the purpose of placating opinion at the elections which have just concluded. How his gross dereliction of the principles of Magna Charta and the Habeas Corpus Act was regarded in England was fully borne out by the monster protest meeting held there as well as by the resolution passed unanimously by the House of Commons. The leaders of Labor in England had to withstand the savagery of Tory Jingoism and mob "patriots" when they opposed the South African war. They were the men who supported the cause for which Botha struggled against the Chamberlains, the Milners, the Rhodeses, and their myrmidons.

Botha showed his appreciation by an outrage without precedent in the British Dominions, and no amount of newspaper laudation, no superabundance of official benediction, will ever extinguish the recollection of the fact. It is abundantly clear that he is not being allowed to have everything his own way in South Africa, and the friends of popular liberty everywhere will have no sympathy for him, however much he may be held up by hired newspaper writers as a model patriot and Imperialist.—The Maoriland Worker, Wellington, N. Z.

**FARMERS AGAINST SUBSIDY.**

The Merchants' Association of New York has taken action against Government owned and operated ships and the Administration Ship Purchase bill, and in favor of ship subsidies to private shipping corporations.

This position is directly opposite to that taken by the organized farmers, who, year after year, have expressed their unalterable opposition to ship subsidies, and have recently taken a strong stand in favor of Government owned and operated ships.

On the question of the monopoly of the coastwise traffic the farmers and the New York Merchants' Association also take directly opposite positions.

Reviewing the arguments of the Merchants' Association, we have been surprised at their economic unsoundness and the lack of understanding shown of the underlying principles involved in the problem of extending and holding our foreign trade. If these are the best arguments the mercantile interests can put forward in opposition to the Government owned and operated ships, or even the Administration Ship Purchase bill which only provides for Government ownership and operation as a last resort, Congress will not be likely to be influenced by them, and we hope will give the country relief from the present intolerable situation by the prompt passage of the ship purchase bill amended to free the coastwise trade and strengthen the Government Ownership and operation provisions.—The Farmers' Open Forum.

Hardly a more significant comment on the human struggle for right conduct could be found than in the so-called conscience fund at Washington, D. C., to which, since the year 1811, nearly half a million dollars has been sent anonymously. The newspapers reported the first \$5, and since then the contributions have varied from \$1 to nearly \$20,000. Here is seen the desire to make restitution and, withal, fear of open confession. It is the certainty of condemnation from his fellows that debars such an offender from the fuller peace and cleansing won by admission of the wrong. So do we put stumbling blocks in one another's way. Would not a more honest self-knowledge, however, bring more of us to the place where Lowell saw "How thin a plank of circumstance" divided him from those whom society classes as offenders?

Justice and humanity have been fighting their way, like a thunderstorm, against the organized selfishness of human nature. God has given manhood but one clew to success—utter and exact justice.—Wendell Phillips.

**NOTICE TO SEAMEN.****IMPORTANT.**

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,  
V. A. OLANDER, Secretary.

**LAKE DISTRICT, I. S. U. of A.****HEADQUARTERS:****LAKE SEAMEN'S UNION,**

570 West Lake Street, Chicago, Ill.

**BRANCHES AND AGENCIES:**

BUFFALO, N. Y.....55 Main Street  
Telephone Seneca 936 R.  
CLEVELAND, O.....1401 W. Ninth Street  
Telephone Bell Main 1842.  
MILWAUKEE, WIS.....133 Clinton Street  
Telephone South 240.  
ASHTABULA, O.....21 High Street  
Telephone 552.  
NORTH TONAWANDA, N. Y.....152 Main Street  
Telephone Bell 2762.  
DETROIT, MICH.....15 Twelfth Street  
Telephone 3724.  
SUPERIOR, WIS.....1721 N. Third Street  
Telephone, New, Broad 385.  
BAY CITY, MICH.....108 Fifth Avenue  
OGDENSBURG, N. Y.....70 Isabella Street  
CONNEAUT, O.....922 Day Street  
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue  
PORT HURON, MICH.....517 Water Street  
ERIE, PA.....107 E. Third Street

**MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.****HEADQUARTERS:**

71 Main Street, Buffalo, N. Y.  
Telephone Seneca 48.

**BRANCHES:**

CLEVELAND, O.....1185 W. Eleventh Street  
CHICAGO, ILL.....445 LaSalle Avenue  
MILWAUKEE, WIS.....151 Reed Street  
DETROIT, MICH.....27 Jefferson Ave., East  
SUPERIOR, WIS.....1814 Fourth Street  
OGDENSBURG, N. Y.....70 Isabella Street  
BAY CITY, MICH.....108 Fifth Avenue

**MARINE COOKS AND STEWARDS' UNION.****HEADQUARTERS:**

406 N. Clark St., Chicago, Ill.  
Telephone Main 365.

**BRANCHES:**

Buffalo, N. Y. Toledo, O.  
Cleveland, O. North Tonawanda, N. Y.  
Milwaukee, Wis. Superior, Wis.  
Ashtabula, O. Erie, Pa.

**UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.****MARINE HOSPITALS:**

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Escanaba, Mich. Marquette, Mich.  
Grand Haven, Mich. Milwaukee, Wis.  
Green Bay, Wis. Saginaw, Mich.  
Houghton, Mich. Sandusky, O.  
Ludington, Mich. Sault Ste. Marie, Mich.  
Maulstee, Mich. Sheboygan, Wis.  
Erie, Pa. Superior, Wis.  
Menominee, Mich. Toledo, O.



## WEEKLY NEWS LETTER.

(Continued from Page 3.)

the members were composed for the most part from good institutions that had been induced to join upon the belief that they were simply to be kept advised of certain legislative proceedings.

"The method employed by these four gentlemen was to send out alleged information to all the members and ask them to bombard Congress with letters and telegrams of remonstrance. An examination of the statements they did send out in many cases shows, in the first place, that they stated only one side of a proposition, that in many instances they misstated the facts, and in many instances misstated the law."

Senator Kenyon also stated that when Attorney Emery appeared before the Senate committee in opposition to the Keating-Owen bill, he (Emery) insisted that he spoke for 4,000 manufacturers.

"But when pinned down in the evidence," said Senator Kenyon, "it was apparent that he represented 26 directors, and it never had been submitted to this general association. But Senators who are receiving the pamphlet now being sent out against this bill, signed by Mr. Emery, counsel of the National Council for Industrial Defense, and Mr. Kirby, as chairman, had better take up the investigation of the lobby and find out the relationship of this gentleman to what has gone on in the past."

## All Immigrants Do Not Become Citizens.

A government report sustains the claim of organized labor that large numbers of aliens come to these shores with no intention of becoming a part of American institutions, and are used by large employers of labor to beat down living standards and then return to the country of their nativity.

The Federal Bureau of Naturalization, Department of Labor, indorses these claims in this statement issued August 15, 1915:

"In 1910 there were nearly 14,000,000 foreigners in this country, that of this number 9,000,000 were not citizens, and that the foreign body has been increased 1,000,000 annually since then. By far the larger portion of the foreign residents of this country have retained their allegiance to the sovereignty of their birth. Recently, reports in the public press have shown many of these are ready to respond to the behest of these sovereignties. It is well known that large numbers returned immediately upon the call of the country of their nativity, leaving the ties, personal, family, industrial and others, which have grown up in this country, for the stronger call of allegiance to the foreign sovereignty. This was the case prior to the great war of Europe, in the lesser wars among the Balkan states. Many have gone back to the old countries who have declared their intention. Some of these afterwards returned to this country and presented themselves before the courts of citizenship for admission. Judges of the naturalization courts have held that such absence from this country in the armies and fighting under their native allegiance broke the continuity of residence for naturalization purposes, and denied their applications.

"Among the approximately 14,000,000 foreign alien residents, 1,650,361 are classed as illiterates. These illiterates are the natural prey of the designing and scheming

foreigners and natives, as well, at every turn. They compel them to pay tribute, both in cash and blood, for every service both real and imagined, and in the gratification of their desires, however unscrupulous or unnatural. For years this condition has been studied by the Bureau of Naturalization in its application to the administration of the naturalization law. It is safe to state that although 85,000 foreigners have been refused citizenship because of mental and moral unfitness, at least that many have been admitted to citizenship, in spite of these deficiencies, during the period of federal supervision."

## Anti-Union Claims Refuted.

President Perkins of the Cigarmakers' International Union refutes the favorite anti-union arguments that trade unionism is based on the principles of monopoly and that it is useless for unions to raise wages, as these gains are overcome by increased living costs.

Professor Laughlin of the economic department of the University of Chicago is the latest to expound these fallacies, and he is answered as follows by President Perkins in the current issue of the Cigarmakers' official Journal:

"The professor robed in the academic insignia, with a diploma dazzling before his eyes, assumes sometimes an authority on economic questions based on surface indications. His conclusions are as a rule unreliable, biased and unworthy of credence. In surveying the activities of trades unions in relation to wages and the cost of living, Prof. J. Laurence Laughlin in an article on the 'Monopoly of Labor,' published in one of the magazines some time ago, displayed a degree of ignorance which is somewhat perplexing to the man without a diploma.

"As a matter of cold fact," asked Prof. Laughlin, 'how has the workingman fared with this method of raising wages in recent years? In the principal manufacturing and mechanical industries, leaving out salaried employes, in the ten years from 1897-1907 (according to the index number of the Bureau of Labor) wages had risen from 99.2 to 122.4, or 23 per cent., while retail prices for food had increased from 96.3 to 120.6, or 25.5 per cent. That is, the purchasing power of wages fell 2.5 per cent. during that period of unusual expansion of business. In short, the whole effect of the wage increase had been nullified by the rise in the prices of food usually consumed in the family budget.'

"It is more than a presumption, which leads to the assertion of the futility of the trades union movement, to overcome the increase in the cost of living by higher wages and shorter hours. The statistics published by the Federal Government make no distinction between the earnings of union labor and non-union labor. The earnings of women and children are also included in the total. Hence to draw a hard and fast line in reference to the increase in wages, as compared with the cost of living, which includes the organized and unorganized, has no practical value whatsoever. It is based on a line of reasoning devoid of common sense, intelligent comparison and analysis.

"The trade union movement is not responsible for the low wages paid to non-union labor; it is not due to its activities that the wages paid to this class of labor does not advance with the increase in the cost of living. It has always contended that the

tendency in the average wage rate, compared with the cost of living, due to a lack of organization, is downward, gradually leading to a state of semi-pauperism and degradation. But, it has also contended that by organization on trades union lines, this tendency would be eliminated. That it has not fully succeeded, is not due to the principles underlying the trades union movement; on the contrary it is due to a lack of organization on a more extensive scale. A correct analysis of the value of the trades union movement in this particular direction can be obtained only by preparing a statistics of trade union wages as compared with the cost of living. All other methods are worthless for a fair and honest comparison.

"Prof. Laughlin then concludes as follows:

"After all the bad blood stirred up in some twenty years the unions have accomplished practically nothing toward raising their power of consumption. Obviously something is very far wrong with the principle on which they are operating. They have climbed this hard, uphill road for decades only to find no passage through at the end. Economically, the principle of monopoly of labor does not work in favor of the laborer."

"Prof. Laughlin failed to mention a single industry in which organized labor has even a semblance of a monopoly. He has failed to sustain his sweeping charge with a single fact. Generalities without any basis are not convincing; neither are they of any value in any educational sense. Tirades of this nature only tend to intensify the general confusion which predominates the public mind.

"Organized labor has no monopoly. The majority of the workers are still unorganized. Of the female workers engaged in the industries, approximating over seven millions, less than one-half of a million are members of trades unions. This dispenses with the necessity of any further elaboration. This single fact is sufficient to annihilate the phantom which emanated from the fertile brain of a professor of a great university."

The American ship owners, with the aid of an unscrupulous and subsidized commercial press, have started a campaign of falsehoods, in order to press upon this session of Congress the necessity of repealing the Seamen's bill passed at the end of last session. The principal features of the bill provide for greater safety to the traveling public; for more boats and life preservers; for the repeal of an ancient law, akin to the fugitive slave law passed in 1791, which compelled the federal officers of the United States to arrest a sailor shipping in a foreign country and refusing to return to the ship in an American port. Actuated by greed, the rascality of the shipowners has apparently no bounds nor limits.—Cigar Makers' Journal.

The Danish Government is providing motor lightships for certain distant stations, the idea being that they will be better able to help themselves when they happen to be driven from their moorings by gales. The first of these motor lightships has arrived at its station at Byl, on the southern side of Horns Riff. The former Byl lightship was frequently driven from its moorings by storms, and sometimes great difficulty was experienced in rescuing the crew. The new Byl lightship, provided with a motor of 125 h.p., was built at Faaborg and cost 278,000 kr. A second vessel of the same type is under construction for the Graadyk station.



## THE PORT OF LIBAU.

"Whilst the interior of the Russian province of Courland offers a spectacle of varied and beautiful landscape, the character of the country," we read in the Vorwaerts (Berlin), "changes in the neighborhood of the coast. The wide forests which characterize the district of Mitau disappear. As far as the eye can see not a single tree breaks the endless, sandy waste, with the sea in the background. That is the so-called 'Kuerische Siberien,' and in the south of this somewhat inhospitable tract of country lies Courland's most important port, Libau. Libau has attained its importance as a trade center only within recent times, but its history proves it to have been a colony of very ancient foundation. Even before the arrival of the Germans the natural harbor formed by the mouth of the Liva was known to the Courlanders, and to the seafaring Scandinavians. Hence there arose at this point, so favorable for shipping, the village of Liva, which by the beginning of the fifteenth century had developed into a town, and gradually came to be known as Libau. The town has had a varied history: after numerous visitations it enjoyed a period of happy and peaceful development from 1560 to 1606, as a pledge in the hands of the Duke of Prussia. Becoming Courland property again, Libau had to compete chiefly against Riga, which was favored in every respect by the Polish government. Not until the eighteenth century were the tariff fetters broken which prevented Libau's development, and very soon the naturally favorable situation of the town became apparent. The maritime commerce increased, the population grew, and the town began to enlarge its borders. And, as Dr. Ernst Seraphim has pointed out, in these conditions the town quickly rose in its self-esteem, especially as it became ever clearer that Libau was the first trading center of Courland. If Mitau was the ducal town of the nobles, Libau developed into a consciously bourgeois township, which rather avoided than sought out the nobility, and nowhere did the doctrines of freedom and equality, and the ideals of the French revolution gain such rapid ground as here. To this period of prosperity belong the older ecclesiastical buildings in the town, among which the place of worship of the German community ranks as the most beautiful church in Courland. Chief among the secular buildings was the Komoedienhaus, built in 1784.

"After Courland passed to Russia Libau experienced hard times. The storm and stress of the Napoleonic period, the threatening of the town by the Poles in 1831, its blockade by the English in 1855 during the Crimean war, and the continuous competition with Riga, which was steadily developing, permitted but slow development, until at last in 1873, the Russian government recognized the full importance of the harbor. Libau was then drawn into the net of the Russian railway system in order that the products of the grain-bearing districts of the country could be forwarded straight to the port. Important harbor works and building operations began to alter the former aspect of the town. Situated on a narrow neck of land between the Baltic and the so-called Klienies Sec. Libau developed from a small town of

15,000 inhabitants in about forty years into a busy city with a population of 65,000, a development which was fostered by the construction of the new harbor begun in 1890. Its appearance has changed with its circumstances. The old Libau was an essentially northern town of clean and friendly one-story wooden houses, which are still not lacking, although the number of stately modern buildings is ever increasing. The town has also gained greatly in popularity as a watering place."

## POWER OF THE UNION LABEL.

'Tis war, the European war, we are all discussing, the needless slaughter of human beings by the thousands, for what? For military and commercial supremacy.

'Tis war that we of the working class are continually waging, and we don't need bayonets, gunshot, cannons, rifles or dreadnaughts to wage that war, and the shedding of one human's blood will not be the glory of any other human.

This economic war is being waged with four weapons of the trade union movement—the strike, the boycott, the ballot and the union label.

The strike is fast losing its potency as a formidable weapon and is seldom used, only in extreme cases.

The boycott has been a very costly and a rather questionable weapon.

The ballot is not appreciated to the extent that it should be.

The label remains of the four the most formidable weapon to use on the economic field. No judge has ever forbid its use, no law prevents any union man from buying products bearing the symbol of organized labor. Organized labor many years ago adopted the label to be applied to products made by union men under sanitary conditions, fair wages and short hours of toil.

The most powerful weapon in our hands today from an economic viewpoint is the union label. Properly used and properly applied, there is nothing to beat it. We owe it as a duty, as an obligation to employers of union labor, and especially to those who use the label, to establish a market for union-label goods exclusively.

The label does not represent the theft of the birthright of any man's child.

The label properly patronized by organized labor would take the little babies out of the cotton mills of the South and place them in the schoolroom and playground; put sunshine in their lives, where despair and misery now reigns.

The label demanded by union men would raise the wages of the parents employed in the woolen mills of the North, and enable them to keep their children at school, feed and clothe them properly.—Joseph W. Dooley.

The production of copper in the United States in 1915 passed all previous records, according to the United States Geological Survey. Preliminary figures and estimates have been collected by B. S. Butler, who has received reports from all plants known to produce blister copper from domestic ores and refined copper. At an average price of about 17.3 cents a pound the output for 1915 has a value of \$236,000,000, compared with \$152,968,000 for the output for 1914.

## Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

## International Seamen's Union of America

(Continued from Page 5.)

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## Labor News.

The Missouri State Supreme Court has decided that the laws of King Hammurabi of Babylon might serve a useful purpose 4101 years ago, but they are ill fitted for the year 1916 A. D.

Before the Senate Committee on Interstate Commerce, which is considering the Keating-Owen Child Labor bill, President Smythe of the South Carolina Textile Manufacturers' Association declared that children in his State prefer working in cotton mills to attending public schools. Scott Roberts, treasurer of the Adelaide mills, Anniston, Ala., pleaded that Congress should not legislate children "out of their chosen life work" by passing this law. He said that at the ages of 14 and 16 children would best learn what he termed the "art" of working in cotton mills.

By a vote of 39 to 22 the United States Senate went on record in favor of an inquiry to determine the feasibility of Government ownership and operation of railways and other public service utilities. The question was introduced by Senator Borah, who stated that while he was not committed to Government ownership of public utilities that a vote in favor of his resolution need not commit the Senate to that policy, but the question was one which the Senate would have to meet sooner or later and it might be well to have some information on the subject.

Judge Redick of Omaha, Neb., has enjoined members of the Moving Picture Operators' Union "and all others" from interfering "in any manner" with a non-union theater. The judge does not deny the workers the right of free speech or free press, but they are notified that the business of the non-union theater must not be injured by the exercise of this constitutional right. No single picket is permitted even in the vicinity of the theater and if any circulars are printed on which the word "unfair" or words of like import appear, this, the court declares, will be a violation of his orders.

The Georgia Manufacturers' Association has presented a protest against the Keating-Owen Child Labor bill to the United States Senate. The southern employers declare this legislation is "revolutionary in character," and will eventually result in "the obliteration of State jurisdiction over local enterprises." While it is agreed that anti-child labor agitation in the South is slow, they insist that it is "steady," and that the matter should be settled by the various States without federal intervention. The Keating-Owen bill prohibits the products of child labor under fourteen in interstate commerce. The bill has passed the House.

After several months' investigation New York State Comptroller Travis has started court proceedings against the Rockefeller Foundation, which is alleged to have on hand funds aggregating \$96,000,000 and may inherit other millions from John D. Rockefeller. The State official holds that the foundation is not a charitable institution under the meaning of the law and that it may be taxed. He charges that the foundation is so arranged that enormous funds can be given it on the death of John D. Rockefeller and that the money could revert to the Rockefeller family after it had escaped taxation, to the great loss of the State.

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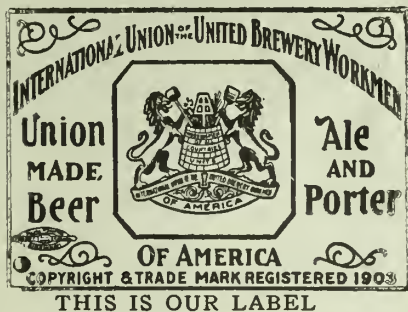
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## Home News.

By a vote of 55 to 18 the United States Senate has ratified the treaty with Nicaragua under which this country acquires a strip of property in Nicaragua known as the "Canal Route" and the right to establish a naval base on the Gulf of Fonseca, for the sum of \$3,000,000.

The exports of merchandise for December, 1915, the seventeenth month of the war, were \$359,301,274, as compared with \$245,632,558 in December, 1914, and \$233,195,628 in 1913. The imports for December, 1915, were \$171,841,665, as compared with \$114,656,545 in 1914, and \$184,025,571 in 1913. The exports for December, 1915, were the largest of any December, and the exports for 1915 were the largest of any year.

Of the 750,000 men employed in coal mining last year, 2,264 were killed, the lowest death rate in the past 16 years, according to Bureau of Mines figures, just made public. The number of men killed is actually the lowest in the last eight years, despite the increasing number of men employed. The number of tons of coal produced for each miner killed is the largest in the history of the coal mining industry in this country.

Secretary Lansing has given out a statement of the Mexican situation, including statistics of the deaths of 112 Americans in the years 1913, 1914, 1915 of the Wilson Administration. Of these 76 occurred in Mexican territory, and 36 in American territory through border troubles. In the same length of time preceding the Wilson Administration, a considerably less turbulent period, 47 American lives were lost in Mexican territory.

Federal Judge Clayton has finally dismissed the indictment against Mrs. Margaret Sanger, accused of sending improper matter through the mails. She had advocated in her paper, the Woman Rebel, repeal of the laws forbidding circulation of information regarding birth control. On this the charge was based. The case has been before the court for two years, and several times, when ready for trial, was continued on request of the prosecution.

In its report for the year ending December 15, 1915, the Baldwin locomotive works shows net earnings of \$3,510,383, against \$981,754 during the preceding year. The production of the year amounted to \$19,339,934 of locomotives and the other usual products of the works, and to \$2,743,077 of other work resulting from the war. The Baldwin concern styles itself an "open shop," which means that a trade unionist jeopardizes his position if he openly advocates organization by the workers.

Possibly the most amusing, not to say pathetic, instance of "practical" politics has come to light through the Illinois Supreme Court's decision on the constitutionality of the law creating an outer park system for Chicago. The court held the law to be constitutional, but ruled that the bonds in question were improperly issued because the public notice given in compliance with the law had been published in a paper printed in German. The notice itself was in English, but it was buried in a paper read only by persons who understand German. The court held that the language of this country is English, and that, unless the law otherwise states, the presumption must be that publication in a newspaper means a paper printed in English.



## Domestic and Naval.

The transatlantic liner La Provence, which has been used as a French auxiliary liner since the outbreak of the war, was sunk in the Mediterranean Sea, with a heavy loss of lives.

The White Star line steamers "Cedric" and "Celtic," two of the largest cargo carriers in the transatlantic trade, after having served as auxiliary cruisers in the service of the British Admiralty for eighteen months, have been returned to the freight service of the line between New York and Liverpool.

According to the latest information the number of deaths on the Spanish passenger steamship "Principe de Asturias," which struck a rock and sank off Santos, Brazil, will reach almost five hundred. Among those saved was the new American Consul to Santos, Charles Tredek. The vessel was en route to Buenos Aires from Barcelona. Over six hundred passengers were on board. The catastrophe was caused, it is said, by a thick fog in which the vessel struck a rock and sank in less than five minutes.

At the direct order of the President no aliens are to be employed as Government draftsmen on naval work. Inasmuch as the Government compels contractors to employ only American citizens on Government work in the drawing offices, it is only right that the Government itself should obey its own rules. Some years ago it was the exception to find leading draftsmen that were of American citizenship, but things have changed materially and to-day practically no foreigners are employed. Although men of foreign birth are still in the majority in the leading places, they have all acquired citizenship.

The Lehigh Valley Railroad has ordered the vessels of its Great Lakes fleet to be overhauled preparatory to operating them this season. The decision to operate the vessels was reached as a result of the injunction recently granted the company by the United States District Court for the Eastern District of Pennsylvania against the enforcement of the Interstate Commerce Commission order compelling the railroad to cease the operation of its Lake vessels. The railroad officials express belief that the court will make the injunction permanent, or, if not, will not interfere with operation of the vessels during the 1916 season. The fleet consists of six steel freighters, four with a carrying capacity of 3000 tons each and two with a carrying capacity of 6000 tons each.

Two letters received by Secretary of the Navy Daniels, suggesting it would be easy for cranks to drop bombs on warships passing under the Brooklyn and Manhattan bridges across the East River, New York, led to the extra precautions reported taken to guard these spans. Secretary Daniels told of receiving the letters. He said they were written apparently by intelligent persons, but he refused to give the names of the writers. The letters were sent to Admiral Usher, who was told to use his own judgment in the matter. Extra guards have been placed around the Brooklyn Navy Yard because of rumors that it also was threatened by bombs in the hands of cranks, it was said at the Navy Department.

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Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abrahamson, Half-Anderson, C. G.  
tan -1716  
Adams, Hugo Anderson, Ernst  
Albright, Emil Anderson, Fritz  
Alexanderson, Char-Anderson, Geo.  
ley Anderson, G. W.  
Alexanderson, Paul Anderson, Harry  
Andersen, A. -1973 Anderson, J. A.  
Andersen, A. M. Andersson, L. Hen-  
Andersen, H. V. ning  
Andersen, Peter Andreassen, A. -1635  
Andersen, Victor Andstrom, Ivar  
Andersen, W. J. Appelgren, John  
Anderson, A. -1447 Arizide, Albert  
Anderson, Emanuel

Babba, Romolo Blair, Frank  
Bassen, George Boylan, C. J.  
Bergslin, K. R. Brekke, Hans  
Berthelsen, Charles Bruce, A.  
Carlsen, Martin Christensen, H. M.  
Carlson, C. O. Christensen, Otto  
Carlson, O. P. Christensen, W.  
Carlson, Gustav Clark, J.  
Carlson, Julius Clemaens, P.  
Carlsson, Adolf M. Constedt, Ernst  
Catt, Frederick Cook, Harry  
Ceccone, Felix Courtney, Ed.  
Christensen, Edward Crawford, Felim  
Christensen, Hans

Dahl, H. A. De Freitas, J. Inacio  
Danielsen, Dave De Roos, J.  
Dahlkvist, Fred Dieckman, Geo.  
Davis, Frank A. Dixon, John  
Day, William Dodd, Thomas  
De Bruin, B. Drager, O.

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Eggers, J. O. V. Engene, John  
Ekberg, Hugo Engen, Paul  
Eklof, John Erikson, Olaf  
Eklund, S. W. Evans, C. Stanley  
Ellefsen, Otto Ewlund, Thos.  
Ellasen, E. -396

Falcon, M. Flynn, John  
Farmdey, E. Fraser, James  
Farrikan, P. Fredriksen, F. M.  
First, Frank Fredriksen, Frank  
Fischer, P. Frig, W.  
Flinckenberg, Uno

Gardell, Crist Greenbeck, Jack  
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Geiger, Joe Grothman, H. R.  
Gerber, Fritz Grundberg, F.  
Gerner, Hans Grundman, J.  
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Gibbs, James Gulexson, A.  
Gillgren, Tom Gulleksen, G. A.  
Gillholm, Albin Gulliksen, A.  
Gilljere, I. Gunderson, J. C.  
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Grant, Dave Gustafsson, Chas. P.  
Grantstrom, Nestor

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Hammerquist, Aug. Helmg, J. M. R.  
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Hansen, C. Henriksen, Albert  
Hansen, Helmer Heimonen, Kusta  
Hansen, M. -963 Hillig, Albert  
Hanson, Harald Hollen, Carl  
Hoeker, William

Jade, Hans Johanson, Edward  
Jakobsen, Jakob Johanson, N. A. -280  
Jakobsen, Valdemar Johanssen, Fritz  
Jameson, H. W. Johnsen, Alf  
Jansen, Jakob Johnsen, J. -2369  
Janson, August Johnsen, J. A. 2309  
Jensen, Jack Johnsen, S.  
Jensen, Just Johnson, A. -2077  
Jensen, P. Johnson, A. M.  
Jespersen, Martin Johnson, C. A. -2016  
Johannessen, Johan Johnson, Elnas  
Johansen, Alf Johnson, Gust  
Johansen, August Johnson, John  
Johansen, Johan Johnson, R. W.  
Johansen, T. A. Jordan, O.  
Johanson, John Jorgensen, J. -1436

Kallberg, Arvid Kollo, M.  
Kargan, F. Krishnan, Karl  
Kennedy, James R. Kristensen, Vilhelm  
Kline, Conrad Kristiansen, Hans  
Klingstrim, G. G. Kristoffersen, H. O.  
Klinck, Wm. Krohn, C. E.  
Klrowsky, Adam Krutman, K.  
Klaus, K. Kustel, Victor J.  
Kofod, George

Laine, Alex V. Larson, Axel  
Lala, August Lauritsen, Carl A.  
Larsen, C. A. -1904 Leekaln, Martin  
Larsen, C. A. Legander, B.  
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Nilsen, A. C. Nilsen, Harry  
Nilsen, C. Nolan, Jimmy  
Nilsen, Jess Nymann, Oskar

Oberg, Harry Olsen, Ragnvald  
O'Brien, R. F. Olsen, S.  
Olango, J. Olsen, T.  
Olsen, A. -1327 Olson, Joseph  
Olsen, A. -1244 Olson, Nick  
Olsen, C. -1315 Olsson, Dolph  
Olsen, Ferdinand Olsson, A. V.  
Olsen, Fred Olsson, C. O. -705  
Olsen, H. C. Olsson, J. M.  
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Olsen, O. -228 Olund, Ture  
Olsen, Olaf O'Neill, John  
Olsen, Olaf I. Opderbeck, Eugen  
Olsen, Olaf S. Osterberg, Henry  
Olsen, O. P. -1141 Osterhoff, H.  
Olsen, Oscar

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Pash, Paul Petersen, C.  
Paul, George Petersen, H. -1560  
Paulsen, A. Peterson, Otto  
Paulson, George Peterson, Oscar  
Paulsson, Herman Peterson, Wm.  
Paultin, Martin Petersen, Arbak  
Peltoma, Werner Pettersen, P. O.  
Pera, Gust Potchland, Max

Qunlian, Thos. Quinn, William  
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Rasmussen, L. Roden, Knut  
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Schnelder, E. Sorensen, Vigo  
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Scott, A. -1660 Stain, Alfred  
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Thierney, Michael Tuft, Hans  
Tillson, Ed. Tupplitz, C.  
Tilus, Wictor

Uppit, Walter Ulricks, Chr.  
Van Frank, W. A. Veckenstedt, W.  
-269 Viereck, Henry

Waaln, John Williams, John  
Walsh, M. Williams, Fred J.  
Wang, E. Williams, C.  
Weber, Fredrick Winkel, A.  
Welmer, Herbert Winther, Haakon  
Wesemeyer, Herbert Winton, J. A.  
White, J. D. Wognhild, G. M.  
Wichman, Karl Woldhouse, John  
Wick, John Wold, Olaf. -1285  
Wicklund, Victor Wold, Sam  
Wilhelm, Evald

Zabel, Carl Zlokermann, Hugo  
Zankert, Karl Zwart, M. C.  
Ziehr, Ernst Zwegberg, John  
Zlesenberg, Fritz

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Baumalster, T. -1506 Fischer, Hans H.

Gunvaldsen, Ingvald Olsen, James  
Hannus, H. Olsen, O. J. -1020  
Hansen, Nicolai Opderbeck, Eugen  
Hetman, Walter Penningrud, Ludwik  
Hofgaard, Hans Petersen, Aaga  
Jansson, A. L. Rarly, Frans  
Johnson, Carl Rles, Robert  
Johansen, Crist Schlacht, Alfred  
Mathisen, H. -1759 Skoglund, Henrik  
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### INFORMATION WANTED.

Fred Marjama, a native of Russia, age 36, has not been heard from since 1908, at Buffalo, N. Y. Anyone knowing his whereabouts please notify his brother, J. Marjama, 51 South St., New York, N. Y. 9-1-15

Hans Nilson, a native of Tonsberg, Norway, was last heard from at Mobile, Ala., is inquired for by his mother. Anyone knowing his whereabouts kindly notify Louis Donald, Norwegian Vice Consul, 77 St. Francis St., Mobile, Ala. 12-22-15

Anyone knowing the whereabouts of Peter Ljung, age 40, a member of Alaska Fishermen's Union, will please communicate with Mrs. Peter Ljung, 2342 East 16th Street, Oakland, Cal. 1-5-16

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Ingvald Andreas Hansen, alias Andrew Hansen, a native of Norway, age about 36; tall, dark; last heard of July, 1905. His address then was, Andrew Hansen, Karluk, Kodiak Island, Alaska. He is inquired for by his mother. Anyone knowing his whereabouts please notify Staff Captain Robert Smith, district officer, native work, Alaska, Box 925, Wrangell. 4-3-15



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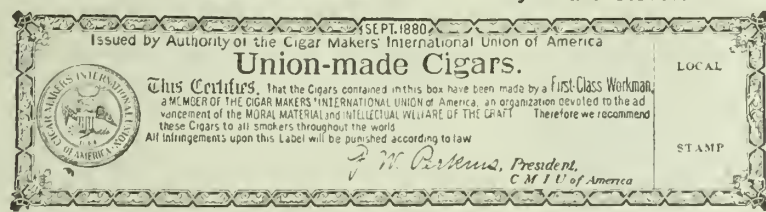
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## News from Abroad.

A new icebreaker built at Copen-  
hagen for the harbor authorities was  
launched on January 11. The vessel  
is named "Vaderen." Her dimensions  
are 140 feet by 37 feet by 18 feet.  
She will be supplied with an engine  
indicating 1800 horsepower.

The cost of the war to the Union  
of South Africa so far has been  
£18,575,996. This includes the cost  
of dealing with the rebellion, the  
operations in South West Africa, and  
the garrisoning of that territory up  
to the end of October.

Premier Asquith again told the  
House of Commons that there would  
be no peace until Belgium and Servia  
had recovered in full measure all and  
more than they have sacrificed—  
which is a pretty big order. Ger-  
many's retort courteous has been a  
terrific attack upon Verdun, extend-  
ing for twenty-five miles. The battle  
is still raging, and appalling losses on  
both sides have been reported.

It is learned from private sources  
that the section of the new Murman  
railroad running from Kola on the  
Bay of Alexandrovsk to Kandalaksha  
on the White Sea was scheduled to  
open for traffic about February 15.  
When the next spring and summer  
season for navigation at Archangel  
opens, it will be considerably helped  
by the wide-gauge railroad, parallel-  
ing the present narrow-gauge line,  
from Vologda as far as Nyandoma,  
which is now open for traffic.

It was officially stated recently in  
the House of Commons that the  
"Mauretania" has been used since  
October 6 as a hospital ship, and  
the very fullest use has been made  
of her tonnage. Owing to the size  
and draft of this ship, she cannot  
be used at the Argentine, and owing  
to her construction as a passenger  
vessel she cannot be used for the  
carriage of commercial cargoes. She  
has neither the holds nor the hatches,  
nor any other facilities, for such  
work.

Another note from Sweden has  
been addressed to the American State  
Department through Minister Eken-  
gren, appealing for co-operation with  
the Swedish government and other  
neutral nations to maintain the  
preservation of rules of international  
law concerning the protection of  
neutral commerce and navigation.  
Action is proposed particularly  
against Great Britain, because of the  
detention of mail by that country and  
other aggressions against trade re-  
garded by Sweden as unwarranted.

Fifteen enemy merchantmen were  
captured by the German cruiser  
"Moewe," in command of Captain  
Burgrave Count von Dohna-Scholdien,  
which safely returned to a German  
port on March 5, with 199 prisoners  
and 1,000,000 marks in gold bars,  
having achieved the most remarkable  
sea exploit of the war. The prizes  
included a dozen British steamers of  
an average tonnage of 4000 tons, a  
British sailing vessel, a French  
steamer and a Belgian steamer. The  
majority of the prizes were sent to  
the bottom, while others were dis-  
patched to neutral ports. Among the  
latter was the British steamer "Ap-  
pam," now at Norfolk. An extra-  
ordinary feature of the raider's activi-  
ties, extending over several months,  
is that, although she threaded seas  
patrolled by British warships, she  
was not once seen. The "Moewe"  
was equally fortunate in running the  
blockade home.

### INFORMATION WANTED.

Anyone knowing the whereabouts  
of Thomas Rowe (now aged about  
74), who was at one time a seaman  
and longshoreman on the Pacific  
Coast and also served in the Pacific  
Coast Navy Yards, will greatly oblige  
inquiring relatives by supplying such  
information. Address, Editor, Coast  
Seamen's Journal. 1-5-6

Any information regarding Wilhelm  
Kuhme, age 27, a native of Germany,  
who was supposed to have been  
drowned in the wreck of the steam  
schooner "Francis H. Leggett," Sep-  
tember 18, 1914, will be thankfully re-  
ceived by the German Consul, San  
Francisco, Cal. 1-19-16

Ivar Westerberg, age about 50,  
sailing second mate on some steam  
schooner on the Pacific Coast, is in-  
quired for by Gus Englund. Any in-  
formation regarding the above named  
will be gladly received at 214 Jack-  
son street, San Francisco, Cal. 1-27-15

Anyone knowing the whereabouts  
of John Burke, No. 2, a member of  
the Marine F. O. and Watertenders'  
Association of the Great Lakes, last  
heard of in Chicago, will please com-  
municate with Mrs. Julia Noonan,  
276 Twelfth street, Jersey City, N. J.

Olof Pedersen, a native of Nor-  
way, age about 60, supposed to be  
sailing on the Pacific Coast, is in-  
quired for. Anyone knowing his  
whereabouts please notify J. T. Miles,  
761 Greenwich St., New York, N. Y.  
2-16-16

Knut Jensen, No. 5018, a member  
of the Lake Seamen's Union, a  
native of Denmark, is inquired for  
by his wife, Lieschen Jensen, of  
Tangemunde, A/Elbe Ostenerweg, No.  
7, Germany. Anyone knowing his  
whereabouts please notify the Lake  
Seamen's Union, 133 Clinton street,  
Milwaukee, Wis. 4-14-15

Adolph Godfred Eriksen, born in  
Moss, Norway, is inquired for by  
his brother, Herman Eriksen. Any  
one knowing his whereabouts please  
notify W. Nielsen, 206 Moravian St.,  
Philadelphia, Pa. 5-26-15



### With the Wits.

The Remedy.—"I told father I loved you more than any girl I've ever met."

"And what did father say?"

"He said to try and meet some more girls."—Puget Sound Trail.

The Land of Liberty.—"Halt! Who goes there?"

"Cherman spy. I chust vant to make a drawing of der fortifications."

"Pass in, German spy. Have you pencil and paper?"—Life.

They're So Touchy.—Smithers (gazing Zep-ward)—By Jove! Isn't it low? I believe I could hit it with my gun!

Mrs. S.—Oh, please dear, don't do anything to irritate it!—Punch.

Turnabout.—The doctor entered the patient's room in the morning, and, according to habit, read the chart first thing. He was a little surprised to read:

"2 a. m. Patient very restless, nurse sleeping quietly."—Collier's Weekly.

His Share.—"The slimmest show I ever had of getting a fee," said a Leavenworth lawyer to a newspaper man, "was when a client came to me with no other asset than a watch without any works in it."

"I suppose you took the case," commented the newspaper man.—Kansas City Star.

All Located.—When Prof. Walter Raleigh, an Englishman who was a direct descendant of the original Sir Walter Raleigh, was asked to lecture at Princeton College, Professor Root went down to the station to meet the distinguished visitor. Professor Root did not know Professor Raleigh, but walking up to a man that he thought looked like him he said:

"I beg your pardon, but am I addressing Walter Raleigh?"

The man looked at him for a moment and replied:

"No, I am Christopher Columbus. Walter Raleigh is in the smoking-room with Queen Elizabeth."—Christian Register.

### Children's Accounts

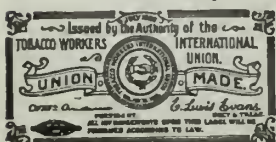
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the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar. There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



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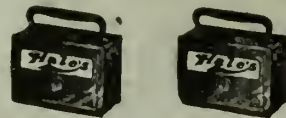
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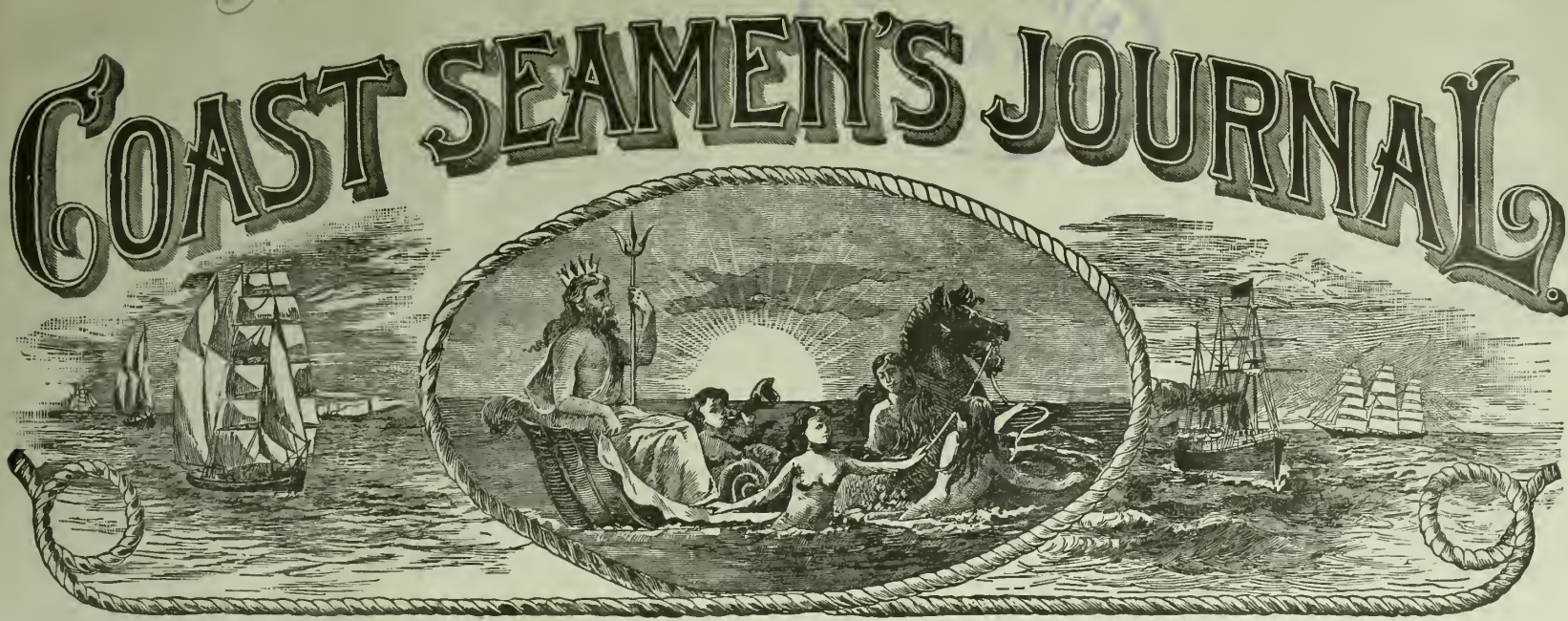
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Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXIX, No. 28.

SAN FRANCISCO, WEDNESDAY, MARCH 22, 1916.

Whole No. 2374.

# MILITARISM VS. PREPAREDNESS.

Samuel Gompers Explains the Difference.

A war, such as has never been known in the world's history, has appalled us into considering earnestly and seriously the fundamentals of national and international life. When we see the tests that other nations have been made to endure, when we see the terrible consequences of failure to think out the best plans and policies for a nation and to have some sustained ideal for all of the various relations of national life and development, we grasp the necessity for subjecting our own national affairs to unflinching scrutiny and analysis that we may reject the unfit and make plans that will endure the tests even of catastrophes and of time.

When no great catastrophe or test that will strain our republic, our institutions and our national ability to the uttermost portends, we can muddle along somehow and make well enough do instead of forcing ourselves to the hard, exacting toil of selecting the best plans and policies and holding ourselves rigidly to the development of the highest ideals and the maintenance of the best principles of human welfare.

The development, or rather the events, of the past eighteen months have proven that beautiful ideals and theories without a practical foundation or a practical plan for realizing them, are worse than ineffective, for they create an atmosphere of false safety and a false hope that lull into a fancied security and inactivity and act as a barrier against efforts to think out different and better ways.

## The Attitude Toward Preparedness

As a result of our experiences and observations during the past year and a half we, as a nation, have come to a different and a wiser attitude towards preparedness. We have come to see that preparedness is only the wise forethought of a nation that has taken into account all of the elements of human nature, all of the possibilities and opportunities that may come to the nation, and has tried to think out a definite, sustained plan that will insure to the nation the development and maintenance of their best ideals for the citizens individually and for the nation as a whole.

Preparedness must be the attitude of a nation toward all relations of life and all lines of action and development. It embraces knowledge of a tendency and its effect, knowledge how best to deal with each tendency so that it may be utilized for the best interests of the nation, together with the practical wisdom that will enable us to utilize all the information and the experience available to make our ideals realities in daily life and in our relations with fellow citizens and with citizens of other nations.

Preparedness in all the relations of life is, in the ultimate analysis, an educational problem; therefore, all plans for preparedness of any kind must co-ordinate with the efforts of public educational institutions.

Public education must include industrial education for all of the people.

Public education must include industrial education, vocational training, physical training and development as well as education of a cultural nature.

No effort has done more for a stronger and better manhood and womanhood than the labor

movement for the shorter workday, better working conditions and higher wages which make possible better standards of living. The fundamental step is the shorter workday which brings relief from long hours of burdensome toil, gives opportunity for recuperation of physical strength, for pleasure and those things necessary to sane, wholesome living and continued improvement.

## What Major-General Gorgas Said

As to the effects of wages upon our citizenship, Major-General Gorgas has stated the case most trenchantly:

"Add to the laboring man's wage from \$1.25 to \$2.50 a day, and you will lengthen the average American's thread of life by thirteen years at least.

"The rich are overeating. The poor are under-eating. Both are contributing to short lives. But where overeating shortens the life of one person in one hundred, under-eating shortens that of ninety-nine. If we are to lengthen the average life, we must pay attention to the poor man."

The whole purpose of education is to develop the best men and women to be the most high-minded, resourceful and effective citizens of our republic. Upon the citizens will depend the destiny of the nation and its contribution to institutions of liberty and progress. Citizens under a democratic government must be able and competent to express and maintain their ideals.

We are confronted with a question that must be answered—Can democracy be made effective? Democracy, like every other human and national institution, is still on trial. If a democracy is to maintain itself, it must be able to defend itself against attacks and invasion. It must be prepared to defend institutions of freedom against force used by others.

Institutions of democracy and ideals of freedom have never been free from attacks and insidious dangers. If we deem them worth defending, we must be ready and able to maintain them with efficiency and effectiveness.

Preparedness against war should be only a small portion of the general comprehensive national policy of preparedness to meet all of the problems of life. It is an all-pervading problem. Plans for preparedness against war must be in accord and co-ordinate with plans and policies for preparedness in all other relations of life.

## Physical Strength and Fitness

Preparedness involves specific plans and agencies for defense as well as co-ordination with other portions of the general plan for national development. It is directly concerned with plans for the physical development and conservation of the citizens. Physical strength and fitness are fundamental for development industrially, mentally and morally. The physical is the basis upon which we build in all directions. A strong physique is particularly necessary for the duties and the activities of military defense of the nation.

Of late years, our attitude toward physical well-being has become saner and more constructive. We have begun to appreciate the fact that our problem is to maintain health

rather than to cure disease, to prevent physical defects rather than remedy those that have already happened. We have been making an attack upon this problem of physical health through our public school system and through demands for industrial hygiene and sanitation, but as yet our efforts are only beginnings. We are working toward an ideal that will give every individual information that will enable him to live intelligently and in accord with the rules of health.

In the past, we have not been forced by either environment or by conditions to thinking out a plan for physical training. We have trusted much to the rugged physiques, muscles and nerves trained and under control and ability to co-ordinate powers quickly to meet emergencies which belong to the outdoor life of a pioneer people. Life on the frontier developed physical strength and virile manhood. Mental and physical weakness could not survive in the dangers of that life. But the frontier has vanished. The majority of our citizens no longer live in the open and they show in their physical development the effect of the restricted life of the city. They have not the physical strength or endurance that would fit them, without further preparation, to be called into service in a citizens' army.

## No Opportunities for Physical Training

Since opportunities for physical training are not freely and readily available to all, some definite national policy must be devised for physical training and physical preparedness of all citizens. Such a training is properly a part of educational work and, therefore should be under the control and direction of public agencies, and can be readily given through our public school system and other auxiliary agencies.

Physical development and good health have a very vital meaning in the life and the working ability of each individual as well as of the whole nation. They are just as necessary to the best industrial development of the country as they are to preparedness for defense. These are the basis for all development. But we must be on guard that physical training shall not be subordinated to the interests of any one special phase of national life. It must be in furtherance of a broad general plan of usefulness. Physical training that is narrowly specialized or dominated by any isolated ideal, whether it be militarism or anything else, is subversive to the broadest and largest development of the nation and its people.

Physical training must fit citizens for industry, for commerce, for service in the work of the nation, as well as for service in defense of the nation. But physical training and preparedness are insufficient.

There must be a spirit among the people that makes them loyal to country and willing to give themselves to its service and protection. That spirit can not exist unless the citizens feel that the nation will assure to all equal opportunities and equal justice. They must feel that they are a part of the nation, with a voice in determining its destinies. This spirit of loyalty depends not only upon political rights, but upon justice and right in the industrial field—aye, in all relations of life.

National preparedness involves also the co-



ordination and utilization of national forces and resources. War, as it is being waged to-day, is determined not merely by the men on the battlefield, but also by the mobilization of the national resources, national industries and commerce. The real problem is the organization of the material forces and resources of the country, the co-ordination of these in the furtherance of a definite military defense policy.

#### The Importance of Economic Organization.

All of the power and resources of the belligerent countries are concentrated to sustain the armies in the field and to equip them with the necessary supplies as well as the weapons of war. The contest between industries, the question of commercial control, of superiority of economic organization are fully as important as the contest between the soldiers on the battlefield. Whatever, then, is the necessary part of the human, of the organization of industrial and commercial life, is an important factor in national preparedness.

Our industrial and commercial development must also be in accord with a definitely evolved and co-ordinated plan, based upon principles of constructive statesmanship. This applies not only to the organization and development of commerce and the industries, but also to the human beings so essential to the productive and operative functions of industry and commerce.

The workers furnish the creative toil and the intelligent service essential to the best development of our material civilization. Their best interests and their highest development form the greatest incentive in the work with which they are associated. Their welfare and progress are inseparably associated with terms and conditions of daily work. It is essential, therefore, that they should have a voice in determining conditions and terms of work and that they should have an opportunity to establish and maintain their ideals and conceptions of what constitutes their protection and welfare. They can do this only by some organized channel for the expression of their will. They have worked out such an agency through their trade organizations. It follows then that trade organizations, the democratic voluntary institutions of the workers, should be recognized and dealt with in all matters that affect the workers—aye, all the people. This is essential to the best development and progress in times of peace, and increasingly important when the interests and the existence of the nation are at issue.

#### Preparedness an Economic Problem.

Preparedness is an economic as well as a civic and a military problem. The principles of human welfare can not be ignored in military matters or in plans for national defense, just as they can not be ignored in industry or commerce. That infinitely valuable and sacred thing human creative power, and the safeguarding of human rights and freedom are of fundamental importance and are correlated with national defense, and must not be sacrificed to any false concept of national defense. For to what end will a nation be saved, if the citizens are denied that which give life value and purpose?

National policies, whether political or military, must be in accord with broad democratic ideals that recognize all factors and value each according to the service that it performs. There is a human side to all of our national problems, whether industrial, commercial, political or military. It has been the general practice of governments to accord only to employers, the owners of capital, of the managerial side of commerce and industry, real participation in government and in deciding upon governmental policies. According to this custom the wage-earners belong to the class of the governed, never to do part of the governing. This policy is a reflection of conditions existing in the industrial and commercial world. However, a change has been coming.

The wage-earners, through their economic associations, have been making the demand that those who supply the creative labor power of industry and commerce are surely as important to the processes of production as those who supply the materials necessary for production. They have, therefore, made demand that the human side of production shall, at least, be given as much consideration and as much importance as the material side. They demand that industries and commerce shall be conducted not only in the interests of production but with consideration for the welfare and the conservation of the human beings employed in production. They have asserted the right that every policy affecting industry, commerce, financial institutions and everything that is involved in the organization of society affect the lives of those concerned in the industries or occupations and the welfare of those who are the consumers. Therefore, they demand that those who are concerned in the conduct of the industry or occupation must be given, at least, the same consideration as those who are to make profits by the industry. They have declared that there are principles of human welfare and have demanded that these must be considered in determining national policies. This is a democratic ideal and one which will promote the welfare of all of the people. Hence, it has an important bearing upon national preparedness, for it means that the great masses of the people will be better fitted physically and mentally to be intelligent, able and willing defenders of the republic.

#### Labor Demands Full Representation.

All policies and plans for national defense must be determined by representatives of all of the people. The organized labor movement, which is the only means for expressing the will and the desires of the great masses of our citizenship, asserts its right to representation in all committees, commissions or bodies that decide upon preparedness for and conduct of military defense.

The working people of all nations are always those most vitally affected by military service in time of peace or war. Upon them falls the burden of the fighting in the ranks and they have ever been expected to act as shock absorbers for the evil consequences of war. They have been the chief sufferers from evils of militarism wherever that malicious system has fastened itself upon a nation. Since they have been the victims of the dangerous policies of militarism, they will be the most interested in safeguarding our own national plans from dangers and from evils of militarism that have been disclosed by the experiences of other countries.

Preparedness is something very different from militarism. Both leave an indelible impression upon the nation, one for freedom and the other for repression. Militarism is a perversion of preparedness—instead of serving the interests of the people, the people are ammunition for these machines. They are destructive to freedom and democracy.

An understanding of human nature and of conditions is convincing proof that every nation must have some means of self-defense. The agencies and policies for this purpose must be carefully chosen. The pacifists and those who hold to policies of non-resistance have failed to understand and to evaluate that quality in the human race which makes men willing to risk their all for an ideal. Men worthy of the name will fight even for a "scrap of paper" when that paper represents ideals of human justice and freedom. The man who would not fight for such a scrap of paper is a poor craven who dares not assert his rights against the opposition and the demands of others.

#### Democratic Ideals Must Prevail.

Provision for national defense and preparedness must be in accord with democratic ideals. In other words, military training and military institutions must be a part of the life of the people rather than of a nature to alienate citizens from the spirit, the ideals and the purposes of civic life. A great danger comes from isolating the military, from making military ideals separate and often in conflict with those of the masses of the people. The military should not exist as something apart, but for the service of the whole nation. The naval and military institutions of our country which give a special training to those who have a particular fitness and desire to follow military or naval professions, ought also to be open to all who possess the required qualifications. Such a provision would enable men from all walks of life to enter the army and the navy—a condition which, in itself, would be in accord with the spirit of democracy.

Wherever the spirit of democracy is absent, there the accompanying evil of militarism, military castes, fastens deadly clutches upon freedom and civic opportunity, and obversely where the spirit of democracy obtains it tends to the abolition of military castes and the inherent vicious dangers of militarism.

In addition to those who enter the regular army and the navy as a profession, there must be reserves that can be called into the service of the country quickly to meet an emergency. It is necessary, therefore, that there should be opportunities afforded to the masses of the citizens for physical and military training. However, all military training must be safeguarded to protect democratic ideals and civic institutions. Not only must there be equal opportunity for all citizens to enter military training organizations and camps, but that opportunity must be attended by such provisions as to make it an equal opportunity for both the poor and the rich. A fair compensation for service in military training camps must be paid as a substitute for wages lost. In these citizen organizations for military training, there must be no recognition of distinction, professions or for any advantage or position that may be held by any citizen or group of citizens.

#### The Essentials of Naval Preparedness.

In order to insure naval preparedness and to maintain reserves for that service it is imperative that high standards of manhood and efficiency may be established in the navy, the merchant marine and for transport service.

When service in the army and navy and in training schools and training camps and reserve organizations is open to all; when those institutions are organized upon a democratic basis, democratically officered and administered; when there is equal opportunity for all for service in all positions, from the highest officer to the lowest in the ranks; and when the Commander-in-Chief of both army and navy and all military organizations within the country is an elected person directly responsible to the people, it seems that the greatest possible precaution has been taken to secure national defense and national preparedness, without doing violence to the spirit of democracy and to our republic. With these safeguards the dangers of develop-

ing militarism will have been reduced to the smallest possibility.

Absolute democracy in voluntary service for national defense will have an effect upon all other relations of life. It will make for better understanding. It will bind all together in unselfish service and broaden and deepen that which constitutes the common life of our nation. Man can not resist the appeal of human nature.

The labor movement is militant. The workers understand the necessity for power and its uses. They fully appreciate the important function that power exercises in the affairs of the world. Power need not always be used in order to be potential. The very existence of power and ability to use that power constitutes a defense against unreasonable and unwarranted attack. Ability and readiness for self-defense constitute a potential instrumentality against unnecessary and useless wars or the denial of rights and justice.

The labor movement has never advocated the abolition of agencies for the enforcement of right and justice, or for the abolition of the military arm of government, but it does demand that these shall be so organized as to prevent their misuse and abuse as a means of tyranny against the workers; to prevent the development of pernicious results that have grown out of militarism; the building up of a separate military caste and the subversion of civic life to military government and military standards. When military institutions and military service are separated from the general life of the people they become subversive to the ideals of civic life, they become dangerous to the best development and the best interests of the nation.

The rights and privileges of citizenship impose a duty upon all who enjoy them. That duty involves service to the nation in all relations of the common life including its defense against attack and the maintenance of national institutions and ideals.

#### The Insidious Attack "From Within."

There are no citizens of our country who are more truly patriotic than the organized wage-earners—or all of the wage-earners. We have done our share in the civic life of the nation as well as in the nation's wars. We have done our share to protect the nation against insidious attacks from within that were directed at the very heart of our national life and would have inevitably involved us in foreign complications. The wage-earners stood unflinchingly for ideals of honor, freedom and loyalty. Their wisdom and their patriotism served our country in a time of great need. No one can question that the wage-earners of the United States are patriotic in the truest sense. No one can question their willingness to fight for the cause of liberty, freedom and justice. No one can question the value of the ideals that direct the labor movement.

Though we may realize the brutality of war, though we may know the value of life, yet we know equally well what would be the effects upon the lives and the minds of men who would lose their rights, who would accept denial of justice rather than hazard their physical safety. The progress of all the ages has come as the result of protests against wrongs and cruel conditions and through assertion of rights and effective demands for justice. Our own freedom and republican form of government have been achieved by resistance to tyranny and insistence upon rights. Freedom and democracy dare not be synonymous with weakness. They exist only because there is a vision of the possibilities of human life, faith in human nature and the will to make these thing realities even against the opposition of those who see and understand less truly.

Very little progress has been made in the affairs of the world in which resistance and insistence are not involved. Not only must man have a keen sense of his own rights, but the will and the ability to maintain those rights with effective persistence. Resistance to injustice and tyranny and low ideals is inseparable from a virile fighting quality that has given purpose and force to ennobling causes—to all nations.—Samuel Gompers in the American Federationist, March, 1916.

They have begun the building of a model town around the Cooks Inlet headquarters of the Alaska navigation commission. Out of 1178 lots offered a short time ago 635 were sold for a total of \$147,232, which would be a very considerable aggregate for a subdivision sale in a new town anywhere. The community is to be under the supervision of the United States government and is advertised to be "a model town in every respect." The mayor must be a government appointee and he is to be not only political head of the community but its general business manager. When it is added that the town is called Anchorage it will be seen that it should be a good place in which to settle down.



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## Ship-Workers Strike.

Striking boilermakers and helpers employed by the Seattle Construction & Dry Dock Company are making public the policy and practices of this anti-union concern. These workers struck for better working conditions last December. A settlement was agreed to but was later repudiated by President Paterson of the company and the ship-workers were forced to strike again.

The strikers are issuing a leaflet in which they say:

"Preparedness by J. V. Paterson and preparedness as advocated by labor are two very different things.

"Labor believes that the best groundwork for preparedness is a patriotic, stalwart citizenry brought about by improved working and living conditions, such as a shorter work-day, giving more time for mental development and recreation, and better pay with which to provide the necessities of decent life.

"At Mr. Paterson's plant the reverse is the truth, and for this reason the boilermakers, iron ship-builders and helpers are on strike.

"Mr. Paterson is now trying to fill the strikers' places with many men who are absolutely incompetent, rather than concede their meager demands.

"This brings about a critical situation. Some time ago it was reported that the Chilean Government condemned two submarines built by this firm, which were afterwards sold to the Canadian Government, and as Mr. Paterson himself said, under conditions in 'which no respectable firm would take part.'

"The U. S. submarine 'F-4' which was built by this same firm on the cheap basis, sank in Honolulu harbor, carrying 21 of the bravest of souls to a watery grave, and the investigation showed that this was due to structural weakness."

## Grand Jury Indicts Steel Concerns.

"A lawful condition of affairs in and about the steel industry," is one portion of the report of the Mahoning (Ohio) County Grand Jury, which has returned indictments against the United States Steel Corporation (the trust) and Judge Gary, chairman of its executive board, who are charged, together with five other steel companies, with combining to fix the price of common labor in violation of the State law, thereby bringing about an unrest that resulted in the recent strikes and riots at East Youngstown.

The other indicted concerns are: Republic Iron and Steel Company, Youngstown Sheet and Tube Company, Brier Hill Steel Company, Youngstown Iron and Steel Company, and the Carnegie Steel Company.

The Grand Jury report states that the evidence shows "an absolute disregard on the part of certain corporations and individuals indicted by us either of the rights of, or justice to, the laboring class or the public generally."

The report states that the shots which precipitated the extreme acts of violence, lawlessness and crime which were committed on January 7, were shots fired by the guards of the Youngstown Sheet and Tube Company.

## States May Levy Tax on "Trade Coupons."

By holding that States have the power to tax trade coupons redeemable in premiums, the United States Supreme Court has dealt a hard blow to the United Cigar Stores Company and other non-union and sweat shop concerns that offer prizes to dispose of their wares. It is estimated that \$125,000,000 of merchandise is sold annually in this way.

The Court upheld the constitutionality of laws in Florida and Washington imposing taxes on coupons and dismissed the petition of a manager of the United Cigar Stores Company, who was convicted of violating the Washington trading stamp act.

The decision was delivered by Justice McKenna, who denied that an act taxing these coupons was an interference with legitimate business, and insisted that the coupon scheme was simply a lure that has many of the elements of a lottery and gambling.

"They rely upon something else than the article sold," said Justice McKenna. "They tempt by a promise of a value greater than that article, and apparently not represented in its price, and it hence may be thought that thus, by an appeal to cupidity, lure to improvidence. This may not be called in an exact sense a 'lottery,' may not be called 'gaming'; it may, however, be considered as having the seduction and evil of such, and whether it has may be a matter of inquiry and of judgment that it is finally within the power of the Legislature to make."

## Land Law Urged by Oregon Unionists.

The indorsement of the Oregon "people's land and loan law" by the A. F. of L. executive council will be a valued aid to the efforts of the State Federation of Labor in writing this principle into the State Constitution at the coming election.

The law was suggested by a committee appointed by the Portland Central Labor Council to investigate the question of unemployment. The State Federation of Labor has indorsed the law. Similar action was urged by Delegate E. E. Smith, representing the Portland Central Body at the San Francisco convention of the A. F. of L., which referred the matter to the executive council for investigation. At that time Delegate Smith explained the workings of the proposed law as follows:

"In Oregon, as in many other States, or practically all the States, the large interests are backed by the money power and have control to a greater or less degree of the land and the natural resources. In Oregon we have as our fundamental industry the timber industry, and the Southern Pacific Railroad and the great timber barons have possession of our resources. In studying the unemployment problem we decided there was only one way to get these resources back. We have many men in our State, as you people have in your States, who would like to get out on the land. They cannot do so without paying the inflated speculative prices, and if they do have an opportunity to get on the land they haven't the money to do so. This bill is a combination of what is familiarly known as single tax and State aid. It does not go all the way. The only way we can hope to get the

(Continued on Page 10.)

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

### AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

### GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeld Bldgs., 22 Canning Place, Liverpool.

### BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

### GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

### FRANCE.

Federation National des Syndicats des Inscriptions, Maritimes de France, 33 Rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

### NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

### SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgaten 1 B., Sweden.

### DENMARK.

Somandenes Forbund, Toldbogade 15, Kobenhavn.

Sofryboderne Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restauration Forening, Nyhavn 17, Kobenhavn.

### HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

### ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

### AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

### SPAIN.

Sociedad Sindical de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

### URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

### ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

### BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

### SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



## World's Workers.

Mr. Robert Williams, Secretary of the National Transport Workers' Federation, writing to the Manchester Guardian, recently issued a grave warning against the evil results that he anticipates will ultimately follow compulsory military service. There is a widespread suspicion, he says, that compulsory military service is the forerunner of another measure to impose compulsory industrial service. This feeling, Mr. Williams continues, cannot be demonstrated in London as the conscriptionists are in the ascendant in what passes for public opinion there, nevertheless he is confident that its expression in the great industrial centers of the north cannot be prevented.

Dr. Ernst Meyer, editor of the Berlin "Vorwärts," is about to be tried on a charge of having circulated a certain pamphlet of which the authorities disapprove. He was arrested on that account some months ago, together with two associates, and after being detained for some time was finally released pending his trial. His companions, Herren Eberlein and Wiegand, who were concerned with the production and printing of the pamphlet in question, have been called to the colors meanwhile, so that the prosecution has been dropped in their case. Herr Wiegand, however, has been summoned as a witness for the prosecution, together with Dr. Liebknecht. Dr. Meyer will be defended by Herr Hugo Haale and Dr. Weinberg.

According to data published in the issue for February 1st of the "Bollettino dell' Ufficio del Lavoro" (the journal of the Department of Labor Statistics of the Italian Ministry of Agriculture, Industry and Commerce), 33 disputes took place during December, the number of work people taking part in 31 of these being 5936. In the preceding month 43 disputes were recorded, in 41 of which 7790 work people took part, while in December, 1914, 32 disputes, involving 6485, took place. The groups of trades most seriously affected by disputes in December, 1915, were transport (8 disputes), textiles (6), mining (4), and metal (4). The four groups of trades comprise 78 per cent. of the aggregate number of work people taking part in disputes.

The Health of Munition Workers Committee appointed by the British Parliament have issued a fourth memorandum, which deals with the employment of women. The extension of the employment of married women and of young girls, and the revival of the employment of women at night, which has taken place in munition factories is said to be of great social and industrial significance. The munition workers of to-day are stated to include dress-makers, laundry workers, textile workers, domestic servants, clerical workers, shop assistants, university and art students—women and girls, in fact, of every social grade, many of them of no previous wage-earning experience, especially wives and widows of soldiers, many married women who had retired altogether from industrial life, and many again who had never entered it. Conditions of work have been accepted without question and without complaint which are immediately detrimental to output, and would, if continued, be ultimately disastrous to health.

## SAN PEDRO, CAL.

C. B. CANNON

### CANNON & BLAIZE

A. E. BLAIZE

Headquarters for  
UNION-MADE CLOTHING FOR SEAFARING MEN  
Special Low Price on  
SEA BOOTS AND OIL CLOTHING  
Men's Suits Made to Order

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### HOUSEKEEPING ROOMS

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### NATIONAL HOTEL

MRS. ALBERT H. RYAN, Prop.  
FURNISHED ROOMS

50c Per Day and Up—\$2 Per Week and Up

No. 270 FOURTH STREET

SAN PEDRO, CAL.

### REMOVAL ANNOUNCEMENT.

**S. G. SWANSON** for the **BEST** there is in **TAILORING** Less the Fancy Price  
who has been established since 1904 on Beacon Street, between 6th and 7th  
**IS NOW located on the 2nd floor BANK OF SAN PEDRO BLDG.,**  
**entrance 110 WEST 6th STREET, SAN PEDRO, CAL.,**  
Where he is better prepared, because of Much lesser rent, to give the trade the  
advantage of lower prices and as formerly, special care is given to garments entrusted  
to him for Cleaning, Repairing and Pressing.  
Note—Clothes also cut, trimmed and made from your own cloth with the  
Union Label too. The new woollens are now ready for your inspection, how about  
your order?

### San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

DEALERS IN ALL KINDS OF  
STATIONERY

Los Angeles Examiner and All San  
Francisco Papers on Sale. Agents  
Harbor Steam Laundry

### Mills, Elbert & Nash

SIXTH AND BEACON STREETS  
FIFTH AND BEACON STREETS

— Dealers in —

EDGEWORTH TOBACCO AND

UNION LABEL CIGARS

GIVE US A TRIAL

### ALASKA FISHERMEN.

San Francisco.

Bergman, John Johnsen, Aug.  
Blom, Ernest Konig, D.  
Christiansen, Anton Nielsen, Harold  
Christiansen, A. Olander, Ed  
Loris, Geo. Thomson, John  
Eckart, T. G.

### INFORMATION WANTED.

Otto E. Bickel and John Sherman  
Bickel, brothers, who have not been  
heard of for many years, are in-  
quired for by their sister. They are  
both tall, light complexioned, and  
blue eyes. Any information regarding  
their whereabouts will be highly ap-  
preciated. Please address Miss Laura  
Bickel, 1591 East Ninety-third street,  
Cleveland, Ohio. 4-14-15

### M. BROWN and SONS

have moved to

109 SIXTH STREET

Opposite Sailors' Union Hall

SAN PEDRO, CAL.

### INFORMATION WANTED.

Eugene Martin, age 25, 6 feet tall,  
gray eyes, is inquired for by his  
mother. Anyone knowing his where-  
abouts please notify Mrs. Rose T.  
Martin, 4231 15 N. E., Seattle,  
Wash. 1-27-1915

Vencelus Durbich is inquired for  
by his brother. Anyone knowing his  
whereabouts please communicate with  
Gerolamo Durbich, Zurich, Switzer-  
land. 7-28-15

Peder Bjorback, supposed to be a  
sailor on the Pacific coast, and a  
native of Norway, is inquired for.  
Anyone knowing his whereabouts  
please notify Mrs. Mildred Baxter,  
Box 27, R. F. D. No. 5, Seattle,  
Wash. 2-2-16

Adolph Krakan, last heard of at  
Port Pirie, January, 1912, and again  
in March, 1913, from Warumbo, 118  
miles from Adelaide, South Australia,  
is inquired for by his mother at  
Hamburg, Germany. 8-25-15

## San Pedro Letter List.

|                       |                     |
|-----------------------|---------------------|
| Andersen, Albert      | Leideker, Elith     |
| Andersen, Ernst J.    | Lalan, Joe          |
| Andersson, Oskar      | Lindholm, Chas.     |
| Andersen, Sven        | Mansen, Peter       |
| Alexander, P.         | Miller, W.          |
| Anderson, Martin      | Melson, Wm. E.      |
| -1894                 | Mikalsen, Andreas   |
| Bentsen, Hans B.      | Mahn, Gustaf        |
| Brein, Hans           | Mesak, E.           |
| Bergman, Leo          | Naylor, Harry       |
| Benrowitz, Felix      | Olsen, Andreas -759 |
| Crawford, F.          | Olsen, E. F.        |
| Carlson, Gus          | Olsen, Olof S.      |
| Danielson, Dave       | Orphaug, W.         |
| Ellwes, John          | Opward, Jack        |
| Evans, John           | Owen, Fred          |
| Eriksen, Lars         | Palmquist, Albert   |
| Eklund, Sven          | Petrow, A.          |
| Frost, Hans           | Pintz, Johan        |
| Fjellman, Jonas       | Peterson, N.        |
| Gunderson, Christ     | Peterson, Hugo      |
| Gilholm, Albin        | Rand, Jacob         |
| Gronlund, O. -414     | Smith, Johan        |
| Heesche, Henry        | Schroeder, Ernst    |
| Hansen, B.            | Stenros, John       |
| Hendrikson, Henry     | Sorensen, Jorgen    |
| Holmstrom, Fritz      | Svenningsen, S. N.  |
| Haake, Max            | Skaanes, Elgil      |
| Haupt, Fritz          | Sivers, Fred        |
| Hansen, Charly        | Sjohom, Gustav      |
| Illig, Theo.          | -1542               |
| Johnson, John         | Soderlund, Anton    |
| Johnson, Gust         | Schmidt, Lauritz P. |
| Janson, Dick          | Shalles, Gust       |
| Johnson, Chas. A.     | Slevers, G. P.      |
| -2071                 | Trovik, Harald      |
| Janson, Oscar         | Uhligh, Richard     |
| Jensen, Hans -1555    | Verney, A.          |
| Johnsson, J. A. -1659 | White, Robert       |
| Johansson, Victor     | Woldhouse, John     |
| Kashlund, Frank       | Warkkala, John      |
| Lorenz, Bruno         | Wldn, Andrew        |
| Larsen, Hans -1611    | Zayan, G.           |
| Lybeck, Thos.         | Newspapers and      |
| Lundin, Chas. -1054   | Packages            |
| Lindberg, G. W.       | Miller, W.          |
| Lindberg, Ernst       | Schmidt, Lauritz P. |
| Larson, Hans -1677    |                     |

### Honolulu, H. T.

|                      |                   |
|----------------------|-------------------|
| Anderson, John E.    | Nelsen, C. F.     |
| Burk, Harry -1284    | Petersen, Carl    |
| Crantly, C. W.       | Peters, Walter    |
| Eugenio, John        | Relther, Fritz    |
| Ekelund, Rickhard    | Solberg, B. P.    |
| Ivertsen, Sigvald B. | Strand, Conrad    |
| Lengwenus, W. L.     | Thompson, Emil N. |
| Moller, F.           |                   |

### INFORMATION WANTED.

Carl Fritjof Johansson Lind, age  
39, a native of Sonderborg, Germany,  
sailing on the Pacific Coast, is in-  
quired for by his brother. Anyone  
knowing his whereabouts please no-  
tify John Lind, 1401 West 9th St.,  
Cleveland, Ohio. 3-24-15

Anders C. Anderson, a native of  
Norway, who left his personal effects  
at Port San Luis, Cal., after leaving  
a ship at that place, is inquired for.  
Anyone knowing his whereabouts  
please notify D. R. Jacks, Deputy  
Collector of Customs, Port San Luis,  
Cal. 12-22-15

Martin Nielsen, a native of Den-  
mark, member of the Sailors' Union  
on the Pacific for the last 8 years,  
has not been heard of since July,  
1912. His address then was Sailors'  
Union, Seattle, Wash. Any one  
knowing his whereabouts please no-  
tify George Leonhard, Sailors' Union,  
59 Clay St. 8-11-1915

Olai Ingebrigtsen (Brock), a na-  
tive of Norway, last heard from 13  
years ago, when leaving San Fran-  
cisco for Australia on the American  
bark "Golden Gate," is inquired for  
by his brother. Any information re-  
garding the above named will be  
gladly received by Niels Ingebrigtsen,  
469—49th street, Brooklyn, N. Y.; or  
Sam Andersen, 100 Steuart street,  
San Francisco, Cal. 8-4-15

Oscar Olsen, age 37, a native of  
Hallarna, near Gothenborg, Sweden,  
who was sailing on the Great Lakes  
about three years ago, is inquired  
for by John V. Olsen, Sun Com-  
pany, Marcus Hook, Pa. 5-26-15

Hugo Carlson Ljung, age 29, a  
native of Gothenborg, Sweden, was  
last heard from in a Cable Boat on  
the Atlantic Coast, is inquired for  
by his brother. Anyone knowing his  
whereabouts please notify John Carl-  
son Ljung, Jungmansgatan 5, Goth-  
enborg, Sweden. 1-12-16

## A SAILOR'S BANK.

With Branches Throughout the World  
In the Philippines, Japan, China, Straits Settlements, India,  
London, Mexico and Panama, the  
INTERNATIONAL BANKING CORPORATION  
is particularly well equipped to give service to  
**SEA-FARING MEN**

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### SAVINGS DEPARTMENT of its San Francisco Branch

it gives "Personal Service" and courteous treatment to all its  
customers. Four per cent. per annum is paid on Savings  
Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the

### SWEDISH AMERICAN BANK

and for the accommodation of its Scandinavian customers,  
the bank carries on hand at all times an ample supply of  
Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

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E. W. WILSON, Manager



# Pacific Coast Marine.

Alfred Holt & Co., Liverpool, have presented a beautiful silver loving cup to the officers of the U. S. coast guard cutter "Snohomish" in appreciation of the aid extended to the Blue Funnel liner "Calchas" when she was ashore at Point Wilson last October.

The Secretary of Commerce has authorized a change in the name of the power schooner "Archer" to "Marie." This vessel was recently purchased by Swayne & Hoyt from C. Henry Smith. She was built at Sunderland, in 1876, and has a gross tonnage of 900.

The Charles R. McCormick Company announced during the past week that it will proceed at once to construct another steamer of 1,500,000 feet lumber capacity for its own use at its St. Helens yards. This will make four vessels under construction at St. Helens.

A coastwise lumber rate of \$9 to San Francisco and \$10 to Los Angeles by midsummer is predicted. Tonnage for the lumber business continues scarce and the present rates of \$5 to San Francisco and \$6 to Los Angeles are declared to be certain of advancement before long.

The Genoa Mills, located on Genoa Bay, Vancouver Island, established a new record in the export of lumber for the year 1915, shipping over 14,000,000 ft., board measure. New York was the largest buyer, taking 5,197,097 ft., with Europe second, taking 2,898,718 ft., and South Africa a close third, taking 2,379,857 ft.

The steamer "Minnesota," whose boilers gave out while the vessel was on her way to Europe, will be sold by the Great Northern Steamship Co. to a syndicate of British and French capitalists, according to Louis W. Hill, head of the Great Northern Railway. The sale price will be nearly \$3,000,000. The "Minnesota" is now at San Francisco, being fitted with new boilers.

The German steamer "Saxonia" of the Hamburg-American Line, which has been laid up at Eagle Harbor since the war started, is reported to have signed on two Germans who arrived from South America on the schooner "E. R. Sterling." The signing of the men has caused comment, the belief being expressed that the "Saxonia" intends to proceed to sea, as she is coaled and provisioned.

First of the Alaska packers to leave for the north is the ship "Star of Lapland," which cleared for Port Angeles. From there the vessel will go to Nanaimo for coal and then will proceed to the canneries. The "Lapland" will take her cargo to Naknek on Bristol Bay and will be the first vessel to arrive. Other vessels of the fleet are ready for sea and from this time on there will be a departure every few days for Alaskan waters.

J. A. Hooper, San Francisco, has sold the following American wooden schooners to the Pacific Freighters Co., San Francisco: "Rosamond," 985 tons reg., built at Benicia, Cal., in 1900; "Meteor," 518 tons reg., built at P. Blakeley, Wash., in 1891; "Ludlow," 643 tons reg., built at P. Blakeley, Wash., in 1900, and "Manila," 647 tons reg., built at N. Bend, Ore., in 1899. The "Rosamond" realized \$36,000, the "Meteor," the "Ludlow" and the "Manila," \$24,000 each.

It is now quite certain that the British Columbia Government will seek the power to provide financial aid to the extent of \$2,000,000 to aid shipbuilding in the province. This will be guaranteed to secure the construction of at least ten vessels and will cover 50 per cent. of the cost of the ships. The companies securing the loan being allowed easy terms of repayment. The legislation has been devised to meet the scarcity of tonnage on the Coast and to bring about a revival in the lumber trade.

Attorney H. W. Hutton, formerly a chief engineer on ocean-going vessels, is now a shipowner on his own account. He was the highest bidder for the "Mary Frances Cruz" at a sale conducted by United States Marshal James P. Holohan. Hutton got the schooner, which cannot boast of more than two masts, at the bargain price of \$100. The "Mary Frances" has been used for some time in the humble occupation of carrying hay from near-by points to the hay wharf on the channel.

Shipping men are figuring the loss entailed by the seizure of the American steamer "Edna" by British authorities and her detention in Fort Stanley, Falkland Islands. The "Edna" is owned locally by Sudden & Christenson and is carrying nitrate to the east coast for W. R. Grace & Co. She is reported to be under charter at the end of the present trip for \$20,000 monthly for six months. Her cargo now on board is valued at \$250,000. It is nitrate of soda, which Eastern munition manufacturers are in dire need of at the present time.

The reported sale of the Swayne & Hoyt steamer "Navajo" to Eastern parties for \$510,000 marks another shipping deal in which the vessel involved brought much more than her cost price. The "Navajo" was built in the Craig yard in Southern California in 1911 and cost new \$250,000. For several weeks the "Navajo" lay at Balboa waiting to get through the Canal and was one of the first vessels to

pass when the waterway was opened temporarily. She went from this port to Great Britain and arrived at Ipswich on February 8.

Federal Judge Dooling, in a suit by the Federal Sugar Refining Company against the owners of the American steamship "Lyra," decided that the steamship people were not responsible for the damaged condition in which a shipment of 112,000 bags of refined sugar arrived in this port from New York. The voyage was made around the Horn, taking seventy-one days. Judge Dooling held the moisture that caused the sugar to cake entered the sugar before it was placed on the "Lyra." No damages were allowed for the caking of 30,000 bags on the trip.

The Pacific Freighters Co., which has purchased the schooner "Espada" from Sudden & Christenson, has decided to change her name to "Eleanor" when she is turned over to them about next June. The two Chilean vessels bought by this firm recently, the "Australia" and "County of Linlithgow," will also have their names changed, the former to "Phyllis," and the latter to "Katherine." The Pacific Freighters Co. is a subsidiary of Comyn, Mackall & Co., formed for the purpose of handling the numerous vessels acquired by this firm recently.

Half a dozen freight cars are carrying away as junk the machinery and boilers of the old Pacific Mail liner "City of Sydney," which went out of commission a decade ago. The ship is to be converted into a sailing vessel. The junk men are now sorry they scrapped her, as they say that with the expenditure of \$100,000 she could be sold in these war days when vessels are in demand at a profit of \$200,000. The "City of Sydney" was built at Chester, Pa., in 1875. She is an iron vessel of 3,000 tons. Six months ago she was brought down from Martinez, where she had been laid up, to the Sessions basin and her dismantling commenced.

An official prediction that the Panama Canal will be reopened by April 15 for the passage of deep draft vessels was announced by the War Department. Conditions in Gaillard cut, scene of the principal earth movement which blocked the waterway last fall, are regarded as justifying the forecast. Colonel Harding, acting Governor of the Canal Zone, telegraphed the War Department as follows: "Conditions in Gaillard cut justify predictions that Canal will be available for ships of thirty-foot draft on April 15, subject to probable temporary delays thereafter to meet exigencies of dredging fleet in completing Canal to full width and depth and in removing shoals that may possibly develop."

Bearing the inscription, "Madhouse C. P. O. Ship" in letters painted in red, more than a foot high, on the bow, the torpedo boat destroyer "Whipple" arrived at San Diego recently from the target range off the Coronado Islands. The words, meaning, it is believed, "Chief Petty Officer's ship," were painted at night by members of the crew, who, it is said, were dissatisfied with the quality of food served on the ship and lack of shore leave. A rigid investigation has been ordered by the "Whipple" officers, who term the incident a "gross outrage." None of the officers of the destroyer was aware of the fact that the bow of the ship resembled a circus bill board until their attention was called to the words when officers of the cruiser "Milwaukee" signaled, as the "Whipple" came into the harbor. Members of the crew of the "Whipple," according to sailors from other warships in the harbor, have been dissatisfied for some time over what they allege is a curtailment of privileges, and the "red painting" is declared to have been an attempt to "show up" the officers.

Earnings of the Pacific Coast Company are now practically the best in the company's history. In the first half of the current fiscal year the company earned \$400,819 gross more than in the corresponding period last year, while net earnings were larger by \$244,725, or nearly 56 per cent. The rate of increase in earnings and the prospects for a continuance of excellent business warrants the belief that dividends will be resumed on the \$7,000,000 common within a comparatively short time, possibly six months. In the year ended June 30 last the company earned only 1.2 per cent. on the common, after preferred dividends, although 4 per cent. was paid for the year, partly out of surplus. The quarterly dividend usually paid August 1 was passed. It is probable that when dividends are resumed they will be at the quarterly rate of 1 per cent. The company has added three steamers to its fleet within the past year, bringing the total number of ships up to twenty, all but one of which are in operation. This one is being changed from a coal to an oil burner.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

## International Seamen's Union of America

Affiliated with  
AMERICAN FEDERATION OF LABOR  
and  
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary.  
570 West Lake St., Chicago, Ill.

AFFILIATED UNIONS.  
ATLANTIC DISTRICT.

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Branches:  
BOSTON, Mass., 258 Commercial St.  
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### HARBOR BOATMEN'S UNION.

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SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.  
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Ashtabula, O. Erie, Pa.

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VICTORIA, B. C., 1424 Government St.  
VANCOUVER, B. C., 213 Hastings St., E. corner of Hastings and Main, P. O. Box 1365, Tel. Seymour 8703.  
TACOMA, Wash., 2218 North 30th St.  
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.  
ABERDEEN, Wash., P. O. Box 6.  
PORTLAND, Ore., 44 Union Ave., North.  
EUREKA, Cal., 227 First St., P. O. Box 64.  
SAN PEDRO, Cal., P. O. Box 67.  
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

(Continued on Page 11.)



## Coast Seamen's Journal

Published Weekly at San Francisco

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBERG .....Editor  
L. M. HOLT.....Manager

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### NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, MARCH 22, 1916.

### THE GAME OF "MAKE BELIEVE."

Some time ago, Captain Dollar sold the old floating junk pile, known as the American steamship "Mackinaw," for a consideration of \$100,000. It was a handsome figure and the sale was generally regarded as an all around splendid business transaction, exceptionally good even for an astute old gentleman like Captain Dollar. Incidentally, of course, it enabled the worthy "Captain" to "make believe" that he was a real live victim of the Seamen's Act; that he was the walking "Exhibit A" of the numerous injured American shipowners who had been forced to sell their floating property owing to the unbearable burdens placed upon them by that outrageous legislation.

Now it transpires (at least responsible New York papers so report) that the purchaser of the "Mackinaw" has re-sold the craft to Japanese for about \$300,000.

Poor old Captain Dollar!

If he had not been so anxious to pose as a victim of the Seamen's Act his bank account could have been swelled by some \$200,000.

No wonder the old gentleman becomes visibly excited whenever anyone within his hearing mentions that "wicked" Seamen's law!

He tried to "make believe" he was a victim of the law. And now he has become the victim of his own make believe game to the tune of two hundred thousand dollars.

Organizing work among seamen on the Atlantic Coast and along the Great Lakes is progressing with quiet determination and very satisfactory results. While the International Seamen's Union of America is giving attention to the Lakes' and Atlantic Districts, members of the Pacific Coast Unions should bear in mind that the Pacific District has one or two pressing problems which require serious thought and prompt action. These days of "unprecedented prosperity" for shipowners are most auspicious for a reasonable adjustment of things and matters. A word to the wise is sufficient! Attend your Union's meetings!

### ABOUT BOYCOTTS.

Every plutocratic public speaker the world over has at one time or another paid his respects to the pernicious boycotting activities of labor unions. Recent events seem to indicate, however, that labor unions are mere novices at that game.

According to an announcement by the British Embassy any neutral coal carrying vessel whose cargo, or any part of it, reaches a German coaling station will be black-listed by the British Government. This measure is said to be aimed at the destruction of the foreign business of the German coaling depots, which has for some time been prevented from chartering British ships, as it did early in the war.

More than two months ago the United States protested against the British Trading with the Enemy Act under which all business houses in neutral countries which have German trade connections or German ownership are to be boycotted. But up to the time of writing the British Government has not seen fit to reply.

Can anyone imagine what would happen if Labor, organized on international lines, should attempt to pull off similar stunts for the sake of exploited workers?

Why, Professor Taft and all the injunction ilk would raise a roar about illegal boycotting, etc., that would outclass anything ever produced in the shape of noise. But in this war boycotting business the labor skimmers maintain a most dignified, though significant, silence.

### SAFETY VS. DIVIDENDS.

In commenting upon the opposition to safety-at-sea legislation the JOURNAL has from time to time asserted that in the final analysis the conflict is invariably between "safety" and "dividends."

An innocent little news item, just to hand, forcefully reminds us of that bitter truth. To quote:

John H. Bunch, head of the traffic department of the Alaska Steamship Company, states that the Seamen's law will cut down the number of passengers to be handled on the initial steamers for Nome and St. Michael from 654, the number carried in other years, to 483—a reduction of 171 passengers, or the equivalent of a loss of about \$5,000 worth of business.

The fact of the matter is this: The Seamen's law does not arbitrarily reduce the number of passengers of any vessel. But the law does provide that sufficient life-boats and rafts must be provided to take care of a certain percentage of passengers and crew in case of accident. The percentage varies according to the nature of the voyage.

In the case of the Alaska Steamship Company there need be no reduction of passengers if sufficient life-boats were carried to accommodate 75 per cent. of those aboard. However, the Company is evidently unable to do so. Hence, that dreadful loss of "about \$5000 worth of business."

If this is not a clear case of "Safety vs. Dividends" we shall claim Missourian nativity, i. e., we want to be shown.

The Bakersfield (Cal.) Union Labor Journal has just reached the ripe age of twelve. Under its present management that paper has become a power for good and assumed a leading position among the labor journals of the West. May it continue to prosper and may its future be even more noteworthy than the splendid record of the past.

### A "HUMANE" EXAMINATION.

The California Outlook, a progressive monthly periodical published in Los Angeles, has its own original views upon the recent farcical "examination" of Chinese seamen at San Francisco by United States Steamboat Inspection Service officials.

Under the caption, "Graduating Exercises of Chinese Seamen," our southern contemporary prints the following pungent comment upon that most interesting ceremony:

It would be hard to find a more tender consideration anywhere than that displayed for the guileless Chinese by the San Francisco inspectors who pass upon the qualifications of prospective seamen. There may be such a thing as race prejudice in the world; there may be a particular feeling of antagonism to Oriental competition here on this Pacific Coast. But nothing of this finds expression in the inquiries and decisions of the inspectors. They live and move and have their being on an exalted plane where none of these frailties of earthy humanity find lodgment. A broad humanitarianism (especially as applied to Celestials) is their ideal. Their examinations of Chinese applicants are conducted with a gentleness which might serve as a model for a teacher of kindergarten. The questions asked make no tax on the simplest mind, and diplomas of fitness are granted with an unrestrained hand. If a southern negro, who lives in a State where ability to read the Constitution is made a test of the right of franchise and who at the polling place has passed through a grilling inquisition on constitutional law, could but witness one of these San Francisco functions, he would see a striking example of the difference between an examination intended to keep the applicant out and one intended to put the applicant through.

Yes, sir; it does make a very material difference whether an examination is staged to "keep out" or to "put in!" And it is evident that the employes of the United States Steamboat Inspection Service know what is expected of them by their worthy Chief.

George C. Uhler—"he velly good friend of Chinaman, and he sabee plenty, too!"

### THE MEXICAN SITUATION.

At last the Hearsts and their minions have had their hearts' desire gratified. Soldiers of the United States are on Mexican soil "to capture the bandit raider Villa and to put a stop to his forays." That is the avowed object of our Mexican invasion, but it certainly is not an explanation of the Mexican situation. For Villa, after all, is but a tool operated by an unseen hand. There are those who assert that this unseen hand reaches out from Wall Street, and there are those who seriously and logically contend that the purpose of the raid on New Mexico was to provoke intervention by the United States.

If there is a sincere desire to get at the facts in the case Congress should be able to uncover that unseen hand behind Villa. Some one not out of touch with our own financial centers has evidently aided and encouraged Villa and paid his bills, too.

To get to the bottom of this pretty mess is surely as important as the capture, dead or alive, of the poor tool Villa. Let Congress ascertain and publish the plain truth about the vast Mexican land holdings by American citizens. Let us know who among our own self-styled patriots claim vested rights in bleeding, war-torn Mexico.

When this array of facts is before us we will all be in a better position to understand U. S.-Mexican relations. We shall also be in a better position to know whether all this preparedness and huge army and navy talk really emanates from the people or from financiers anxious to perpetuate vested interests at home and abroad.

Eternal vigilance is the price of liberty.



## THE TRUTH LEAKS OUT.

Yes, it has finally become "apparent to all," even to the New York Times, that the withdrawal and sale of the Pacific Mail fleet was in no wise due to the passage of the Seamen's Act, but was merely part of a plan of reorganization that has netted its projectors a vast sum of money while temporarily demoralizing the commerce of the Pacific Coast.

The interesting details are from a recent issue of the New York Times:

The further advance in Pacific Mail stock, which has been removed from brokerage office boards, brought to light the fact that the American International Corporation and W. R. Grace & Co., who jointly purchased the assets of the Pacific Mail Steamship Company after the sale of its four big liners to the International Mercantile Marine, made a pretty bargain when they agreed to pay \$10 a share for 110,800 shares held by the Southern Pacific Company and an additional \$2.50 per share if the assets proved to be worth that much more on appraisal. The improvement in the situation as regards the shipping business has been so rapid that the purchasers have already paid over the additional \$1,250,000, making the total cost of the stock acquired \$12.50 a share.

It was also learned that the American International and W. R. Grace & Co. did not stop with the acquisition of the Southern Pacific's controlling interest in the Pacific Mail, but that they picked up additional stock in the open market until they now have a very large percentage of the 200,000 shares outstanding. If the additional stock was obtained at the price paid for the Southern Pacific majority interest the new owners already have a paper profit of more than \$1,500,000 on their investment, at a recent closing figure.

The Pacific Mail Company under the new management may not re-enter the Orient trade. Present plans call only for the development of the South American business. Shipping rates have increased so rapidly with the withdrawal of vessels by the belligerents as to make operation of the line highly profitable, but the possibility of new adverse legislation, such as proposed in the Alexander bill, acts as a deterrent to plans for restoring the American flag in the trans-Pacific service.

For the New York Times the La Follette Seamen's Act is no longer the scapegoat.

Instead, the Alexander bill (under which title the Government Ship-Purchase bill is known) has evidently been elected as the real goat and the principal recipient-to-be of libelous attack and malicious abuse.

## FREE EMPLOYMENT BUREAUS.

A year ago there was not a single free public employment bureau in San Francisco. Now there are several.

There are separate bureaus for males and females under the management of the State Department of Labor. In addition there has recently been established, as a branch of the United States Immigration Service, a San Francisco Labor Exchange, for the purpose of bringing the job and the jobless together without cost to employer or workman.

Every postoffice is supplied with blank forms of application for the benefit of farmers and others who seek help, and the man who wants employment. These blanks are transmitted through the mail to the office of the Bureau in San Francisco without postage. This service is altogether free both to the employer and employee. Applications can be made with the blank forms, by telephone, letter or personal call at the office in the Appraisers Building.

The next step will, or should be, the total abolition of all private employment bureaus. The heyday of the crimps came to an end when Congress made it illegal to collect a fee from seamen for procuring employment as such. And while a different variety of these crimps are still flourishing among land-lubbers, their days are numbered and the end of that species of graft is in sight. Let us hope it will be soon!

## THE U. S. COAST SURVEY.

## A Brief Historical Sketch Together With a Review of Its Useful and Necessary Work.

A full and complete knowledge of the coast, its nature and form, the character of the adjacent sea bottom, the positions of reefs, shoals and any other dangers to navigation, the rise and fall of the tides, the direction and strength of the currents and the character and amount of magnetic disturbance, are of the greatest practical value and a real necessity to all those nations whose lands touch the sea or who have any interest in its commerce. To supply this very needful knowledge the governments of the principal maritime nations must and do make surveys of their coasts by the most exact methods.

Some idea of the importance to this country of surveys of its coasts may be formed when we recall that the coast line of the United States and Alaska, measured along its general trend, exceeds 11,500 miles in length, and along which a vast commerce is being carried on. To represent the actual shore line which must be surveyed and which includes all the islands, bays, sounds, and rivers in the tidal belt, these figures reach the large total of 91,000 miles; and to this must be added the shore line of Porto Rico, Guam, Tutuila, the Hawaiian and the Philippine Islands, the detailed coast line of which adds more than 12,000 statute miles more.

The Coast Survey (since 1878, the Coast and Geodetic Survey) dates its origin from an act of Congress passed in 1807, during the presidency of Thomas Jefferson, authorizing and requesting the President of the United States "to cause a survey to be taken of the coasts of the United States and to undertake such matters in connection therewith as he may deem proper for completing an accurate chart of every part of the coasts thereof."

At that early period of our national life the necessity for an accurate charting of our coasts was clearly recognized, though no very definite idea was held of how a work on so large a scale should be carried out. In March, 1807, Mr. Gallatin, then secretary of the treasury, issued a circular letter asking for the submission of plans for the carrying out of the survey of the coasts that should unite correctness and practicability, and outlining in general terms the view held by the government as to what was desired to be accomplished.

The plan submitted by F. R. Hassler, of Philadelphia, in response to Mr. Gallatin's request, was accepted, and he was employed to take charge of the survey of the coasts of the United States.

Because of the external relations of the country it was impracticable to take any steps toward putting the plan into action until 1811, and even then, before the work could proceed it was necessary to secure instruments with which to do it. As these were not to be had in this country it was necessary for Mr. Hassler to go to Europe (England, France and Germany) for them, and where he remained for about four years supervising their construction and testing and standardizing them. The most important of these instruments were made after new designs drawn up by Mr. Hassler. In accordance with Mr. Gallatin's directions the equipment of instruments was made to include those necessary for the determination of boundary lines. It is of interest to note that the plan for the survey originally laid down by Mr. Hassler has been essentially followed ever since, and that no such plan had ever been previously carried out by any country.

The chief work of the Coast and Geodetic Survey is the making of navigational charts of the United States and the outlying territory under their jurisdiction. The field, or surveying work necessary to the making of navigational charts is in several different lines, which given in their logical order are as follows:

1. Triangulation, which includes base measurements, by means of which distances between points become known.

2. Astronomical observations, which determine the directions of the measured lines, and the locations of points on the earth's surface which are made known by the astronomical determination of their distance from the equator (the latitude) and from a prime or reference meridian (the longitude) which for all navigational charts is now the meridian of Greenwich.

3. Leveling, by means of which the elevations of places throughout the country with reference to mean sea level are made known.

4. Tidal observations, for ascertaining mean sea level, from which elevations are reckoned, and for predicting the rise and fall of the tide for the use of the navigator, the engineer and others; also for the reduction of soundings made at any time, during a hydrographic survey, to what these soundings would have been if made at low water or other adopted plane of reference.

5. Topography, the graphical representation by conventional signs of all physical features of the land in their relative positions, the elevations, depressions, the natural and industrial features.

6. Magnetic observations, from which is ascertained the direction in which the compass

(Continued on Page 10.)

## OFFICIAL.

## SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Mar. 20, 1916.

Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding.

Secretary reported shipping medium.

JOHN H. TENNISON, Secretary pro tem.  
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., March 13, 1916.

No meeting. Shipping medium, prospects uncertain.

REGINALD TOWNSEND, Agent.  
Room 11, De Cosmos Block, 1424 Government St.

Vancouver, B. C., March 13, 1916.

Shipping fair, prospects uncertain.  
W. S. BURNS, Agent.  
213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, March 13, 1916.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.  
2218 North 30th St. Tel. Main 808.

Seattle Agency, March 13, 1916.  
Shipping and prospects poor.

P. B. GILL, Agent.  
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, March 13, 1916.  
Shipping dull; prospects poor.

J. PEARSON, Agent.  
P. O. Box 6. Tel. Main 557.

Portland Agency, March 13, 1916.  
Shipping medium; prospects uncertain.

JACK ROSEN, Agent.  
44 Union Ave. North. Tel. East 4912.

Eureka Agency, March 13, 1916.  
Shipping dull; prospects uncertain.

OTTO DITTMAR, Agent.  
227 First St. P. O. Box 64. Tel. 159.

San Pedro Agency, March 13, 1916.  
Shipping fair; prospects uncertain.

HARRY OHLSEN, Agent.  
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, March 6, 1916.  
Shipping dull; prospects poor.

JACK EDWARDSON, Agent.  
P. O. Box 314. Tel. 2526.

## MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

San Francisco, Cal., March 16, 1916.  
No meeting; shipping fair; plenty of men ashore.

EUGENE STEIDLE, Secretary.  
42 Market St. Phone Kearny 5955.

Seattle Agency, March 10, 1916.  
Shipping slow.

LEONARD NORKGAUER, Agent.  
Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, March 8, 1916.  
No meeting; shipping slow; plenty of men ashore.

HARRY POTHOFF, Agent.  
P. O. Box 54.

Portland Agency, March 13, 1916.  
Shipping improving slightly.

THOMAS BAKER, Agent.  
89 Second St. N. Phone Broadway 2306.

## DIED.

Wilhelm H. Hagerlund, No. 1891, age 33, a native of Finland; reported drowned in Alaska during the 1915 season.

Fred Johnsen, No. 1055, age 44, a native of Norway, died at Fort Stanton, New Mexico, 1916.

Michael Berg, No. 68, age 56, a native of Finland, died at City and County Hospital, San Francisco, Cal., March, 1916.

A large wooden floating drydock, designed by Howard C. Holmes, is being built at Hunters Point by the Union Iron Works for use at the works. The dock will be 450 ft. long, 100 ft. wide and 30 ft. inside depth. It will accommodate vessels up to 7,500 tons. The building of this dock was decided on as a necessary adjunct to the works.



## GETTING MOSES' GOAT.

(By Hawserlaid Bill.)

The brigantine "Jessie Boardman," in ballast, was standing in from sea for Port Morant, Jamaica. A light southeast breeze, softly blowing over the taffrail, gave her a headway of about three knots.

Three negroes in a boat from the shore, two of them lying on their oars and the third seated aft at the tiller, were waiting a short distance ahead for the ship to come up with them. When they came within reach, "Mush" Muldoon, the mate, threw them a line.

"Want a pilot, cap'n?" sung out the fellow at the tiller as he deftly sheered the boat in alongside.

Captain Potter thoughtfully stroked his gray goatee for a minute or so, as one deep in the mental process implied in the trite advice to look before you leap.

"Brought any shells with you?" he asked, presently.

"No, sah," replied the would-be pilot. "Ah 'll fetch yoh some nice queen conchs an' tiger shells to-morrow, sah. How many yoh want, sah?"

Captain Potter stroked his goatee some more, took a squint aloft, looked in the binnacle, bit off a substantial "chaw" from a plug of tobacco which he fished out from his hip pocket, and finally asked:

"What's your name?"

"Mose, sah—Mose White, sah; dat am mah name, cap'n, an' Ah 'll take yoh in foh one guinea."

"White, eh?" said the skipper, musingly, as he surveyed the sable speaker from the wool protruding through the crownless hat, down to the big bare splayfeet which no shoes had ever incased.

To tell the truth, if there is aught in names counting in the way of connotation, qualification, congruity, or descriptiveness, the fact had evidently been overlooked when Mose White was named. A ship-mate of mine once averred, in dilating on the exceeding ebony hue of the epidermis of a "cullud gemman" who he had seen somewhere, that "a piece of charcoal would have made a white mark on him." It has since occurred to me that it probably was Mose he had seen. To which may be added that when it came to the matter of personal pulchritude, P. T. Barnum's "Missing Link" had nothing on Mose White worth speaking of.

"Well, Mose, how'd two bright American dollars suit you?"

Captain Potter temptingly jingled a handful of coins as he spoke.

"Two dolla's, sah? Two dolla's! Yoh is a funny man, cap'n. Two dolla's! Har, har, oi, oi—wow!"

And Mose fairly doubled up with a cachinnatory paroxysm that almost threw him out of the boat.

"Yass, sah; yoh is a funny man, cap'n," he iterated when he had caught his breath again. "Two dolla's! Wow!"

Mr. White went off into another fit of boisterous hilarity that subsided only when he heard the skipper sing out:

"Leggo that line in the boat, there. Haul it in, Mr. Muldoon."

Mose became suddenly serious. His eyes rolled until hardly more than the whites showed. In an aggrieved tone of voice he blurted out:

"Yoh is a ha'd man to deal wid, cap'n;

but Ah 'm game, sah. Ah 'll take yoh in foh two dolla's."

Suiting the action to the words he laid hold of one of the chain plates and swung himself on to the channel, and thence clambered inboard.

Mose wasted no time on preliminary hemmings and hawings. In the vernacular of the elite, he was right on the job.

"Hise de jib, Mistah Mate; hise de jib, sah," he roared in his best boatswain's voice. "Steady yoh helm, cap'n; yoh is gwine dess right now, sah."

As the wind was from aft the necessity for hoisting the jib was not over-obvious. But on board of a ship orders are orders—and then some.

"Yoh got de jib hise, Mistah Mate?" bawled Mose.

"Yes," surlily retorted "Mush" Muldoon.

"Hise him down agin, sah; hise him down, sah."

"Mush" walked up to Mose with blood in his eye.

"What the hell are you tryin' to do, anyway; eh?" he began. "D'ye think we're —"

"Sh, sah," interrupted Mose hastily, and raising a warning hand; "hit am all right, Mistah Mate. Ah dess wanta show dem niggahs in de boat deah mah authority, sah."

And before the dumfounded "Mush" could gather his wits together sufficiently to duly select the proper amount and quality of "cuss words" which the case seemed to call for, Mose calmly retreated to the poop where he struck a haughty pose a la Napoleon surveying the Pyramids—or something like that.

"Mose," said the skipper presently, "you know anything about stowin' logwood?"

"Deed Ah do, boss—cap'n; 'scuse me, sah. Lawd bless yoh haht, sah, Ah 'm the best stevedo' in dis yeah pahts dat evah was. Evabody 'll tell yoh, sah, dot Ah kin put moh logwood in a ship dan de man what fust invented hit. Yass, sah; Ah sho' am yoh man, cap'n, foh stowin' logwood. When yoh gwine to staht loadin', sah?"

"Wall, I dunno exactly—to-morrow, I expect. Anyway, you be on hand when we're ready to load, an' bring another good man with you. What buoy is that, Mose?"

"Dat am de outh buoy, sah—de bah buoy, sah. Yoh got yoh ancho' ready, cap'n?"

"Yes; all ready."

Walking forward to the break of the poop the skipper sung out:

"Mr. Muldoon, take in the royal an' to' gallant sail, an' clew up the foresail. How much range of chain have you got overhauled, sir?"

"'Bout seven or eight fathoms, sir."

"Better overhaul four or five fathoms more, Mr. Muldoon."

"All right, sir."

In twenty minutes more the "Jessie Boardman" dropped her mudhook off the end of Taylor & Reeves' wharf, a ramshackle, rickety-looking wooden structure that seemed to be at outs with every known "safety first" principle. The sails were furled. A line was taken ashore and the ship warped alongside the dock, ready for loading.

"Mr. Muldoon," said Captain Potter that evening at supper, "I want you to take Ole with you an' go down in the hold to-morrow when we start loadin', an' look

after the stowin'. That feller, Mose, may be all right; an' again, he may not. You can't place no sort o' dependence on them niggers. Anyway, we want to get all the logwood into her that she'll hold if we're to break anything like even on the freight they're payin'."

"Very well, sir," replied "Mush"; "we'll do the best we can."

"An' say," added the skipper, as if struck by an afterthought, "while you're workin' cargo there'll be three tots o' rum a day for you."

"Fine!" said "Mush," licking his chops in blissful anticipation. "Watch me puttin' that logwood away; that's all. If I don't make that nigger look like thirty cents I'll eat my hat."

After supper "Mush" lit his pipe and went out on deck.

"Ole, come aft here," he called out after a while.

Ole, a fine, strapping young Swede, sauntered aft.

"Say, Ole," began "Mush," blowing a preliminary cloud of smoke, "the ol' man wants you an' me to go down in the hold to-morrow an' stow logwood. That nigger pilot an' another spade is goin' to stow one side, an' you an' me 'll take the other."

"Mush" took a couple of stiff pulls on the old dudheen as an aid to cerebration.

"Now," he went on again, "we want to get even with that coon for the way he rubbed it in on us to-day—makin' us hoist the jib for nothin', blast him. An' I'll tell you how we can do it."

"Listen; when we get to stowin' that logwood we'll wing all the heavy sticks, an' all the light ones we'll jam in amidships. That'll give her a list to our side; see? You get me, Ole?"

"Ay bane vise teh yure leetle game, Mester Muldoon," chuckled Ole, grinning appreciatively.

"An' may be the ol' man ain't goin' to jump on that nigger with both feet when he finds the ship listing over to our side—eh, what?"

And "Mush" gleefully hugged himself at the thought. The more he turned the proposition over in his mind, the more it tickled his funny bump. "Hise him down agin, sah"—dam that impudent spade, anyway.

Presently "Mush" began whistling softly. His eyebrows contracted until they met and merged in a deep, vertical wrinkle just above the nose. As you know, perhaps, that's the way those movie actors look when they are supposed to do some tall thinking.

But tall thinking is hard work. A little of it went a long way with "Mush." Wherefore the cogitative frown on his classic brow soon melted and gave away to a sardonic smile.

"Ole," he said, with the ring of finality in his voice of one who has made up his mind and knows what he wants, "I wish you'd lend me 'Billiken' for a day or two."

"Billiken" was a little wooden joss which Ole had bought in Shanghai, and which he kept in his chest along with other curios destined for his best girl. As a joss "Billiken" ranked Al at Lloyd's, the chief requisite of an honest to goodness Chinese joss being the possession of ugliness raised to the thirty-second power. Also, the naming of him was distinctly one of those



happy inspirations that sometimes come to the man in quest of something to fill a long-felt want. You'd have thought so, at any rate, could you have seen "Billiken" in all the heathenish abandon of his exuberant homeliness.

"All right, Mester Muldoon," replied Ole. "Ay go right away an' bring han teh yuh."

Bright and early next morning Mose was down on the dock. Also a number of other gentlemen of color.

Mose carried himself with an air of haughty aplomb, eminently calculated to discourage familiarity.

"Yass, sah; Ah 'm de stevedo'. No, sah; Ah doan't want no moh help dis mawnin'. Yess, sah; Ah 'm de pilot what took dat ship in," he was heard to say, evidently in answer to questions.

By this time the chute had been rigged, and the logwood was sliding down the main hatch and piling up on the keelson. Ole and "Mush" were already in the hold preparing for action.

"Brought another man with you, Mose?" asked Captain Potter.

"Yass, sah; heah he is, cap'n," and Mose pointed to a chunky little Senegambian who would have run "Billiken" a close second in a beauty contest.

"Very well; turn to, then, an' see an' make a good job of the stowin', or you'll hear from me."

"Ah sho will, cap'n. Ah knows you'll be satisfie', sah."

About the first thing Mose noticed when he came down in the hold was—"Billiken"! Yep; on an improvised shelf in the wing on the port side, where "Mush" and Ole were working, sat "Billiken" in state, his little black, beady eyes glaring balefully in the direction of Mose and his partner.

Mose's curiosity was whetted. But dignity forbade his asking questions of white folks, who possibly might take the view that he was an ignorant sort of fellow after all. And Mose had acquired quite a sizable stock of dignity in the last twenty-four hours.

"What yoh 'spose dat am, Sam?" he whispered to his partner, indicating "Billiken" with a slight backward toss of his head.

"Dat?" The blankness on Sam's dusky frontispiece said as plainly as words, "Search me."

Pretty soon, however, his eyes began to bulge. A new and fearsome light was breaking in on him.

"Ah 'spec's hit am a pickaninny voodoo debbil," he muttered; "hit look lak hit."

Mose glanced uneasily over at "Billiken." But the logwood was piling up in the hatch, and it was up to him to show 'em how to stow it.

"Mush" and Ole were already hard at it. Ole, being a husky guy, packed all the heavy billets and stowed 'em as far out in the wing as there was space for 'em. "Mush" picked out the light ones and piled 'em in amidships. By a judicious placing of the butt ends of the sticks, an appearance of evenness was given to the stowage which effectually allayed any suspicions that everything was not on the level.

It is only giving Mose his due to say that he worked like a beaver. There is not the least doubt about it; he honestly tried to make good. But, alas! the cards were stacked against him. Likewise "Billiken."

"Billiken"! The glittering eyes of the

little villainous-looking joss seemed to follow Mose wherever he went. Josses have an uncomfortable way of doing that sort of thing, which gets on a fellow's nerves after a while. At any rate, "Billiken" got on Mose's nerves all right. Which, come to think of it, was perhaps what "Mush" had figured on.

About nine o'clock Captain Potter poked his head down the hatch and hollered: "What's the matter, Mose? The ship's getting' a list to port."

"Ah knows dat, cap'n," replied Mose quite meekly, "but Ah habn't got limbered up yet, sah. Ah allus go slow at de staht, sah, till Ah hab figured out ma wu'k an' done got things in shape, sah."

"Well, get busy. Get the ship straightened up; an' don't be all day about it, either," growled the skipper as he walked away.

Mose and Sam certainly did get busy. It is doubtful if any two well-intentioned darkies ever worked harder than they did during the next hour. And the net result of it all was that the ship listed over to port a bit more than she did before.

"Hit am dat lil voodoo debbil yondah," said Mose, dejectedly mopping the perspiration from his worried-looking phiz.

"Ah 'm shoo ob hit," grunted Sam. "Ah kin feel hit in mah bones dat dat lil debbil is des a-hoodooin' us."

"Hey, you two blankety-blanked black sons o' blink-blanks down there," roared the skipper down the hatchway, "what the flamin' hell 're you dooin', ch? Suckin' you're thumbs? Get a move on youse, or get t'ell ashore out o' that. You hear me?"

But Mose was too sick of soul to answer. It was sure hard lines. Here they were, he and his partner, straining their soul-cases and getting nowhere; and all because of that little yellow, putty-faced jinx! Yep, 'twas sure fierce.

And up on deck Captain Potter was stumping around, stroking his goatee with both hands and filling the circumambient air with sulphuric emanations of lurid rhetoric.

By degrees he edged around toward the forward coaming of the hatch, where he could see Mose.

"An' you call yourself a-stevedore, eh?" he bawled down to that luckless person. "Think you can load a ship with logwood, what? Why, you blank-blanked, woolly-headed, monkey-faced lump o' ornery, black good-for-nothin'ness, you couldn't load a wheel-barrow with feathers 'thout tippin' it over. My men down there can show you more in five minutes 'bout stowin' logwood than the whole tribe of you blink-blithering Hottentot highbinders could get into your blank-blanked, ossified cocoa nuts in a thousan' years. Now, listen, you two Zulu baboons down there,"—here the skipper's voice rose to a cyclonic roar—"if you don't get this ship straightened up in half an hour from now I'll come down there an' carve the hearts out o' the pair o' youse an' eat 'em raw."

Having gotten which off his mind, Captain Potter stalked majestically aft, delivering himself of the peroration to the cooing winds as he went along.

By the time he had reached the poop the heads of Mose and Sam appeared above the coamings of the main hatch. Their bulging eyes focused on the retreating form of the skipper. Seeing the coast com-

(Continued on Page 11.)

## NOTICE TO SEAMEN.

### IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,  
V. A. OLANDER, Secretary.

## LAKE DISTRICT, I. S. U. of A.

### HEADQUARTERS:

LAKE SEAMEN'S UNION,  
570 West Lake Street, Chicago, Ill.

### BRANCHES AND AGENCIES:

BUFFALO, N. Y. .... 55 Main Street  
Telephone Seneca 936 R.  
CLEVELAND, O. .... 1401 W. Ninth Street  
Telephone Bell Main 1842.  
MILWAUKEE, WIS. .... 133 Clinton Street  
Telephone South 240.  
ASHTABULA, O. .... 21 High Street  
Telephone 552.  
NORTH TONAWANDA, N. Y. .... 152 Main Street  
Telephone Bell 2762.  
DETROIT, MICH. .... 15 Twelfth Street  
Telephone 3724.  
SUPERIOR, WIS. .... 1721 N. Third Street  
Telephone, New, Broad 385.  
BAY CITY, MICH. .... 108 Fifth Avenue  
OGDENSBURG, N. Y. .... 70 Isabella Street  
CONNEAUT, O. .... 922 Day Street  
SOUTH CHICAGO, ILL. .... 9142 Mackinaw Avenue  
PORT HURON, MICH. .... 517 Water Street  
ERIE, PA. .... 107 E. Third Street

### MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

#### HEADQUARTERS:

71 Main Street, Buffalo, N. Y.  
Telephone Seneca 48.

#### BRANCHES:

CLEVELAND, O. .... 1185 W. Eleventh Street  
CHICAGO, ILL. .... 445 LaSalle Avenue  
MILWAUKEE, WIS. .... 151 Reed Street  
DETROIT, MICH. .... 27 Jefferson Ave., East  
SUPERIOR, WIS. .... 1814 Fourth Street  
OGDENSBURG, N. Y. .... 70 Isabella Street  
BAY CITY, MICH. .... 108 Fifth Avenue

### MARINE COOKS AND STEWARDS' UNION.

#### HEADQUARTERS:

406 N. Clark St., Chicago, Ill.  
Telephone Main 365.

#### BRANCHES:

|                 |                        |
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| Buffalo, N. Y.  | Toledo, O.             |
| Cleveland, O.   | North Tonawanda, N. Y. |
| Milwaukee, Wis. | Superior, Wis.         |
| Ashtabula, O.   | Erie, Pa.              |

### UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

#### MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

#### RELIEF STATIONS:

|                      |                         |
|----------------------|-------------------------|
| Ashland, Wis.        | Ogdensburg, N. Y.       |
| Ashtabula Harbor, O. | Oswego, N. Y.           |
| Buffalo, N. Y.       | Port Huron, Mich.       |
| Duluth, Minn.        | Manitowoc, Wis.         |
| Escanaba, Mich.      | Marquette, Mich.        |
| Grand Haven, Mich.   | Milwaukee, Wis.         |
| Green Bay, Wis.      | Saginaw, Mich.          |
| Houghton, Mich.      | Sandusky, O.            |
| Ludington, Mich.     | Sault Ste. Marie, Mich. |
| Manistee, Mich.      | Sheboygan, Wis.         |
| Erie, Pa.            | Superior, Wis.          |
| Menominee, Mich.     | Toledo, O.              |



## WEEKLY NEWS LETTER.

(Continued from Page 3.)

land and the natural resources back to the people is through taxation. It seems government has never been able to limit taxation, and we propose to levy as a State tax such a sum per year as is equal to the land rent, whether it is used or whether it is not. A third of all this rental will be placed in a homeseekers' loan fund. From this fund men and women in the country and in the city can borrow from the State a sum equal to \$1,500. They will have 20 years to repay it. The first five years they will pay no interest except the administration expense of the loan. The next 15 years they will pay a small rate of interest. We hope this will grow and develop so that in time we will not have any private banks in Oregon. Under this bill there can be no tax levied on personal improvements by a mere scratch of the pen. It will have to be done by and through the consent of the people. If property is sold for delinquent taxes the State will pay all the delinquent taxes and the value of the improvements that have been made. When the State once acquires title to a piece of property because of delinquent taxes the title from that time on is vested in the State and it can not be sold to private individuals. It must be leased."

## Violate Law by Striking.

Practically all of the 600 striking smeltermen employed by the American Smelting and Refining Company at Leadville, Col., have returned to work or left the district. These workers are unorganized and unable to speak the English language and they suspended work without complying with a law passed by the last Legislature which makes it a misdemeanor to strike before giving the State Industrial Commission 30 days' notice.

The strike was caused by increased work being demanded, compelled to secure employment through an agent who charges excessive fees, forced to patronize one store and because pay checks are "shaved" by a company favorite.

When the strike started the entire machinery of the State was put in motion to enforce a law that denies men the right to quit their employment when conditions are onerous. Attorney-General Farrar announced that while all the strikers would not be arrested, because of insufficient jail accommodations, the leaders would be charged with law violation. Governor Carlson publicly declared that every force would be brought to bear against the strikers, and Chairman McLaughlin of the State Industrial Commission announced: "The whole power and authority of the State of Colorado will stand back of and support the authorities of Lake County and punish any and all crimes against the State."

The strike has awakened Colorado trade unionists to the power of this law and also to the fact that they cannot quit their employment "for any or no reason," as they have always believed.

## "Cheap Living" Cry Opposed by Editor.

Editor Buck of the Yellowstone (Mont.) Labor News believes workers should pay more attention to higher wages and less to the many "cheap living" movements abroad in the land. He says:

"About every so often we read about some one who has solved the problem of 'cheap

living' and every capitalist paper in the country gives the 'cheap living' fanatic oodles of space in which to set forth, in much detail, his recipe for cheap living.

"There is an object in this 'cheap living' agitation.

"The cheaper the workers can be induced to live the cheaper they will be compelled to work.

"The wages of the workers are, as a general rule, regulated by the cost of what is actually necessary to furnish the three things necessary to life, i. e., food, clothing and shelter.

"If the worker will consent to get along with less food, less clothing and less shelter, thus making it possible for him to live on less wages, he will soon find that the employers have taken advantage of his consent to the lower standard and they will compel him to also accept a lower wage.

"The only exception to this rule is in the case of the organized workers. Through their collective strength they are able to demand a higher wage and as a consequence enjoy a better standard of living.

"The workers should disregard entirely all attempts to foist on them the 'cheap living' idea, and devote their attention to the question of how to solve the problem, not of how to live cheap but how to live well."

## Immigration Figures.

The Bureau of Immigration, United States Department of Labor, reports that 21,308 immigrants were admitted during January. The figures show the effect of war on immigration from the Balkan States. In January not a single immigrant came from Rumania, while the number from Bulgaria, Servia and Montenegro totaled only 59. In January, 1914, or before the opening of European hostilities, the number of immigrants from Rumania was 239, and those from Bulgaria, Servia and Montenegro totaled 554.

During January, 1916, Italy furnished the largest number of immigrants, 1,938; Greece was next with 1,299. The number of laborers admitted was 2,831; farm laborers, 1,732; farmers, 570. The States receiving the greatest number of these immigrants are: New York, 4,937; Michigan, 2,093; Massachusetts, 1,529; California, 1,094, and Pennsylvania, 1,060.

## SAFETY FIRST—ALWAYS!

"Are there enough lifeboats for all the passengers?"

"No."

"Are there life-preservers for everybody?"

"No."

"Well, hasn't anything been done in preparation for shipwreck?"

"Well, the band has learned to play 'Nearer, My God, to Thee' in the dark."—The Masses.

## "WAIVING THE RULES."

Lieutenant Berg, late of the German raider "Moewe" but now in charge of the interned prize ship "Appam," is something of a wag. When told of the return to port of the "Moewe" he asked: "Where is the English fleet? Does England still rule the waves, or waive the rules?" The question seems almost pertinent.—The San Francisco Star.

## THE U. S. COAST SURVEY.

(Continued from Page 7.)

needle points, and the intensity of the earth's magnetic force, and their manifold and ceaseless changes.

7. Hydrography, which embraces delineation of the bottom of any body of water, showing the depths of water, the positions of channels, shoals, etc., or, in general, it is the topography of the submerged portion of the earth's crust.

The Coast and Geodetic Survey is obliged to perform all of the foregoing operations in order to secure the necessary data for making a nautical chart of any part of the coast of appreciable extent.

To assist the reader in getting a clearer view of the character of each of the above-mentioned operations, a brief account of each in the order named is given.

Triangulation. In any survey it is necessary to know the relative position of some principal points of reference upon which to base the work. When the area is small the distances may be best ascertained by direct measurement, but when a large area is involved or high precision required the method of triangulation is used. This involves the direct measurement of one of the sides of one of the triangles and the angles of the scheme of triangles. The side measurement is known as base line measurement, and is done with great care.

Three classes of triangulation are recognized, primary, secondary and tertiary, according to their accuracy, but this classification has no reference to the sizes of the triangles involved, but to the accuracy with which the work is done. Primary triangulation is used in extending control over the country and on accurate township and city surveys. By means of primary triangulation the distance between two points may be determined with an error not in excess of one one-hundred-thousandth part of the distance, or probably less than five feet on a hundred miles.

On the Atlantic coast a system of primary triangulation begins at the eastern boundary of Maine and stretches to the Gulf of Mexico. A second extensive system extends across the United States along the thirty-ninth parallel of latitude, connecting the survey of the two coasts and furnishing many fixed points, in the 13 States through which it passes, that can be utilized for the control of precise local surveys such as those of the city of New York, of Cincinnati, and the township survey of Massachusetts. Other systems of triangulation have been extended along the Pacific Coast from Mexico to Canada; from the ninety-eighth meridian in Texas across New Mexico, Arizona and California, connecting with the Pacific Coast triangulation; from the thirty-ninth parallel in Colorado northward to the Canada line; and from the Atlantic Coast triangulation to the Mississippi River at Memphis, Tenn.

A tertiary triangulation for topographic and hydrographic surveys has been completed along the entire Atlantic and Gulf coasts and that of Porto Rico, and practically the whole of the Pacific Coast except Alaska. Much progress has been made in the latter territory, and in the Philippines and Hawaii the main triangulation is practically completed.

The total linear extent of the primary triangulation done by the Coast and Geodetic Survey, and the Lake Survey in the United States is about 12,000 miles, and the exact positions are known for about 15,000 objects, marked stations, spires, cupolas, stacks, towers, beacons, etc.

Incidentally the triangulation and astronomical observations connected with it have furnished valuable data for the determination of the figure of the earth and the variation of densities in the earth's crust.

## THE MISSOURI RIVER.

The Missouri is one of the great drainage channels of the United States, measuring in total length about 2400 miles. It drains 527,155 square miles, a territory as great as that embraced in the States of New Jersey, Pennsylvania, Ohio, Delaware, Maryland, Virginia, West Virginia, Kentucky, North Carolina, Tennessee, South Carolina, Georgia, Alabama, and Mississippi.

Although the Missouri may never again be utilized as a means of communication and transportation it is destined to play a large part in the better development of its drainage basin by furnishing water for irrigation and for generating power.

If consistency were a marketable commodity the average employer would probably keep in stock an entirely different brand of anti-union argument (?).



## A LUSITANIA LESSON.

A striking leaflet, compiled by the late Edward McHugh, the great single tax champion, in connection with land and labor, is based upon the coal consumption of the "Lusitania," recently torpedoed by a German submarine. To quote from the leaflet:

The "Lusitania," when under full steam, consumed 1680 tons of coal per day of 24 hours. The stokehold crew consisted of 120 trimmers, 192 firemen, 21 greasers; total, 333 men.

Royalties are payments extorted by the landowner from the producers of coal. On the best Welsh steam coal, they frequently amount to as much as 1/6 per ton. Royalties are a part of economic rent. Where the rent of land is high wages are low.

The rates of pay on the "Lusitania" included: £5/10/- a month for coal trimmers, equal to 3/8 per day; £6 per month for firemen, equal to 4/- per day; £6/10/- per month for greasers, equal to 4/4 per day.

The royalty at 1/3 per ton on 1680 tons yielded to the coal mineowner, who does no work whatever, £105 per day.

That compares with the daily wages of the stokehold crew as follows: 120 trimmers at 3/6 each per day, £22; 192 firemen at 4/- each per day, £38/8/-; 21 greasers at 4/4 each per day, £4/11/-; 333 men received amongst them, per day, £64/19-. The royalty on coal consumed in one day, £105, is therefore two-thirds greater than the wages paid to the 333 men who formed the entire crew of the stokehold. The coal mineowners of course did not render any service for the £105.

Another comparison shows the following results: The worker received 6d. per hour, 4/- per day, £2 per trip; the landlord received £4/7/6 per hour, £105 per day, £1050 per trip.

It has to be noted that the worker got the amount named (6d.) only for each of the eight hours during which he worked, while the landlord got the amount named (£4/7/6) for each of the twenty-four hours during which he did not work.

The entire amount of royalties on coal and all other minerals, great as the total may be, is only a very small portion of the colossal robbery of labor due to our system of landlordism.

The firemen and trimmers work hard for their miserable wages. What do the landlords give for their princely share? Nothing. Picture to yourself some up-to-date bookkeeper in a shipping office writing in his cash-book this item—Paid to mineowner for permission to go over the Atlantic, £1050—and you get at once the truth and the grim humor of the situation. It is protection from the spoliation of landlordism that the workers need, and the Taxation of Land Values (which includes mining rents, royalties, and the value of unworked and undeveloped mines) will bring the much-needed relief from this injurious burden.

Until the recent discovery in Madagascar of kornerupine, resembling the aquamarine and the green andalusite, but of far greater brilliancy when cut, Greenland had the only known deposit of this mineral.

Demand the union label upon all purchases!

## GETTING MOSES' GOAT.

(Continued from Page 9.)

paratively clear they jumped out of the hold and made a dash for the dock.

Captain Potter turned around just in time to see Mose make a flying leap from the rail to the caplog of the dock.

"What's the matter now?" he shouted. "Where are you fellers goin' to?"

The feeling of security which the standing once more on neutral ground gave him, immediately restored to Mose the composure of mind which had temporarily forsaken him during the skipper's verbal onslaught. With a great show of offended dignity he replied:

"We's gwine to quit, sah. We's not gwine to wu'k no moh, sah. An' fu'-damoh, sah, Ah wants to tell yoh dat Ah kin wu'k de pan's off any man in dis yeah po't, white o' black, but Ah dess cain't do nuthin', sah, wid a voodoo. No, sah; dat voodoo——"

"Voodoo your gran' mother," roared the skipper. "You're too blankety-blanked lazy to work; that's what's the matter, you nickety-nutty, blithering, black sons of ——"

But Mose had probably had enough bawling out for one day, for he strode haughtily off, followed by Sam, without waiting to hear any more. The last seen of them they were gesticulating wildly in the center of a small crowd of their townsmen gathered at the head of the dock. From their gestures it was apparent that they were telling their audience all about "Billiken"—and probably also Captain Potter.

## PAYING FOR THE NAVY.

The Chicago Tribune figures the expense of the Navy for 1915 at \$1.45 per capita, and then naively states that this is "only" .0687 per \$100 of wealth. The trouble with the reasoning is that the tax was practically levied per capita and not per \$100 of wealth. It was so levied through tariff and other indirect taxes that a workman with no property and living—as half of wage-earning fathers do—on a wage of \$10 a week, paid for the support of the Navy taxes equal to a rate of .0687 per \$100 on about \$2100 which he did not own. It was so levied that a multi-millionaire paid for the support of the Navy no more than this poor laborer with no property to protect and no opportunities that lack of a Navy would endanger. And the Navy is but one item of a list of things for which taxes are levied in this unfair way. The Tribune should be ashamed of its efforts to mislead voters into support of such a system.

## A TIMELY WARNING.

Childlike confidence is displayed by those labor leaders who profess willingness to help along the preparedness program, provided assurance be given that the army will not be used in industrial disputes. If to get preparedness it should be necessary to give that assurance, it will probably be given. But that will not prevent some future Congress from withdrawing the assurance. Privileged interests have not a very good record for keeping faith. Labor organizations should take no chances on being fooled again. —The Public.

## Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

## International Seamen's Union of America

(Continued from Page 5.)

## MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

## Headquarters:

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PORTLAND, Ore., 242 Flanders St.

SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

## MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

## Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

## Branches:

SEATTLE, Wash., Room No. 203, Grand Trunk Dock. P. O. Box 214.

PORTLAND, Ore., 89 Second St. N.

SAN PEDRO, Cal., P. O. Box 54.

## ALASKA FISHERMEN'S UNION.

## Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

## Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

## The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia  
29 ERSKINE STREET, SYDNEY, N. S. W.



## Labor News.

The Springfield (Mo.) Traction Company has agreed, after a short strike, to recognize the newly-formed street car men's union. All strikers return to their former positions.

Iron Molders' Union No. 52, of Canton, O., has secured a minimum rate of \$4 a day to take effect the first of next month. This gain was secured through conferences with employers.

Electrical Workers' Union No. 453, of Billings, Mont., has presented a new wage scale to employers which calls for an increase of 25 cents a day. This will make the rate \$5 for an eight-hour day.

Taking advantage of the amended constitution of the A. F. of L. Metal Trades Department, employees of the Navy Yard at Portsmouth, Va., have formed a Metal Trades Council. Twenty-two trades and occupations, 100 per cent. organized, are represented in the new body.

A safety first exhibition has been opened in the United States national museum. It is the first exhibition of its kind ever held by the Government and shows what the various Government departments and other organizations are doing in the way of the safety first movement by rendering less dangerous many industries, making travel on land and by sea less hazardous and in general instructing the public in the essentials of the movement.

The California commission on social insurance, authorized by the last legislature to investigate and recommend legislation as to the extension of the principle of social insurance in the State, will investigate "sickness insurance," or insurance against illness for the benefit of wage-workers and salary earners. The commission has also decided to investigate "unemployment insurance," and it will recommend to the 1917 legislature specific action on these two matters.

The California Commission of Immigration and Housing, which was charged with the enforcement of the Labor Camp Sanitation Act by the last Legislature, has secured a conviction in the first criminal prosecution instituted under the provisions of this law. Clint Miller, a contractor who has been operating a labor camp in connection with reclamation work near Knights Landing, was convicted of violating the law and fined \$25 in a trial at Woodland, the county seat of Yolo County.

Four members of the United Mine Workers' Union have been declared not guilty of murder by a jury in Judge Denison's court at Castle Rock, Douglas County, Colorado. The miners were charged with killing Major Lester, and their prosecution was directed by State Attorney-General Farrar. The verdict is a blow to Colorado mining interests that have secured the indictment of hundreds of former strikers. These interests originally intended to have the miners tried before Judge Hillyer, ex-coal company attorney, whose appointment as a judge was made after the last legislature created a special court district. The miners, however, blocked this scheme by an order from the State Supreme Court which debars Hillyer from further consideration of these cases, and the verdict at Castle Rock is the result.

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## Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

|                      |                      |
|----------------------|----------------------|
| Andresen, Jorgen     | Krohn, Heinrich      |
| Abrahamsen, Halp-    | Kruger, Johan        |
| tan                  | Kristianson, Nils    |
| Alen, Hans           | Lersten, J. O.       |
| Ackerson, A. R.      | Lundgren, Carl       |
| Ackerstrom, Oscar    | Lorentsen, Carl      |
| Alling, Walter       | McNeill, R.          |
| Andersen, Emil       | McManigal, T. E.     |
| Anderson, Leonard    | Mortensen, J. R.     |
| Albin                | Moen, R.             |
| Andersen, A. -1821   | Mattson, Holding     |
| Andersen, P. T.      | McNeil, Ross         |
| Augustin, Herman     | McLean, H.           |
| Berg, Johamus        | Nelson, Henry        |
| Barrell, Geo.        | Nasse, A. K.         |
| Bohm, Franz          | Nielsen, J. H.       |
| Brewer, Geo.         | Nelsen, C. -1544     |
| Brokaw, Albert       | Norton, Emil         |
| Bienes, John         | Nygaard, Olaf        |
| Borgen, Arne         | Olsen, Harald        |
| Camozi, M.           | Olsen, Herman        |
| Chamberlain          | Olsen, J. H.         |
| Connouton, T. H.     | Olsen, Albert        |
| Carlson, John -361   | Olsen, E. -2376      |
| Dazell, James        | Olsen, A. M. -941    |
| Dallf, John          | Olsen, Hans -563     |
| Dahlkvist, Fred      | Olsen, Frank         |
| Dyrnes, L. C.        | Olsen, Johan Gre-    |
| Eugh, I.             | garlsen              |
| Erikson, E.          | Olsen, Andy          |
| Edvords, John        | Olsen, C. -1302      |
| Elstad, John         | Olsen, Hans G.       |
| Fox, John            | Oseberg, A.          |
| Foynes, Ingvald      | Petersen, J. P. -920 |
| Foslund, Victor      | Petersen, H.         |
| Fredriksen, H. G.    | Pedersen, Karl       |
| Gertorsen, Robert    | Pestof, S.           |
| Ilaas, W.            | Palentz, Adolf       |
| Hansen, Alex M.      | Rosenbald, Albin     |
| Hill, C.             | Ramberg, B. A.       |
| Henriksen, Harry     | Rosenwold, Isack     |
| Hall                 | Rosner, C. B.        |
| Hansen, Fred -1755   | Robertson, P. R.     |
| Hansen, N. S.        | Stalsvik, J.         |
| Hunter, Ernest       | Schweistous, W.      |
| Hansen, Charlie      | Smith, John          |
| Hansen, Hans T.      | Salversen, Sverdrup  |
| -1536                | Samuelsen, W. L.     |
| Hauge, Anton         | Seiby, C. H.         |
| Harknes, A. C.       | Schaurman, W.        |
| Haves, Hans          | Seddon, R.           |
| Hellison, H.         | Sorensen, Geo.       |
| Hesketh, Robert      | Sorensen, M.         |
| Iversen, Robert      | Soderberg, Albin     |
| Jensen, Simon        | Spellman, E. M.      |
| Johanson, J. S.      | Strasdin, A. W.      |
| Junge, Hanwick       | Sunde, P. A.         |
| Johnke, Otto         | Stalsvik, J.         |
| Jacobsen, Knut       | Schweistous, W.      |
| Jensen, Nils         | Smith, John          |
| Johnson, Jack        | Thees, Hans          |
| Johnson, A. W. -2186 | Trabaut, M.          |
| Johnsson, Karl       | Trichert, Karl       |
| Joneson, Ernst       | Uksala, E.           |
| Jorgensen, C. W.     | Ursen, J.            |
| Karell, J.           | Vukenstedt, W.       |
| Krager, C.           | Wick, John           |
| Karrell, Yalmar      | Wennecke, A.         |

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## Tacoma Letter List.

|                    |                      |
|--------------------|----------------------|
| Burke, Andrew      | Olsen, Martin E.     |
| Farrell, William   | Olsen, Ole -288      |
| Hunter, Gilbert H. | Paterson, John       |
| Johannsen, Chris-  | Persson, Fritz Leon- |
| tian               | ard                  |
| Johnson, Hans      | Persson, Herman      |
| Kathy, Albert      | Petterson, Charles   |
| Linea, W.          | -1287                |
| Line, Victor       | Rimmer, C. M.        |
| Murphy, Daniel     | Schultz, M.          |
| Nielsen, Alf. W.   | Schaect, H.          |
| -1054              |                      |

## INFORMATION WANTED.

Fred Marjama, a native of Russia, age 36, has not been heard from since 1908, at Buffalo, N. Y. Anyone knowing his whereabouts please notify his brother, J. Marjama, 51 South St., New York, N. Y. 9-1-15

Hans Nilson, a native of Tonsberg, Norway, was last heard from at Mobile, Ala., is inquired for by his mother. Anyone knowing his whereabouts kindly notify Louis Donald, Norwegian Vice Consul, 77 St. Francis St., Mobile, Ala. 12-22-15

Anyone knowing the whereabouts of Peter Ljung, age 40, a member of Alaska Fishermen's Union, will please communicate with Mrs. Peter Ljung, 2342 East 16th Street, Oakland, Cal. 1-5-16

William Walker, a native of Islandmagee, Antrim Co., Ireland, is inquired for by his nephew. Anyone knowing his whereabouts kindly communicate with John Walker, Geddis, 7 Willowbank St., Brooklands, Winnipeg, Manitoba, Canada.



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wegian newspapers.

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## Eureka, Cal., Letter List

|                  |                   |
|------------------|-------------------|
| Contreras, Julio | Kustel, Victor J. |
| Kyrkslatt, Lars  | Klnowsky, A.      |
| Lawrence, Harry  | Ingebretsen, Alf. |
| Melander, G. L.  |                   |

## INFORMATION WANTED.

Karl Johan Arvid Gardell, a native of Wisby, Sweden, age about 60, who has not been heard from by his relatives, is inquired for by his son and brother. Anyone knowing the whereabouts of the above named will please communicate with Chris Gardell, 116 Drumm street, San Francisco, Cal. 12-15-15

Ingvald Andreas Hansen, alias Andrew Hansen, a native of Norway, age about 36; tall, dark; last heard of July, 1905. His address then was, Andrew Hansen, Karluk, Kodiak Island, Alaska. He is inquired for by his mother. Anyone knowing his whereabouts please notify Staff Captain Robert Smith, district officer, native work, Alaska, Box 925, Wrangell. 4-3-15

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## Portland, Or., Letter List.

|                     |                     |
|---------------------|---------------------|
| Andreasen, N. S.    | Larsen, H.          |
| Anderson, N. P.     | Lindberg, A. C.     |
| Anderson, John      | Mattson, Hilding    |
| Anderson, Otto      | Miller, Winford     |
| Anderson, Nils      | Martin, J. C.       |
| Anderson, Rasmus    | Moen, T.            |
| Anderson, Hans      | Munchmeier, H.      |
| Adolfson, John      | Morgan, Tim         |
| Anderson, John E.   | Muller, P.          |
| Biele, Ernest       | Metts, John         |
| Backman, P. J.      | Moller, L. D.       |
| Benson, S.          | McConnell, David S. |
| Bartells, Otto      | Meckermann, Ernst   |
| Bernardsen, Chas.   | Nielsen, M. P.      |
| Bugge, Mr.          | Ohlsson, J. W.      |
| Christensen, H. P.  | Osterberg, Henry    |
| Carey, A. L.        | Oglive, Wm. A.      |
| Dahlstrom, Gust     | Paulson, Herman     |
| Drosbeck, Karl      | Peterson, Mauritz   |
| Dybdal, Olaf        | Palm, P. A.         |
| Erickson, Eric      | Roos, Oscar         |
| Edstrom, John       | Rabel, John         |
| Farrel, W.          | Reskran, George     |
| Gundersen, F. M.    | Schaab, Anton       |
| Gundersen, Fredrik  | Samuelson, S.       |
| Hoten, J.           | Storvick, Ingvald   |
| Henriks, Waldemar   | Slocum, Ernest      |
| Jacobsen, Gust E.   | Shallies, K. G.     |
| Johnson, Karl E.    | Schneider, Fritz    |
| Jespersen, Martin   | Sorensen, Jorgen    |
| Johnson, E. D.      | Shea, Oscar         |
| Jorgensen, Robert   | Schacht, H.         |
| Johnson, A.         | Schultz, John N.    |
| Jensen, Christ      | Salmelin, H.        |
| Jensen, Wm.         | Tully, Alex         |
| Johnson, Nils       | Tuhkanen, J. J.     |
| Jonsson, Karl       | Vellenger, Louis    |
| Karlson, Ingvald    | Vinx, H.            |
| Kronstrand, H. T.   | Wheatcroft, L. E.   |
| King, J. L.         | White, Harry        |
| Kelly, Patric       | Westengren, C. W.   |
| Kjer, Magnus        | Zunk, Bruno         |
| Knudsen, Richard E. |                     |

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 202 Eighth Street, Hoquiam, Wash.  
 209 First Street, Raymond, Wash.

## INFORMATION WANTED.

Wilhelm Ekelund, a native of Sweden, is inquired for by his brother, Axel Ekelund, New Harbor Hotel, Drumm street, San Francisco, Cal. Anyone knowing his whereabouts please notify the above address. 3-10-15



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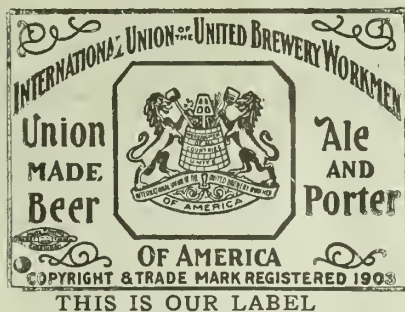
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|                    |                     |
|--------------------|---------------------|
| Andersen, -1118    | Norling, Reinhold   |
| Andersen, Andrew   | Paaso, Andrew       |
| Burmeister, T.     | Pettersen, Karl     |
| Bjorklund, G.      | Petersen, J.        |
| Bleibe, Ernest     | Peterson, Nels      |
| Carlson, Sven      | Peterson, Hans      |
| Christiansen, Did- | Risenius, Sven      |
| rich               | Rudt, Walter        |
| Clifford, Pat      | Schmidt, Heinrich   |
| Crantz, F.         | Simensen, Isak      |
| Davis, Frank       | Scheftner, Bernhard |
| Gronros, Oswald    | Sandqvist, Gunnar   |
| Gueno, Pierre      | Skottol, A.         |
| Geschwendt, W.     | Steinhauer, Alvin   |
| Holmroos, W.       | Stenwall, Sigurd    |
| Hansen, Ove Max    | Thorn, A. L. -70    |
| Hylander, Gustaf   | Toves, H. C.        |
| Johnson, Alex      | Toren, Gustaf A.    |
| Karlson, Victor    | Udby, Harold        |
| Ludtke, Emil       | Walder, Oisen N.    |
| Lindholm, John     | Wendt, Walter       |
| Lindgren, Ernst    | Westerlund, Albert  |
| Machado, Henry     | Williams, T. C.     |
| Magnusson, Walde-  | Package.            |
| mar                | Glazer, Y.          |
| Munsen, Fred       | Gorgensen, Olaf     |
| Nilsen, Harry      | Hansen, John        |
| Nordgren, Chas.    | MacGuire, O. F.     |
| Nielsen, C.        | Stanners, W. S.     |

## INFORMATION WANTED.

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

John Edstrom, alias Brynjulf Edstrom, born in Norway in 1879, was last heard from at Mobile, Ala., where his address was Norwegian Chapell, is inquired for. Anyone knowing his whereabouts please notify his mother. Address, 22 Pilestradet, Kristiania, Norway.—12-22-15

George Alexander Sharman, a native of Brooklyn, N. Y. About 28 years of age, height 5 feet 9 inches, supposed to have sailed on the Great Lakes in 1907, is inquired for by M. L. Kinvan, 1211 Mosher street, Baltimore, Md. 7-14-15

Patrick McFee, who was cook on board the schooner "Robert Henry" on a voyage to Mexico last year, is inquired for by the U. S. Shipping Commissioner, at San Francisco, Cal. 9-15-15

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## INFORMATION WANTED.

Theodore Krakan, last heard of in September 1911, at New Orleans, La., is inquired for by his mother. Any one knowing his whereabouts please notify Mrs. Ad. Krakan, Langenehm 38 I, Hamburg 22, Germany.—8-25-15.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Harry Strom (or Storm), a native of Norway, supposed to be sailing on the Pacific Coast, is inquired for. Anyone knowing his whereabouts please notify the Vice Counsel of Norway, Seattle, Wash. 2-16-16

No Acorn.—When James A. Garfield was president of Oberlin College, a man brought for entrance as a student his son, for whom he wished a shorter course than the regular one.

"The boy can never take all that in," said the father. "He wants to get through quicker. Can you arrange it for him?"

"Oh, yes," said Mr. Garfield. "He can take a short course; it all depends on what you want to make of him. When God wants to make an oak he takes a hundred years, but he takes only two months to make a squash."—Christian Register.

Family Pride.—Hoping to be the first to relate some unwelcome news, the youth rushed into the house and said:

"Father, I had a fight with Percy Raymond to-day."

"I know you did," replied the father soberly. "Mr. Raymond came to see me about it."

"Well," said the son, "I hope you came out as well as I did."—Ladies Home Journal.

## Home News.

A collision on the New Haven railroad near Bridgeport caused the death of nine and the injury of seventy-five persons.

After passing the Senate, the bill providing for a woman suffrage amendment in Maryland was defeated in the House by a vote of 64 to 36.

The United States Government has dispatched its first actual protest to Turkey against the continuation of Armenian atrocities, speaking for the punishment of past offenders, and threatening "action of a more drastic character" in the event of future offenses.

Maryland trade unionists are urging amendments to the State Child Labor law. One raises the minimum age limit of newsboys employed on route service from 10 to 12 years. Another restricts labor by children under 14 years to eight hours a day, and a third prohibits night work by children.

The United States Senate has unanimously ratified the treaty with Haiti, by means of which the United States assumes a protectorate over the republic, taking charge of its finances, and guaranteeing its territorial integrity. The treaty was negotiated last year with the d'Artigue government, after the United States naval forces had suppressed the revolution.

The United States Senate on March 15 approved unanimously the joint resolution previously adopted by the House to bring the mobile army to its full strength, which will add about 20,000 men to the present establishment. Sixty-nine Senators voted for the resolution. When the result was announced, Senator McCumber, Republican, of North Dakota, said it served as notice to the world that "the nation and this Congress stand as a single man in defense of American rights."

There is a great demand for men on the Great Lakes, according to a statement issued by lake shipping interests. More tonnage has been chartered ahead than ever before and it is estimated that 55,000,000 tons of ore will be moved. Added to this will be 30,000,000 tons of coal and about 14,000,000 tons of grain. This volume of freight is so large that owners of vessels, it is announced, are contemplating breaking a channel through the ice to reach the port of Escanaba on Lake Michigan. The wage schedule on the Lakes, the statement says, is practically double what it is on the Atlantic seaboard.

Francisco Villa, outlawed Mexican bandit, raided United States territory at Columbus, N. M., on March 9. With 1500 men he attacked Columbus, killed at least sixteen Americans and fired many buildings before he was driven back across the international border. Approximately 250 troopers under Majors Frank Tompkins and H. L. Lindsley, who pursued the Villa bandits to a point several miles south of the border were halted when Villa's forces, outnumbering them ten to one, made a stand at the position guarded by a force of 1000 bandits left in reserve. Subsequently the United States Government entered into a formal agreement with the de facto government of Mexico under which American troops have crossed the border to hunt down Villa and his bandits, with the expectation of hearty co-operation from the Carranza forces.



## Domestic and Naval.

The F. O. Smith Shipbuilding and Dry Dock Co. of Norfolk, were the low bidders for repairing the light-house tender "Jessamine" of the Baltimore district.

Captain A. S. Halstead, U. S. Navy, Supervisor of the Harbor of New York, has just issued an interesting report upon the work of supervision of the harbor.

A ruling has been made that all vessels of the United States Government, other than the Panama Canal and the Panama Railroad, using terminal docks at the canal, shall be charged wharfage at the same rate that applies to commercial vessels.

Four vessels were posted at Lloyd's missing February 2. They were the British steam whaler "C. O. J." 99 tons gross, built in 1911; the Norwegian steamers "Heidrun" (972 tons, built in 1871) and "Skraastad" (1390 tons, built in 1881) and the Swedish steamer "Karin" (1136 tons, built in 1897). The "C. O. J." was on a whaling voyage from Portuguese West Africa begun September 9. The "Heidrun" left Swansea for Rouen December 24; the "Skraastad" left Port Talbot November 9 for Bordeaux, and the "Karin" left Barry November 10 for Barcelona.

The annual report of the Electric Boat Company for the year 1915 shows net earnings of \$5,622,854. Of this total \$457,149 was deducted for depreciation and \$1,764,183 for dividend, making a balance to surplus of \$3,401,522 on the year's operations. Unfinished business on hand at the beginning of 1916 to be constructed by this company in this country was about \$25,000,000, in addition to which foreign countries are working on large orders under license of the company, resulting profits of which to the company cannot be known until after the termination of the war.

In accordance with an order of the Treasury Department it is unnecessary to dismantle the radio apparatus of bunker coal steamers of belligerent countries which remain in port for so short a time that it is not necessary from them to enter and clear. In such cases, however, collectors of customs deliver to the master of the vessel a copy of the printed instructions issued by the Navy Department and inform him that as the vessel will not have to enter and clear he will not be required to seal his radio apparatus nor to lower his antenna, but that the apparatus must not be used in any way, either for transmitting or receiving, until the vessel has cleared the limits of the port.

At the annual meeting of the Shipping Federation of Canada, held recently at Montreal, it was reported by the president, Col. Andrew A. Allan, that only nine vessels entered and affiliated with the Federation in the Canadian trade had been lost through the operations of German submarines during the past year. These nine vessels, not specified, had a gross tonnage of 37,145. Col. Allan's report showed that owing to the requisitioning of vessels for war service the passenger trade had fallen off considerably, both east and west-bound. On the other hand, those vessels still sailing generally had full lists. The total number of seagoing vessels to arrive at Montreal last year was reported as 810, a decrease of 106 from the previous year.

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Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abrahamson, Half-Anderson, C. G. -1716  
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 Andreassen, A. -1635  
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 Appelgren, John  
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 Bode, Willi  
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 Brandt, Birger  
 Brekke, Hans  
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 Frig, W.

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 Gulliksen, A.  
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 Gustavsen, Olof  
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 Martin, W.  
 Matson, Eric  
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 Retail, Otto  
 Reutern, Axel

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 Sanne, Rudolf  
 Saxby, C. H.  
 Saunders, James B.  
 Schantz, Harry  
 Schelenz, Charles  
 Schmidt, E. R.  
 Schneider, E.  
 Schroder, Peter  
 Schultz, Axel  
 Seberg, G.  
 Seberg, John  
 Shultman, J. H.  
 Simonsen, C. R.  
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Takkanen, Joosep  
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Zloekermann, Hugo  
 Zunk, Burno  
 Zwartz, M. C.  
 Zweyberg, John

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 Anderson, Andrew  
 Anderson, W. J.  
 Baumgarter, T. -1506  
 Bergstrom, A.  
 Berling, J. B.  
 Conolly, O.  
 Crawford, F.  
 Dager, Harry  
 Engelhardt, F.  
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For Conscience's Sake.—Bridget—The new neighbors want to cut their grass, mum, and they sent over to ask the loan of your lawn-mower.

Mistress—Lend them our lawn-mower to cut grass on the Sabbath! Certainly not! Tell them, Bridget, that we haven't one.—Boston Transcript.



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Employees' Pension Fund... 211,238.93  
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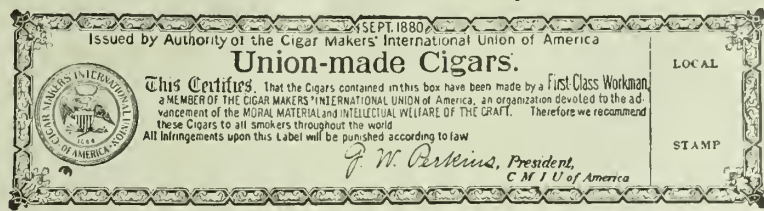
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## News from Abroad.

Verdun continues the center of interest. A third week has been given to almost continuous fighting in force on the narrow front before the French fortress. It is not known how many men are engaged; nor are the military plans of either the Germans or the French discernible beyond the immediate moment. So far as military critics can see there is nothing definite beyond the possession of Verdun.

The British Board of Trade has issued instructions that on and after March 1, 1916, every British ship of 500 tons gross or upwards going to sea from a port in the United Kingdom will be required to be provided with suitable hand flags for signaling by the semaphore code and with an efficient Morse flashing lamp. In the case of a ship which is fitted with a fixed semaphore the provision of hand flags will not be required.

Italy, which has not hitherto been at war with Germany, by seizing the German ships in Italian waters, has taken a step that may lead to a formal declaration of hostilities. Enemy vessels requisitioned by a country under these circumstances will be operated by the government, and a separate account kept of the revenues. At the close of the war a settlement will be made. The allies are much in need of more tonnage to replace the merchantmen devoted to transport service.

According to a Swedish newspaper, a royal commission has been appointed by the Minister of Justice to forbid the transportation through Swedish waters of commodities which are not permitted to be exported from Sweden. The newspaper states that the prohibition would practically make the Baltic Sea an inland sea, especially since a large mine field has been laid recently by the Germans at the opening into the Baltic. It is stated that the prohibition is meant to prevent the transportation of commodities through Swedish waters to Russia by Danish merchants.

In addition to the problem of cost, with wages and materials at their present abnormal levels, British shipbuilders find difficulty in obtaining steel for merchant ships, for the steel trade is practically a controlled industry, and the demands of the Government must be first served, so that mercantile ships can only obtain what is left over, which at present is little enough. European builders who depend on England for steel plates and angles and other building materials and specialties, are in much the same plight, for the export of such goods from England has been cut down to a minimum.

There are at present building at Belfast for the North Atlantic trade the two large liners "Belgenland" and "Homeric," the former on behalf of the Red Star line, and the "Homeric" for the White Star line. The "Belgenland" is nearing completion, and it is quite possible that when ready for commission she will be placed on one of the White Star line's regular services, as the fleet has been greatly depleted owing to so many of the vessels being taken by the British Government, but the final decision will not be arrived at until she is ready, as the conditions then prevailing will play an important part in the decision. The "Belgenland," it is reported, will be of 35,000 tons displacement, and is being fitted with accommodation for 3000 passengers.

### INFORMATION WANTED.

Anyone knowing the whereabouts of Thomas Rowe (now aged about 74), who was at one time a seaman and longshoreman on the Pacific Coast and also served in the Pacific Coast Navy Yards, will greatly oblige inquiring relatives by supplying such information. Address, Editor, Coast Seamen's Journal. 1-5-6

Any information regarding Wilhelm Kuhme, age 27, a native of Germany, who was supposed to have been drowned in the wreck of the steam schooner "Francis H. Leggett," September 18, 1914, will be thankfully received by the German Consul, San Francisco, Cal. 1-19-16

Ivar Westerberg, age about 50, sailing second mate on some steam schooner on the Pacific Coast, is inquired for by Gus Englund. Any information regarding the above named will be gladly received at 214 Jackson street, San Francisco, Cal. 1-27-15

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

Olof Pedersen, a native of Norway, age about 60, supposed to be sailing on the Pacific Coast, is inquired for. Anyone knowing his whereabouts please notify J. T. Miles, 761 Greenwich St., New York, N. Y. 2-16-16

Knut Jensen, No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Tangemunde, A/Eibe Ostenerweg, No. 7, Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis. 4-14-15

Adolph Godfred Eriksen, born in Moss, Norway, is inquired for by his brother, Herman Eriksen. Any one knowing his whereabouts please notify W. Nielsen, 206 Moravian St., Philadelphia, Pa. 5-26-15



### With the Wits.

Happy Fatc.—"What disposition is made of the children of the couple?"  
"They will spend six months with the servants of each parent."—Puck.

Flourishing.—Pessimist—Is he prosperous, do you think?

Optimist—Is he? Why, he owes twice what he owns.—Judge.

Total Loss.—"Did Jones ever lose control of his auto?"

"From the start; the cook uses it all the time."—Puck.

A Perilous Peak.—"What is your idea of ease with dignity?"

"The attainment of a position," replied Senator Sorghum, "where people won't laugh if you talk about lecturing as if it were regular work."  
—Washington Star.

A Feminist.—The dull boy in the class unexpectedly distinguished himself in a recent history-examination. The question ran, "How and when was slavery introduced into America?" To this he replied:

"No women had come over to the early Virginia colony. The planters wanted wives to help with the work. In 1619 the London Company sent over a ship-load of girls. The planters gladly married them, and slavery was introduced into America."  
—Youth's Companion.

A Large Fraternity.—"Yes," said the principal of the young ladies' seminary to the proud parent, "you ought to be very happy, my dear sir, to be the father of so large a family, all the members of which appear to be so devoted to one another."

"Large family! Devoted!" gasped the old gentleman, in amazement. "What on earth do you mean, ma'am?"

"Why, yes, indeed," said the principal, beaming through her glasses. "No fewer than eleven of Edith's brothers have been here this term to take her out, and she tells me she expects the tall one with the blue eyes again to-morrow."—Tit-Bits.

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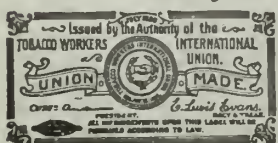
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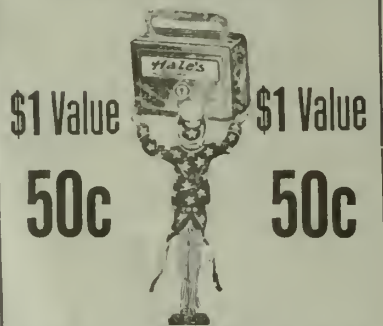
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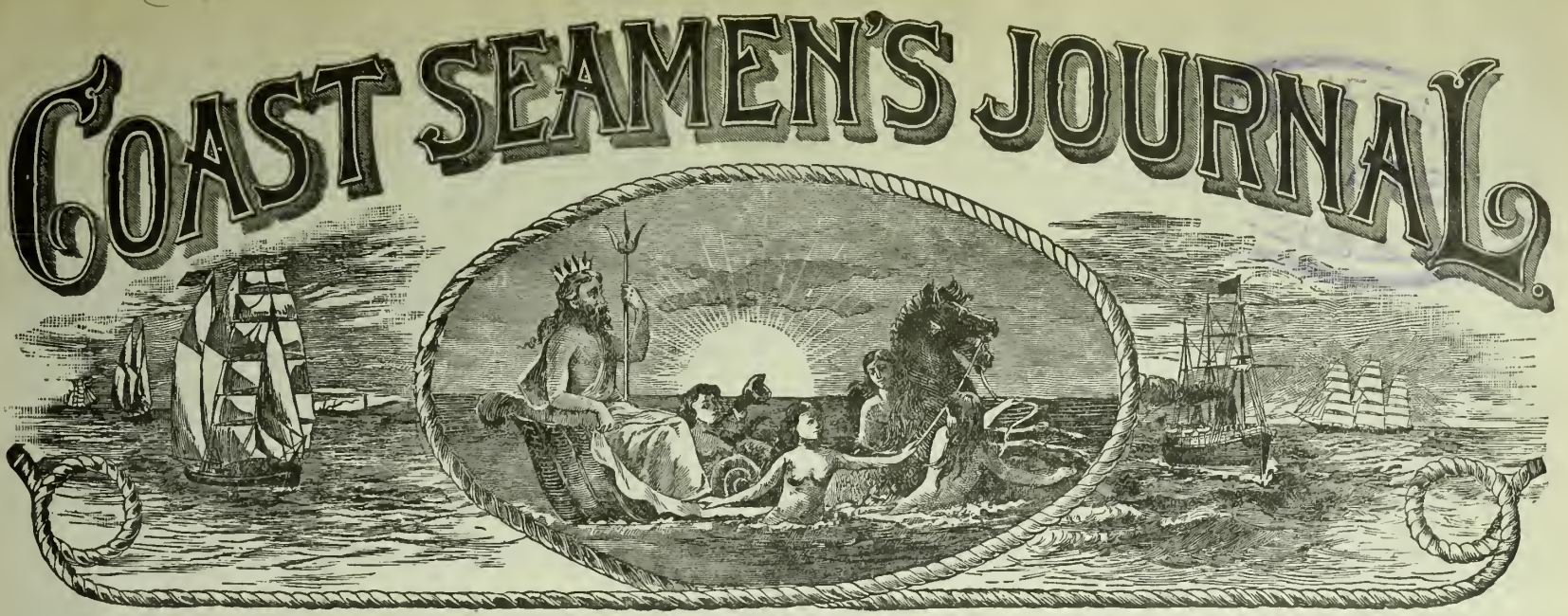
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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXIX, No. 29.

SAN FRANCISCO, WEDNESDAY, MARCH 29, 1916.

Whole No. 2375.

# A PROFESSOR ON THE SEAMEN'S ACT.

Address by Henry W. Farnam of Yale University.

An analytical review of the Seamen's Act of 1915 by a member of the faculty of Yale University is surely worthy of earnest perusal by both friends and foes of that legislation.

The Journal, therefore, takes pleasure in submitting herewith the address delivered by Henry W. Farnam, Professor of Economics, at the recent annual meeting of the American Association for Labor Legislation, held in Washington, D. C.:

## THE SEAMEN'S ACT OF 1915.

Whoever takes a broad view of the history of the seas during the past half century must be profoundly impressed by two striking facts. One is the wonderful progress made by man in his domination of nature; the other is the lack of progress made by man in governing himself. We have built steamers of a speed and power thought impossible a generation ago. Waves and wind have comparatively little effect on the regularity with which our ocean greyhounds cross the Atlantic on a schedule of seven, six and even less than five days. Progress in the preservation of food gives us a variety and luxury of diet which half a century ago could not have been commanded on the most expensive steamers and which the great majority even of first-class ocean travelers seldom enjoyed upon land. Wireless telegraphy has made it possible to flash the SOS call across the waste of waters and to bring to a ship in distress within a few hours a swarm of helpers. Safety appliances and signaling devices have been multiplied.

And yet in spite of all this wonderful progress the number of lives lost on the water seems to have gone up steadily. In a table reprinted by the Senate Committee on Commerce it appears that, taking the disasters by five-year periods, the number of lives lost at sea and on the Great Lakes has gone up from 1018 in the period 1860 to 1864 to 5445 in the four years and five months beginning with 1910. Even if we allow for defects in the statistics of the earlier years, and disregard them, we still find the same tendency during the past 20 years. The number of lives lost has more than doubled since 1895.

## A Bald Fact About "Safety."

It may be objected that these figures do not take account either of the number of passengers and sailors navigating the seas, or of the mileage, and an exact statistical comparison should undoubtedly allow for these. But the bald fact stands out clearly that during a period in which immense progress has been made in all the mechanical methods of saving life, the number of lives lost has increased.

The story is made more impressive if we turn from these gross figures and consider the individual disasters which have done so much to swell the totals. The depressing fact is that in so many of these cases the cause of the disaster lay in some imperfection of human nature and not in the elements. The "General Sloeum" went down in 1904 in North River, destroying 955 lives, in consequence of a fire caused by

somebody's carelessness. The "Titanic" went down with 1517 lives in a perfectly calm sea. The "Empress of Ireland" sacrificed 1027 lives in the St. Lawrence River within a few miles of shore, and more recently the "Eastland" turned turtle in the Chicago River and nearly a thousand more perished. It is not necessary to assign blame to any individual in reviewing the history of these disasters. Whether an accident has been due to bad judgment on the part of a commander, to an excessive fondness for profits on the part of the directors, to insufficiency or inefficiency of seamen, the broad fact remains that with the elements at rest and with every opportunity for estimating their force and their behavior some failure of the human mind has either brought about the disaster or stood in the way of saving life.

## A Recognition of the Human Element.

The leading thought of the act of March 4, 1915, which we are to discuss, is that it lays stress upon the human element as distinguished from mechanical contrivances. It tries to secure better seamen, with better training to do the work and to provide for the emergencies at sea. This is only the central aim. The act itself is a long act, dealing with many different subjects. It is a technical act. It has been fully discussed in the proceedings of Congress, in the public press, in the publications of the Seamen's Union, on one hand, and by various commercial bodies on the other. It would be hopeless and needless for one who is neither a sailor nor a naval officer, nor the manager of a steamboat company, nor a diplomat, to try to contribute any new facts to the discussion. But it may not be useless to emphasize a point of view which, if not new, is not generally heard, and to represent that diffused interest of the general public which, though broad in extent, is lacking in concentration and was typified by the late Prof. Summers in the phrase "the forgotten man." The general public, of course, includes some who are sailors, some who are officials, some who are stockholders or directors of steamboat companies; but as a mass we are more interested in results than in methods, and there are few of us who are not either directly or indirectly concerned in the subject. If we go abroad or travel along the Atlantic or Pacific coast or on the great inland waterways, we are interested as passengers in reaching our destination safely. If we use any imported articles, as when we drink a cup of coffee, or read a foreign book, or wear an imported fabric, we are interested as consumers of what was at one time freight. If we produce anything which is exported—wheat, cotton, typewriters—we are interested as producers. Finally, we all have as Americans an interest—which may be called sentimental, if you please, but which is none the less real—in seeing the American flag on the ocean and in desiring that those who sail under that flag, whether passengers or crew, get better treatment than those who sail under any other flag. We would like to see on American ships something like that broad, white line which still records on every British ship the heroic fight made a generation ago on behalf of the British sailor by Samuel Plimsoll. Moreover, we are, I believe, willing to pay for what we

want. Neither the American traveler nor the American consumer is niggardly. We are not asking for favors or for an addition to our income, but we are asking for standards, and we are willing to pay the cost.

To see the act of 1915 in its proper perspective, we must take at least a glance at what has preceded it. Legislation for the protection of American seamen goes back to the very beginning of our history. In the very first session of the First Congress a resolution was passed, on July 20, 1789, "that a committee be appointed to bring in a bill or bills providing for the establishment of hospitals for sick and disabled seamen." The committee did not complete its work until nine years later, but in the meantime a law was passed, July 20, 1790, for the government and regulation of seamen in the merchant service. On one hand it aimed to protect the seamen against bad treatment and injustice; on the other hand it aimed to protect the owners and captains against desertion and wrongdoing on the part of the seamen. The basis of its regulation was the requirement of a formal contract in writing between the seaman and his employer. In the absence of such an agreement the master was required to pay the highest wages paid at the same port for a similar voyage during the previous three months. In case a seaman did not sign the agreement he was not subject to the regulations or penalties of the act. Provision was made for an investigation of unseaworthiness on the part of the ship. If a chief mate and a majority of the crew thought the vessel too leaky or unfit in respect to tackle, provisions, or stores, the master was required to stop at the nearest port and make investigation. The payment of wages was secured by requiring the captain to pay one-third of the wages due at every port at which the ship should discharge her cargo and the balance at the end of the voyage. Every ship was to carry a medicine chest and a certain minimum of supplies, such as 60 gallons of water, 100 pounds of "salted flesh meat," and 100 pounds of wholesome ship bread for each person on board. In case of a short allowance the master was to pay each one of the crew one day's wages for every day of short rations.

## The Penalties for "Desertion."

On the other hand, penalties were put upon the seaman for absenting himself from his duty and for desertion. If he failed to render himself on board at the hour and on the day set in his contract, he forfeited one day's pay for each hour of tardiness. If he absented himself from the ship without leave and returned within 48 hours, he forfeited three days' wages for each day of absence, but after 48 hours he forfeited all wages due him and all his property which might be on shipboard. If he deserted at any port, a justice of the peace might issue a warrant and have him arrested, and on conviction he might be committed to a house of correction or common jail until the vessel was ready to sail or until the master required his discharge, and the costs might be deducted from his wages.

These provisions constituted what has been recently called "involuntary servitude" for the



sailor, but it should be remembered that this was the legal status of the ordinary wage worker in England at that time, and that even in the United States mechanics could be indicted for a combination to raise their wages. Therefore, as compared with the legislation of the time this act represented progress, inasmuch as it did provide special standards for the treatment of sailors and for their protection from abuse.

In 1798 Congress passed the law providing for the establishment of marine hospitals. It imposed a tax upon the sailors engaged in the foreign and coasting trade of 20 cents a month. This tax was to be advanced, however, by the master of the vessel and deducted from the wages due. Out of the funds thus raised the President was authorized to furnish temporary relief in hospitals or other institutions to sick and disabled seamen. This law was passed with no serious opposition and after a very short debate in the House. Subsequent legislation has changed its original terms, extended its provisions, elaborated its details, and the Marine Hospital Service which it called into being has gradually expanded into what is virtually a great health department of the Government, covering quarantine, the inspection of immigrants, and other important fields of sanitation. This act was justified by two considerations: (1) It was intended, by making the life of the sailor more secure, to build up a merchant marine whose seamen would be feeders to the Navy; (2) it was intended to improve the condition of a class of men whose life has time out of mind been peculiarly subject to dangers from the elements and from "man's inhumanity to man," and who have always been improvident and helpless in caring for themselves.

#### Hazards of the Early Days.

In the early days the chief hazards of the seaman's life were those connected with his life at sea. There was danger of sickness or accident, the ship might be unseaworthy, the provisions insufficient, the captain or owners false to their obligations. In the course of time, as the seaports grew to great cities, the dangers upon the land became almost as great as those of the sea, though of a different nature, and it became necessary to protect the seaman against the land sharks, the crimps, and other people who were lying in wait for him as soon as he set foot on shore, and even before. The sailor and his money are soon parted. Not only have the land sharks found it easy to get the seaman to spend his money for that which is not bread, but they have found it equally easy to get him to pledge for things that do not satisfy, even though they may temporarily cheer, the money which he expects to earn in the future. Thus arose the great evil of inducing seamen to pledge their wages in advance for drink and for other indulgences.

This and similar matters were regulated by the act of June 7, 1872. In some respects this act simply carries further the provisions of the act of 1790. It provides against unsatisfactory provisions. In addition to the requirement of the medicine chest, it insists upon the ship's carrying lime juice or other antiscorbutics, and it requires the master to carry a supply of warm clothing. On the other hand, it makes provision for the discipline of seamen and penalizes desertion. But, in addition to these extensions of the original act, it provides for the appointment by the district courts of shipping commissioners. In other words, it creates a special administrative department to look after the interests of the seamen. The commissioners are intrusted with the duty of seeing that the contracts of service are properly made, and a penalty of \$200 is put upon taking seamen to sea without such contract. In case of illegal discharge compensation must be given, and the assignment of wages in advance is restricted.

#### Freight, the Mother of Wages?

The old maxim that freight is the mother of wages is to a certain extent restricted. To be sure, the hard, traditional law of the sea that wages stop with the loss of the ship in case of shipwreck is formally confirmed, but it is expressly provided that the seaman shall have a lien upon the ship for the payment of the wages due and that his wages are not dependent upon the earning of freight by the ship, even in the case of wreck. His claim for past wages can only be barred by a proof that he has not exerted himself to his utmost to help save the ship.

The evils of the land conditions are dealt with by imposing a penalty upon anyone who shall board a vessel before its actual arrival in port and who shall solicit lodgers among the seamen. The act of 1872 was incorporated in the Revised Statutes of 1878, and has thus become in a sense a permanent part of our seamen's code, though it has been supplemented by a number of other acts, notably those of 1884, 1895, 1897, 1898, and 1906.

In 1884 the act of June 26 was passed, which stated as its purpose the removal of certain burdens on the American merchant marine. It amended a number of sections of the Revised Statutes relating to the discharge of seamen, the unseaworthiness of vessels, extra wages, desertion, and the return of destitute seamen. It made it unlawful to pay seamen's wages in advance of being earned, or to advance wages otherwise than to an officer authorized to collect them. Exception was made only in the case

of the allotment of wages to a mother, wife, or other relatives. Ships were required to carry slop chests and to sell clothing to seamen at an advance of not more than 10 per cent. above the wholesale cost. As an aid to shipping tonnage dues were reduced, vessels were given a drawback on materials imported when the vessels were sold abroad, and the liability of shipowners was limited to the proportion of all debts that each one's share bore to the whole value, while the aggregate liability of owners was not to exceed the value of the vessel and freight pending. A change was made in the appointment of shipping commissioners, who were henceforth to be appointed by the Secretary of the Treasury.

In 1886 the law of 1884 was again amended. Allotment of wages was now allowed not only to a wife or relatives, but also to an original creditor for board and clothing, for an amount not exceeding \$10 a month for each month of the time usually required for the voyage for which the sailor shipped. The limited liability of owners of vessels provided in 1884 was extended to owners of vessels on lakes and rivers, canal boats, barges and lighters. Whaling vessels and fishing vessels were not required to carry slop chests.

#### The Acts of 1895 and 1898.

The act of March 2, 1895, amends the act of 1882 providing for deductions from the gross tonnage of vessels, and makes many technical regulations with regard to measuring the tonnage. It provides that in ships built after June 30, 1895, seventy-two cubic feet of space and twelve square feet of deck or floor room shall be allowed for each member of the crew, properly lighted, drained, ventilated and heated.

A new and comprehensive seamen's act was passed on December 21, 1898. This goes fully into the matter of wages, maintenance of discipline, and the like. It modifies in many particulars the penal division of the act of 1872. The offense of combining to disobey lawful commands or to neglect one's duty or to impede the navigation of the vessel or the progress of the voyage is entirely omitted and the number of offenses is reduced from nine to eight. In other cases the penalty is moderated. In the case of desertion or willful disobedience the penalty is one month's imprisonment instead of two, if in a foreign port, and forfeiture of clothes and wages earned, if in a domestic port. For continued willful disobedience the offender may at the option of the master either be put in irons on bread and water or, if in a foreign port, he may be imprisoned for not over three months, the previous penalty having been six months.

The act of June 28, 1906, provides in four short sections a penalty for shanghaiing. The term is used in the title of the act. The offense consists in inducing people by threats or force, or while the person is intoxicated or under the influence of drugs, to go aboard a vessel or sign any agreement. A penalty not exceeding \$1000 or one year's imprisonment is imposed on those who commit this act, or detain any one on board under such conditions, or aid in or abet the offense.

#### The Seaman's Legal Status.

We may summarize the matter by saying that a series of acts, beginning with the First Congress of the United States and running through more than 100 years, have attempted, very slowly to be sure, to protect the sailor against bad food, bad quarters, and bad treatment at sea; against fraud and violence on land. The penalties upon combination have been lessened, and yet the status of the sailor was still, until 1915, that of the wage receiver of the eighteenth century in that he might be forced by a criminal prosecution to fulfill his labor contract. At the same time the liability of shipowners to shippers had been definitely limited by the act of 1884 to the value of the vessel and freight pending, and this is understood to mean the value of the vessel at the time of the wreck, whereas the British merchant shipping act of 1894 makes the shipowner liable to the extent of \$40 a ton for cargo damages, and \$75 a ton in respect to claims for loss of life.

The loss of the "Titanic" on April 14, 1912, gave the question of safety at sea a publicity which made it an international question, and this resulted in an international conference held in London from November 12, 1913, to January 20, 1914. This conference was attended by representatives of the German Empire, Australia, England, France, the United States, and nine other nations. The United States was represented by 13 delegates, including Senator Lewis, Representative Alexander, and Andrew Furuseth, the president of the Seamen's Union. The latter, however, resigned his commission before the sessions were concluded and did not join in the final report. The outcome of this international conference was an agreement in 74 articles followed by an elaborate series of regulations specifying details which could not be incorporated in the convention itself. The convention is intended to apply to vessels of the contracting parties which are mechanically propelled and which carry more than 12 passengers, which proceed from a port of one of the States to a port situated outside of that State, or conversely. It is therefore clearly limited to passenger vessels and does not affect the sailors on any others. Nor does it affect sailing vessels at all. The convention also excepts "vessels making voyages specified in a schedule to be

communicated by each high contracting party to the British Government at the time of ratifying the convention."

Elaborate provisions are made with regard to the destruction of derelicts, the construction of vessels, and radiotelegraphy, into the details of which it is not necessary to enter, while the regulations appended to the draft of the agreement specify more fully what is to be done with regard to the reporting of ice and the exchange of meteorological information. The features which most concern us here are those relating to life-saving. It will be recalled that the "Titanic" survivors on the "Carpathia" passed resolutions calling attention to the inadequacy of life-saving appliances on the ill-fated ship and the insufficiency of men to handle them. The conference accordingly adopted elaborate provisions with regard to life-boats, life-rafts, and life-preservers. It provided that "at no moment of its voyage may a vessel have on board a total number of persons greater than that for whom accommodation is provided in the life-boats and the pontoon life-rafts on board." The life-boats must conform to a certain standard, and the davits must be of such strength that the boats can be lowered with their full complement of passengers when the vessel has a list of 45 degrees. There must be for each boat or raft a minimum number of certificated life-boat men, and a table specifies the details, which require three such persons for boats or rafts carrying less than 61 persons, and an increasing number up to seven for the largest boats. There are important limitations in the application of these rules, which were criticized at the time by Mr. Furuseth, but which need not be specified here.

#### The 1915 Act Summarized.

It will suffice to say that the act which we are discussing represents in part the result of efforts made for years to improve the status, quality, and working conditions of the sailor, in part the desire for greater safety exemplified in the international conference. Of its 20 sections, just 10 (sections 1, 3, 4, 5, 6, 7, 8, 9, 14, and 19) provide for amendments to earlier legislation. They embody in most cases not so much a new policy as the extension of an old policy. More than half of the entire act is devoted to section 14, which gives in great detail regulations regarding the size, equipment, and required numbers of life-boats, life-rafts, life-belts, and other life-saving devices. These are based in the main upon the work of the international conference of 1913-1914. It would be confusing to give all of the provisions of the act, but they may be summarized under a few heads.

1. A number of provisions relate to the conditions of labor or of living at sea. The allowance of water per day is increased to five from four quarts, the allowance of butter to two ounces from one ounce. The space to be allowed on all merchant vessels of the United States, excepting yachts and pilot boats of less than 100 tons register, is to be 120 cubic feet, and not less than 16 square feet on the deck for each man. The act also requires a separate berth for each seaman and proper lighting, drainage, heating, and ventilation, also proper washing rooms and the fumigation of fore-castles at such intervals as may be required by the Surgeon General of the Public Health Service. Steamboats on the Mississippi River or its tributaries must furnish a proper place for the crew. Sailors are to be divided into at least two watches at sea, and firemen, oilers, and water tenders into at least three watches. When in a safe harbor the hours of labor are not to be more than nine, and no seaman shall be required to work on Sundays or on five specified holidays. Seamen may not be worked alternately in the fireroom and on deck, nor shall those shipped for deck service be required to work in the fireroom, or vice versa.

The conditions with regard to the payment of wages are more favorable. They now apply to vessels engaged in the coasting trade and not merely to those sailing between Atlantic and Pacific ports, as in the Revised Statutes. Formerly wages had to be paid on intercoastal traffic within two days after the termination of the agreement; now within 24 hours. In the case of foreign voyages they were formerly paid within three days after the cargo had been delivered or within five days after the seaman's discharge, whichever happened first. Under the new law they must be paid within one day after the cargo has been discharged or within four days after the discharge of the seaman, and the penalty, upon violation, is increased. Seamen are now entitled to receive half of their wages earned, instead of one-third, as formerly, at every port at which the cargo is loaded or delivered, and all releases of such an obligation are void. The earlier fraction had been increased to one-half in 1898, but the provision had frequently been nullified by agreements inserted in the shipping contract. A significant feature of this provision is that it applies to seamen on foreign vessels while in harbors of the United States and opens the courts of the United States to them, this being intended to prevent vessels with a foreign crew from having an advantage over American vessels in foreign ports. Complaints with reference to the unseaworthiness of a vessel or with regard to its supplies are made somewhat easier, and any form of corporal punishment is prohibited under a penalty of not less than three months' nor

(Continued on Page 11.)



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## Colorado Officials "Permit" a Strike.

After an investigation that started last November, the Colorado State Industrial Commission has announced that the demands of the Denver Journeymen Tailors' Union are just.

This means that the tailors can now strike, if necessary to enforce their demands, without violating a law passed by the last Legislature. This law provides that a strike is a misdemeanor, punishable by fine, unless the employees give at least thirty days' notice to the State Industrial Commission before they exercise what was heretofore conceded a fundamental right—quit work for any reason or no reason, at any time.

On September 30 last the Journeymen Tailors' Union notified the commission that it desired higher wages and better working conditions. Numberless hearings have been held and volumes of testimony contributed before the commission reached this decision:

"The demand of the journeymen tailors for a schedule of wages and prices that shall be definite is an absolutely just demand."

During the long hearings before the commission, Organizer Biggs of the tailors charged that the employers were forcing an "indirect lockout" in violation of the law, by sending their work out of the State. Writing in the official magazine of the Journeymen Tailors' Union, he said:

"This new law and the industrial commission of the State of Colorado have stood like a stone wall against the journeymen tailors of Denver and a chance to better their conditions. No injunction, re-enforced by militia, could so effectually paralyze our efforts as has this new weapon, which has worked out for industrial suppression, so far as the tailors are concerned. Our members would stand in line all day in heavy rain to get a chance to deposit a vote to wipe out the law and the commission.

"The situation exasperates our members because they know that the bosses are playing for time, hoping to ward the whole thing off till dull season.

"We have appealed to the commission and to the district attorney, and find ourselves tied up with red tape. If the merchant tailors had made the law and the commission themselves, they could not have done it much better."

## Governor Carlson's Middle Ages' Edict.

Because several hundred smeltersmen at Leadville suspended work in defiance of a Colorado State law, which makes it illegal for workers to strike until they have given State authorities thirty days' notice Governor Carlson threatened these workers with all the power of the State if they did not return to their employment.

The effort to drive these employees back to work sounds like a pronunciamento of the Middle Ages, while the State executive's plea for law observance in this case loses weight when one recalls the debauchery of Colorado last year by mine operators.

This is Governor Carlson's thunderous declaration:

"The striking smeltersmen at Leadville are guilty of a brazen and insolent defiance of that provision of the Industrial law which

compels thirty days' notice to the Industrial Commission before men can go out on a strike. The strikers are foreigners and it was thought for a time that their ignorance of our language caused an inadvertent violation of this law's most important provision.

"The Industrial Commission, therefore, requested the Austrian consul to translate the law's provisions to the strikers. This was done and, to the amazement of all, knowledge of the law met with insulting and defiant refusal to obey it. This course of action was surprising, indeed, for heretofore both employers and employees have willingly abided by the law's provisions. The course of action by men who claim this country's protection and enjoy its advantages present a most sinister aspect and calls for the firmest enforcement of the law's penalties.

"I am informed that these men, because of their numbers, feel safe in their present criminal conduct. They are following foolish counsel for, if the local police are unable to enforce the court's mandates, the entire machinery of the State government, if necessary, will be brought into action promptly and effectively."

## Oppose Anti-Picket Law.

The attack on organized labor by President Skinner of the Employers' Association of Washington, at a banquet in Seattle, has stimulated trade unionists to greater activity in their fight to repeal the anti-picket law, passed by the last legislature. The workers have been successful in invoking a State-wide referendum on this legislation and it will go on the ballot at the next general election.

This portion of President Skinner's speech will indicate the spirit of these anti-unionists:

"I am forced to conclude that we are soft pedaling too much with the irresponsible element in unionism. If we neglect our duty for a longer time, force of some description may have to be invoked. Why not start right now to eliminate gradually these obnoxious conditions and avoid armed conflict in the future? Unconsciously, day by day, we are contributing our share toward the continuance and probable perpetuation of uncivilized union methods."

## Washington Car Men Unite and Win.

The Nation's Capital experienced a two days' strike of street-car men recently that completely tied up transportation service. In that city there are two companies. The wage rates of one range from 21½ to 25 cents after 10 years' service. The rate of the other is 22½ cents an hour. Profit-sharing schemes, a picnic once a year, death benefits, and a Christmas entertainment for children of employees is supposed to make up the difference between these rates and a living wage.

A short time ago International Treasurer Rezin Orr, of the Amalgamated Street Car Men's Union, started a quiet organizing campaign, which was responded to by the men in an enthusiastic manner. Division No. 689 was formed, and committees presented a schedule of working conditions and wage rates to the companies. Failing to secure satisfactory replies, a strike was called on

(Continued on Page 10.)

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

### AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

### GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekland Bldgs., 22 Canning Place, Liverpool.

### BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

### GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

### FRANCE.

Federation National des Syndicats des Inscriptions, Maritimes de France, 33 Rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

### NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

### SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgaten 1 B., Sweden.

### DENMARK.

Somandenes Forbund, Toldbogade 15, Kobenhavn.

Sofryboderne Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restauration Forening, Nyhavn 17, Kobenhavn.

### HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

### ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

### AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

### SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

### URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

### ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

### BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

### SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



## World's Workers.

At the annual conference of the Railway Workers and General Laborers' Association held recently in Sydney, the following motion was discussed: "That the conference consider the advisability of the formation of an industrial party in both State and Federal Parliaments."

At the recent New South Wales Railway Workers and General Laborers' Annual Conference, the following motion was carried in regard to conscription: "That this conference registers its opposition to conscription in any shape or form; and that the enlistment of nearly 5000 members in the expeditionary forces is a sufficient indication of our loyalty."

The British Board of Trade reports that the supply of seamen for mercantile ships during January was not quite equal to the demand. Shortage of men was reported from Sunderland, Middlesbrough, Bristol, Avonmouth, Barry, Penarth and Poplar (London); scarcity of British seamen was reported from Newport (Mon.) and Dock St. (London), but at the other ports the supply was quite equal to the demand. Returns received by the board from certain selected ports show that 34,608 seamen shipped on foreign-going vessels during January, a decrease of 5543 on January, 1915. There were decreases at 9 ports, the largest of which were at Liverpool (2663), at Belfast (1129), and at Southampton (1034), while at the other eight ports there were increases.

The British Labor Gazette for February says that the calling up of further groups for the army has accentuated the shortage of male labor and, although the substitution of women for men has extended in many directions, more volunteers from among women are needed to meet the industrial requirements. In the coal-mining industry employment continued very good, the collieries working on an average nearly half a day per week more than the average for January in the last fifteen years. The pig iron industry, though still adversely affected by difficulties in regard to the supply of labor and raw materials, was well employed. At iron and steel works employment also continued very good. Great scarcity of labor was reported in the engineering and shipbuilding trades, which were still working at high pressure, with much overtime.

The following is the general conclusion arrived at by the German Department of Labor Statistics as to the course of employment in Germany during December: "Employment in December was again fair on the whole, and, so far as concerns trades supplying military needs, decidedly good. The building and the textile trades (in the latter of which, the hours of labor have been restricted) form the only exceptions to the general rule. There was an improvement on the whole in December as compared with December, 1914. As in the previous month, the industries most busily employed were mining and smelting and most branches of the metal and engineering trades. Employment on the whole showed no change in the chemical and woodworking trades. The electrical and food preparation trades reported partial improvement. The movement of shipping on the Rhine was very fair."

## SAN PEDRO, CAL.

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A. E. BLAIZE

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SEA BOOTS AND OIL CLOTHING  
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SAN PEDRO, CAL.

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who has been established since 1904 on Beacon Street, between 6th and 7th  
**IS NOW** located on the 2nd floor **BANK OF SAN PEDRO BLDG.,**  
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Where he is better prepared, because of Much lesser rent, to give the trade the  
advantage of lower prices and as formerly, special care is given to garments entrusted to him for Cleaning, Repairing and Pressing.  
Note—Clothes also cut, trimmed and made from your own cloth with the  
Union Label too. The new woollens are now ready for your inspection, how about your order?

### San Pedro News Co.

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GIVE US A TRIAL

### ALASKA FISHERMEN.

San Francisco.

Bergman, John      Johnsen, Aug.  
Blom, Ernest      Konig, D.  
Christiansen, Anton      Nielsen, Harold  
Christiansen, A.      Olander, Ed  
Doris, Geo.      Thomson, John  
Eckart, T. G.

### INFORMATION WANTED.

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15

### M. BROWN and SONS

have moved to

109 SIXTH STREET

Opposite Sailors' Union Hall

SAN PEDRO, CAL.

### INFORMATION WANTED.

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

Vencelus Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolamo Durbich, Zurich, Switzerland. 7-28-15

Peder Bjorback, supposed to be a sailor on the Pacific coast, and a native of Norway, is inquired for. Anyone knowing his whereabouts please notify Mrs. Mildred Baxter, Box 27, R. F. D. No. 5, Seattle, Wash. 2-2-16

Adolph Krakan, last heard of at Port Pirie, January, 1912, and again in March, 1913, from Warumbo, 118 miles from Adelaide, South Australia, is inquired for by his mother at Hamburg, Germany. 8-25-15

## A SAILOR'S BANK.

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In the Philippines, Japan, China, Straits Settlements, India,  
London, Mexico and Panama, the

### INTERNATIONAL BANKING CORPORATION

is particularly well equipped to give service to

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it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

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## San Pedro Letter List.

|                       |                     |
|-----------------------|---------------------|
| Andersen, Albert      | Leideker, Elith     |
| Andersen, Ernst J.    | Lalan, Joe          |
| Andersson, Oskar      | Lindholm, Chas.     |
| Andersen, Sven        | Mansen, Peter       |
| Alexander, P.         | Miller, W.          |
| Anderson, Martin      | Melson, Wm. E.      |
| -1894                 | Mikalsen, Andreas   |
| Hentsen, Hans B.      | Malm, Gustaf        |
| Brelm, Hans           | Mesak, E.           |
| Bergman, Leo          | Naylor, Harry       |
| Benrowitz, Felix      | Olsen, Andreas -759 |
| Crawford, F.          | Olsen, E. F.        |
| Carlson, Gus          | Olsen, Olof, S.     |
| Danielson, Dave       | Ophaug, W.          |
| Ellwes, John          | Orwold, Jack        |
| Evans, John           | Owen, Fred          |
| Eriksen, Lars         | Palmquist, Albert   |
| Eklund, Sven          | Petrow, A.          |
| Frost, Hans           | Pintz, Johan        |
| Fjellman, Jonas       | Peterson, N.        |
| Gundersen, Christ     | Peterson, Hugo      |
| Gilholm, Albin        | Rand, Jacob         |
| Gronlund, O. -414     | Smith, Johan        |
| Heesche, Henry        | Schroeder, Ernst    |
| Hansen, B.            | Stenros, John       |
| Hendrikson, Henry     | Sorensen, Jorgen    |
| Holmstrom, Fritz      | Svenningsen, S. N.  |
| Haake, Max            | Skaanes, Elgil      |
| Haupt, Fritz          | Sivers, Fred        |
| Hansen, Charly        | Sjohblom, Gustav    |
| Illig, Theo.          | -1542               |
| Johnson, John         | Soderlund, Anton    |
| Johnson, Gust         | Schmidt, Lauritz P. |
| Janson, Dick          | Shalles, Gust       |
| Johnson, Chas. A      | Sievers, G. P.      |
| -2074                 | Trovik, Harald      |
| Janson, Oscar         | Uhlir, Richard      |
| Jensen, Hans -1555    | Verney, A.          |
| Johnsson, J. A. -1659 | White, Robert       |
| Johansson, Victor     | Woldhouse, John     |
| Kashlund, Frank       | Warkkala, John      |
| Lorenz, Bruno         | Wald, Andrew        |
| Larsen, Hans -1611    | Zayan, G.           |
| Lyheck, Thos.         | Newspapers and      |
| Lundin, Chas. -1054   | Packages            |
| Lindberg, G. W.       | Miller, W.          |
| Lindberg, Ernst       | Schmidt, Lauritz P. |
| Larson, Hans -1677    |                     |

## Honolulu, H. T.

|                      |                   |
|----------------------|-------------------|
| Anderson, John E.    | Nelsen, C. F.     |
| Burk, Harry -1284    | Petersen, Carl    |
| Crantly, C. W.       | Peters, Walter    |
| Eugenlo, John        | Reither, Fritz    |
| Ekelund, Rickhard    | Solberg, B. P.    |
| Ivertsen, Sigvald B. | Strand, Conrad    |
| Lengwenus, W. L.     | Thompson, Ernl N. |
| Möller, F.           |                   |

### INFORMATION WANTED.

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio. 3-24-15

Anders C. Anderson, a native of Norway, who left his personal effects at Port San Luis, Cal., after leaving a ship at that place, is inquired for. Anyone knowing his whereabouts please notify D. R. Jacks, Deputy Collector of Customs, Port San Luis, Cal. 12-22-15

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Any one knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St. 8-11-1915

Olai Ingebrigtsen (Brock), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American bark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469-49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Steuart street, San Francisco, Cal. 8-4-15

Oscar Olsen, age 37, a native of Hallarna, near Gothenborg, Sweden, who was sailing on the Great Lakes about three years ago, is inquired for by John V. Olsen, Sun Company, Marcus Hook, Pa. 5-26-15

Hugo Carlson Ljung, age 29, a native of Gothenborg, Sweden, was last heard from in a Cable Boat on the Atlantic Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Carlson Ljung, Jungmansgatan 5, Gothenborg, Sweden. 1-12-16



# Pacific Coast Marine.

The submarine C-4 of the flotilla stationed in Panama Canal waters is undergoing a general overhauling in the dry dock of the Cristobal shops.

The steamer "Saginaw," with the crew of the waterlogged three-masted schooner "Oakland," which was found helpless off the Columbia River, has arrived at Puget Sound.

The steamer "Ramona," lost five years ago on Saunish Island, off the southeastern coast, has been surveyed by Diver C. F. Stugger, who reports that she is in fairly good condition.

F. Griffin & Company, of Vancouver, B. C., have established a branch office at 311 California street, San Francisco. They specialize in cargo damage surveys for average purposes, act as auctioneers of damaged goods, etc.

The "Fireman's Fund Register," published yearly by the Fireman's Fund Insurance Company, is now ready for distribution. Copies may be obtained free of charge from the office of the company at San Francisco.

S. Elmore & Company have announced that the gasoline schooner "Tillamook" will be placed on the Columbia-Coos Bay run in order to relieve freight congestion, of which Coos Bay merchants have complained for some time.

Thirty-five feet at low tide is the depth of water on the Columbia River bar, according to a report just issued by the United States engineers. The increased depth is due to the action of the two jetties. Twenty-six feet was the depth reported by the engineers five years ago.

With the arrival at San Francisco of the steamer "Adeline Smith" from Coos Bay the vessel has established a lumber-carrying record for the Coast. In sixteen trips the "Adeline" will have brought to San Francisco 26,000,000 feet of lumber from the north. This is an average of 1,625,000 feet each trip, and is claimed to be the record for the time and number of trips which the vessel has made.

A report is in circulation in Seattle that the Alaska Steamship Company's freighter "Seward" under charter to Frank Waterhouse & Company, and now discharging at Vladivostok, has been sold to Japanese for \$800,000. President Baxter, now in New York, is said to have refused \$400,000 each for the lake freighters "Bennington" and "Burlington," purchased by the Alaska Steamship Company last fall for the Alaska trade.

The Southern Pacific Steamship Company has filed articles of incorporation in California to engage in trade between San Francisco and ports of Mexico and Central America. Frank M. Stark, general manager of the California South Sea Navigation Company; C. F. Maydwell, importer and manufacturer, and C. H. Sooy, attorney, are the incorporators. According to the papers the company will conduct a general transportation business. Capital stock \$250,000, par value \$100.

Definite decision was made by President L. C. Gilman of the Great Northern Pacific Steamship Company, and Cal E. Stone, general traffic manager, that the liner "Great Northern" will be permanently withdrawn from the Honolulu service after her present trip. The guaranty of Honolulu merchants of \$25,000 that the company would have gross receipts of \$200,000 for five voyages, which was brought here by Lorrin A. Thurston of Honolulu, was rejected, and the "Great Northern" is to resume service to Flavel.

Three classes for instruction in first aid have been formed among women in the Canal Zone, and three men have made application for instruction. As only four persons are required for a class, it is anticipated that a class for men will be formed shortly. The classes which have been formed among the women contain ten or more persons each. The first was formed at Camp Otis, the second at Ancon, and the third at Fort Grant. All are under the instruction of officers of the Medical Corps of the United States Army.

Sudden & Christenson, owners of the steamer "Republic," formerly the "Walkure," announced recently that the big freighter will be dispatched on her first voyage April 15th and will go to Shanghai with a full cargo. The "Walkure" was raised from the bottom of Papecte harbor, where she was sunk by German warships, and was brought to San Francisco under command of Captain Leb Curtis. At the present high freight rates to the Far East, the "Republic" will make twice her cost to her present owners on the outward trip. The vessel has a capacity of 8000 tons.

An increase from \$2,500,000 to \$3,000,000 was authorized by the Inter-island Steam Navigation Company in its capital stock, at the annual meeting held at Honolulu, when it was decided to proceed with a number of important improvements and additions to the present fleet of steamers and the coaling and supply plant. The officers and the board of directors were re-elected. The report showed that substantial progress had been made in the construction of a new coaling plant. The floating tonnage is said to have kept pace with the demands made upon it for passenger and cargo space.

Following the lead of the Pacific Coast Steamship Company's announcement the following Alaska lines announced increases in rates: The Alaska Steamship Company, the Pacific Alaska Navigation Company and the Border Line Company. New general merchandise rate will include wharfage charge of 50 cents per ton. Heretofore wharfage has been charged separately and the new plan will simplify matters. Including wharfage, rates will be advanced as follows: Between Seattle and Ketchikan from \$3.50 to \$5.50 a ton; between Seattle and Juneau from \$4.50 to \$6.50 a ton; between Seattle and Skagway from \$5.50 to \$7.50 a ton.

With her skipper, George S. Ames, suffering from painful burns, and minus the greater portion of her deckload of lumber, the steam schooner "G. C. Lindauer" came into San Francisco Bay during the past week after an exciting experience in heavy weather off the north coast. Captain Ames was burned on the arms and hands as the result of escaping steam from a pipe which exploded when boarding seas flooded the engine room and doused the fires. Several members of the crew also suffered cuts and bruises from flying timbers, when the deckload went overboard. Captain Ames, who was the most seriously injured, was taken to the Harbor Emergency Hospital for treatment.

On her way to the South Seas, where her cargo will be used to build a home for Father Emanuel Rougier, reputed millionaire padre of the island, the schooner "Ysabel May" came into port during the past week from Vancouver. The vessel is commanded by Captain Rupert Balcom and in her holds are lumber and building material. Several months ago Father Rougier came in on the Union liner "Moana" and one of his main objects in coming to the United States at that time was to purchase a schooner with which to make his trips among the islands. The "Ysabel May" is the result, a schooner of eighty-nine tons built five years ago in Nova Scotia.

J. C. Uhrlaub, who arrived during the past week at San Francisco on the "Tenyo Maru" from Japan, has returned from a long stay in Peking, where he had the Chinese Government interested in a Government owned or heavily subsidized line across the Pacific from this Coast. On account of the revolution at present negotiations are at a standstill, he says, although he has agents on the ground. The company which Uhrlaub is after is to be capitalized at \$50,000,000, of which the Chinese Government is to take a share and also otherwise support the enterprise. Just a few months ago Uhrlaub came back from the Orient with plans for the company, which he now believes will be a fact within a short time.

An arrangement is being worked out between the Willamette Iron and Steel Works and the Northwest Steel Company, Portland, to consolidate to provide a \$1,500,000 shipbuilding plant in the South Portland flats. In the vicinity of 1500 men will be employed on two steel steamers for Norwegian interests. A contract involving approximately \$2,500,000 is ready to be signed to construct two 8000-ton boats. According to the present plans, separate identity of the two companies will be maintained as in the past, both continuing under their present firm names. Building operations on the two steamers are expected to begin in ninety days, the first to be delivered in nine months and the second in fifteen months.

According to a telegram received by Collector of Customs J. O. Davis, the steamer "Sacramento," which came into the limelight at the beginning of the war and whose operations caused indictments to be returned against German Vice-Consul E. H. von Schack and twelve others, has again changed hands. Davis received a telegram asking for the names of the owners of the vessel, now interned in Valparaiso, Chile, and whether or not she was free of liens or mortgages. The telegram was signed by Van Iderstine, Duncan & Barker, New York attorneys, as representatives of her purchasers. The names of the purchasers are not revealed in the telegram. Collector Davis wired that the Northern and Southern Steamship Company was the vessel's owner and that no mortgages or liens were of record. The "Sacramento" was formerly the Kosmos liner "Alexandria" and flew the German flag. She was interned at San Francisco shortly after the outbreak of the war. October 15th, as the "Sacramento," she sailed for Chile loaded with supplies. According to Government allegations, she arrived minus her cargo and delivered the supplies to the German fleet under command of Admiral von Spree, thus violating neutrality laws.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

## International Seamen's Union of America

Affiliated with

AMERICAN FEDERATION OF LABOR and

INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary.  
570 West Lake St., Chicago, Ill.

AFFILIATED UNIONS.

ATLANTIC DISTRICT.

EASTERN AND GULF SAILORS' ASSOCIATION.

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Branches:

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NEW YORK CITY, 51 South St. and 427 West St.  
PHILADELPHIA, Pa., 206 Moravian St.  
NORFOLK, Va., 41 Loyalls Lane.  
MOBILE, Ala., 104 South Commerce St.  
NEW ORLEANS, La., 206 Julia St.  
PORT ARTHUR, Tex., 132 Proctor St.

MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC AND GULF.

Headquarters:

NEW YORK CITY, 12 South St. Telephone 2107 Broad.

New York Branch, 514 Greenwich St.

Branches:

BOSTON, Mass., 258 Commercial St.  
NEW ORLEANS, La., 238 Lafayette St.  
BALTIMORE, Md., 806 South Broadway.  
MOBILE, Ala., 104 S. Commerce St.  
PHILADELPHIA, Pa., 206 Moravian St.

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE ATLANTIC AND GULF.

Headquarters (temporary):

BOSTON, Mass., 1½A Lewis St.

Branches:

PHILADELPHIA, Pa., 129 Walnut St.  
NEW YORK CITY, 51 South St. and 427 West St.  
BALTIMORE, Md., 802-804 South Broadway.  
NORFOLK, Va., 41 Loyalls Lane.  
NEW ORLEANS, La., 206 Julia St.  
MOBILE, Ala., 104 S. Commerce St.

HARBOR BOATMEN'S UNION.

Headquarters:

NEW YORK CITY, 190 West St. Phone 4126 Worth.

LAKE DISTRICT.  
LAKE SEAMEN'S UNION.

Headquarters:

CHICAGO, Ill., 570 West Lake St.

Branches:

BUFFALO, N. Y., 55 Main St.  
ASHTABULA HARBOR, O., 21 High St.  
CLEVELAND, O., 1401 W. 9th St.  
MILWAUKEE, Wis., 133 Clinton St.  
N. TONAWANDA, N. Y., 152 Main St.  
CONNEAUT HARBOR, O., 992 Day St.  
ERIE, Pa., 107 E. Third St.  
DETROIT, Mich., 15 Twelfth St.  
SUPERIOR, Wis., 1721 N. Third St.  
BAY CITY, Mich., 108 Fifth Ave.  
OGDENSBURG, N. Y., 70 Isabella St.  
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.  
PORT HURON, Mich., 517 Water St.

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION OF THE GREAT LAKES.

Headquarters:

BUFFALO, N. Y., 71 Main St.

Branches:

CLEVELAND, O., 1185 W. Eleventh St.  
CHICAGO, Ill., 445 La Salle Ave.  
DETROIT, Mich., 27 Jefferson Ave.  
MILWAUKEE, Wis., 151 Reed St.  
SUPERIOR, Wis., 1814 Fourth St.  
OGDENSBURG, N. Y., 70 Isabella St.  
BAY CITY, Mich., 108 Fifth Ave.

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# Coast Seamen's Journal

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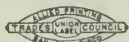
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## NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, MARCH 29, 1916.

## ENFORCING THE LAW.

A number of Socialist editors have written more or less expressive editorials about the enforcement, or rather the non-enforcement, of the Seamen's law.

In the non-enforcement of that law these Comrades see an opportunity to make propaganda for their political party, and (only incidentally, let us hope) they embrace that opportunity to swat the independent political policy of the American Federation of Labor. Unfortunately, it must be admitted that a couple of time-serving bureau heads in the Department of Commerce have done their utmost to impress upon the minds of many the plain truth that the enactment of a labor law does not necessarily mean its enforcement. However that may be, our Socialist friends who so often and so freely sneer at the A. F. of L.'s political policy seem to overlook one very important fact. If the organized Seamen of America had cast their lot with the Socialist party, if they had gone over to that party, hook, line and sinker, and voted the Socialist ticket regularly and as many times as possible, they would still be in the same fix as they find themselves to-day with regard to the non-enforcement of the law.

What has always bothered our good friends the propaganda editors, and what is probably giving them heartaches yet, is their inability to point to the Seamen's legislative victory as one of their own great party achievements. They never did like the independent political policy of the American Federation of Labor, because that policy is independent of the Socialist party too. For this reason, and for others not quite as weighty, many Socialist editors have adopted the peculiar habit of writing sneeringly about "capitalist labor laws," which means all laws not introduced by a Socialist. They have also "acquired" the habit of misrepresenting the political policy of the A. F. of L. "Rewarding our friends and punishing our enemies" they have construed to mean "that the political activities of Labor should be confined to boosting for whichever political party of capitalism would make the most rosy promises." As a

matter of fact, partisan politics has been strictly eliminated by the slogan which rewards friends and punishes enemies. If Mr. London, the only Socialist member of Congress, supports Labor's legislative program he will be regarded and rewarded as a friend. If he does like his predecessor, Mr. Berger, who voted against two of the most important labor measures pending during his term, he will be treated accordingly. In other words, the A. F. of L.'s political policy aims to distinguish between those who promise and those who perform. Whether they be Socialists, Republicans, Democrats, Progressives, Prohibitionists, or the most independent Independents that ever lived, they will be judged not by "rosy promises" but rather by "actual performances."

During all the years the Seamen's bill was pending in Congress leading men in both of the dominant parties were counted among its friends, while other equally influential Republicans and Democrats bitterly opposed the measure. To refer to the Seamen's Act as partisan legislation is absurd. It was placed upon the United States statute books by the hearty co-operation of right-thinking men in all parties. And before long some of the same right-thinking men will make it interesting for those two barnacles of the Department of Commerce which are mainly responsible for the non-enforcement of the Seamen's Act. In this work all real friends of the Seamen, including Socialist editors, can lend a helping hand.

If the "sustained pressure" of the shipping interests is stronger than the wish and desire of the great mass of the American people, the Seamen's law will probably always remain a dead letter. But the JOURNAL does not take such a pessimistic view of the situation.

It took twenty-two years of patient and earnest endeavor to have the law enacted and it may take as many months before it will be "properly" enforced. In these efforts the political power of the organized Seamen is of little consequence, but their economic force is a factor that must be reckoned with. The political power of organized workers ashore, however, will again be exerted to bring weak-kneed politicians to their senses, and the immediate result of such action is likely to be more tangible and satisfactory than the propaganda editors will ever be willing to admit.

It is a mighty good thing that the Seamen and the organized workers generally are more concerned with results than with Socialist propaganda. Certainly, all thinking workers who work would love to see none but representatives of the working class in control of the law-making bodies and in charge of the Government's administrative offices, but why wait for remedial laws and their proper enforcement until that far distant though happy day has arrived?

## "A DUE SHARE OF THE BOUNTY."

A writer in "American Industries," the official paper of the organized would-be union busters, is quite certain that the impulse of American employers is "to play fair with those under his charge."

He says:

It ought to be self-evident that a business is not run for exercise or to provide occupation for uplifters, reformers or investigators, but for profit. This, happily, is being more and more understood, and likewise the understanding that wages are not a matter of personal inclination but economic law. In the depression of business through which we have been passing, the demagogue and the agitator plowed a fertile field; in prosperity their occupation is disappearing.

The upward wage adjustments reported from the West, from New England, from the South, from the mines of Colorado and Michigan, the New Jersey silk mills, the Pennsylvania rolling mills, from the machine shops and textile mills, all betoken the impulse of the American employer to play fair with those under his charge, to turn over to them a due share of the bounty of better industrial times.

Here we have the crux of the wage question from the mouth of one who thinks we ought to "leave well enough alone."

We are told almost in the same breath that "wages are a matter of economic law" and that we may confidently leave the worker's case in the hands of the employer and trust to his "impulse to play fair." In other words, there is no possible excuse for the activities of labor agitators, there is no need for collective bargaining, because the "due share" of the bounty will be forthcoming anyway.

For concrete facts about the "due share" we have these "findings" from the report of the Federal Commission on Industrial Relations:

Of the millions and millions of workingmen in this country one-third are poverty-stricken.

Thirty-seven per cent. of wives and mothers of workingmen are forced to do hard work themselves to help keep the wolf from the door.

Five hundred dollars per year is the income of half of the wage-earning fathers.

Less than \$15 per week is the wages of two-thirds of the adult male workers.

Nearly half the women workers earn less than \$6 per week.

Babies of the poor die three times as fast as those of the rich.

Nearly 20 per cent. of the school children of this country are underfed and undernourished.

One out of every twelve corpses in New York is buried in the potter's field.

Economic pressure forces two-thirds of all children to leave grammar school before graduation, and only 10 per cent. finish high school.

Workers in basic industries are out of jobs one-fifth of the time.

There are 44 families with incomes equal to the earnings of 100,000 workingmen.

The "Rich" 2 per cent. of the people own 60 per cent. of the wealth of the Nation.

Sixty-five per cent. own less than 5 per cent.

It would be worse than folly to reply still further to a professional apologist for American labor exploiters. He has furnished ample evidence to prove that one pseudo-economist, like himself, can crowd more nonsense into a sentence or a paragraph than the worse demagogue could get off his system in an hour's harangue.

## A TEST VOTE.

The Presidential Primary election took place in North Dakota last week. One Henry D. Estabrook of New York, a typical stand-patter of the old school, was a candidate for the Republican nomination. So was Senator Robert M. La Follette.

Mr. Estabrook advocated liberal subsidies for shipowners and pronounced as silly the La Follette Seamen's law, a measure that takes its place beside Magna Charta, the Declaration of Independence, the Emancipation Proclamation, and the Clayton law in the struggle for human freedom.

Senator La Follette, of course, accepted the challenge of his opponent and espoused the Seamen's cause and the legislation which makes the Seamen as free as other working men.

The latest election returns indicate that Senator La Follette has a lead over his stand-pat opponent of about three to one.

Enough said!

Baron Astor has renounced his American citizenship but has so far failed to renounce his title to American real estate. Why not induce the worthy Baron to let go of the land as well as his citizenship by imposing an export tax on rent?



## HE THAT JOKES CONFESSES.

As already noted in these columns, Mr. Uhler and his entire staff in the Steamboat Inspection Service have been "gloriously" exonerated of every charge made against them as a result of the "Eastland" disaster.

There was a little aftermath to this curious vindication when the House of Representatives acted upon certain appropriations for the fiscal year. Mr. Sabath, representing a Chicago district, moved to strike out that section of the bill which dealt with the appropriations for the Steamboat Inspection Service. This caused a lengthy discussion from which the following edifying passages are quoted verbatim (see page 4498, Congressional Record of March 10, 1916):

Mr. GALLAGHER (Dem.). I want to ask my colleague a question. The gentleman from Pennsylvania [Mr. Moore] said this accident occurred while that department was under our party. Was that the statement he made?

Mr. MOORE (Rep.) of Pennsylvania. So long as the gentleman raises that question, that is exactly what I said, but it was drawn out by the tenor of the question propounded by the gentleman from Illinois. He invited the criticism. Of course it might have happened under any administration. That kind of an accident is just as likely to happen under a Prohibition administration as under a Democratic administration.

Mr. GALLAGHER. The reason I wanted to raise the question was that the chief inspector, as I understand it, has been in that position for upward of 12 years.

Mr. MOORE of Pennsylvania. I made no direct reflection on the Democratic Party, although I am capable of doing it, I will state to the gentleman. [Laughter.]

Mr. GALLAGHER. Well, it would not be the first time. [Laughter.]

Mr. MOORE of Pennsylvania. And I would do it again if conditions warranted, and hope they may before the day is over. [Laughter.]

Mr. SABATH (Dem.). I realize that the gentleman is capable of criticizing, and is capable of charging the Democratic Party with everything that the Republican Party is guilty of. [Laughter.]

Comment upon a jollifying debate of this character seems wholly unnecessary.

The preventable "Eastland" tragedy; the farcical U. S. Steamboat Inspection Service; partisan politics and "laughter"! What an awful combination!

It should be said, though, that Mr. Sabath finally withdrew his motion to abolish the Steamboat Inspection Service on the very sound theory that an inefficient inspection service is at least better than no service at all.

Scurvy and beri-beri, the old-time scourges of the sea, have come back to life again. Three men dead en route and five so ill that they had to be taken to the Marine Hospital upon arrival was the tale of the British ship "Yawry" which was towed into San Francisco Bay on Saturday last. She made the voyage from Dakar, South Africa, in 160 days. Another British vessel, the "Invergarry," arrived at Astoria on Monday with nine men of her crew seriously ill with beri-beri. Scurvy and beri-beri are diseases resulting from improper and insufficient feeding. In the year 1916 there can be no possible excuse for such a state of affairs as was disclosed by the arrival of these two ships. With modern methods of canning and preserving food, it is possible to-day to lay in an ample supply of provisions for a voyage of almost any length. So we must conclude that greed alone was responsible for the death and suffering of these toilers of the sea.

When reflecting upon the power of money it should be remembered that after all it can not be eaten. The producers of food, clothing, and shelter constitute the power that dominates in the last event.

## DUAL CITIZENSHIP.

## Statutes and Authorities Which Throw Light on a Puzzling Problem—Practices of Several Nations Are Compared.

It was remarked by a government official recently that "from the standpoint of an American citizen there is no such thing as dual citizenship." While this may be true under ordinary circumstances and in times of peace, the fact remains a condition has developed from the war and from a law passed by Germany January 1, 1914, particularly, that is causing a great deal of study. According to the German law referred to, natives of that country who obtain naturalization as citizens of other countries may, under certain conditions, retain their German nationality. Section 25 of that law, after stating that as a general rule citizenship is lost by naturalization abroad, makes this exception:

"Citizenship is not lost by one who before acquiring foreign citizenship has secured on application the written consent of the competent authorities of his home state to retain his citizenship. Before this consent is given the German consul is to be heard."

When one considers that in order to become a naturalized citizen of the United States the candidate must not only swear allegiance to the constitution of this country, but also swear away his allegiance to any other country, it is easy to see where difficulties of conscience, morality and respect for law will arise in the case of a German who has sworn in his country that he will retain his oath of allegiance here. Students of the law have remarked that in some of its provisions the German law has departed from the theory that residence in the country is a prerequisite to naturalization. The performance of services to the state rather than domicile in its territory appears to be made the basis of German nationality.

This idea is also conveyed in sections 26 and 32, under which German nationality is lost by Germans residing abroad who have actually deserted from the army or failed to obtain a decision as to their military liability at the proper time, and by section 27, under which Germans residing abroad may be declared expatriated in case they fail, in time of war or danger of war, to comply with an order of the Emperor to return. According to the United States law governing expatriation passed in 1907, a naturalized citizen loses his citizenship after being absent from the country two years except in time of war or for business reasons that necessitate his absence for a longer period. Italy allows expatriation, but denies that her subject is relieved of the obligation of military service by citizenship in another country. A Frenchman cannot give up his citizenship until he has performed prescribed military service or without the permission of his government. Russia and Turkey hold still to the doctrine of indissoluble allegiance, denying to their subjects the right to cast off their allegiance without their permission.

One of the most interesting discussions of the subject took place last summer between Senator Lodge and Secretary Lansing in the case of the detention in Italy for military service of Ugo Da Prato, who was born in Boston, August 25, 1895, and went to Italy in 1912 to study architecture, and whose father, Antonio Da Prato, a native of Italy, obtained naturalization as a citizen of this country in the United States Court at Boston, March 19, 1892; that is, before the son's birth. Senator Lodge presented the argument that Italy has no possible claim on the children of Italian parents, not naturalized, born in this country, especially if they have exercised all the rights of citizenship as they are entitled to do under the fourteenth amendment. He says such a child has never been an Italian subject for one minute. Italy has no more claim on him than she has on the children of a native-born American, he says.

In the opinion of a competent authority at the State Department, dual nationality is not a theory or doctrine promulgated by the department, but is the unavoidable result of the conflicting laws of different countries. Under the American law of nationality, which is derived from the English law, American nationality is based primarily upon the fact of birth within American territory and jurisdiction, under what is known as the *jus soli*; whereas in the countries of continental Europe, nationality is acquired primarily through descent, under the *jus sanguinis*. This follows naturally from the basis of jurisdiction, which in the common law is the locus or place and in the civil the persona. The revised statutes of the United States, however, contain the following provision in section 1993:

"All children heretofore born or hereafter born out of the limits and jurisdiction of the United States, whose fathers were or may be at the time of their birth citizens thereof, are declared to be citizens of the United States; but the rights of citizenship shall not descend to children whose fathers never resided in the United States."

A provision substantially similar to the above, says this same authority, was added to the original British law of nationality. The laws of some, although not all, countries of continental Europe contain provisions under which nationality is required, under certain conditions, through birth within their territory. The status of a person who is born a citizen of one country under the *jus soli* and a citizen of another

(Continued on Page 10.)

## OFFICIAL.

## SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Mar. 27, 1916.

Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping medium. A Quarterly Finance Committee was elected to examine the Union's accounts for the past three months.

JOHN H. TENNISON, Secretary pro tem.  
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., March 20, 1916.

No meeting. Shipping medium, prospects uncertain.

REGINALD TOWNSEND, Agent.

Room 11, De Cosmos Block, 1424 Government St.

Vancouver, B. C., March 20, 1916.

Shipping fair, prospects uncertain.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, March 20, 1916.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, March 20, 1916.

Shipping good in offshore vessels.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, March 20, 1916.

Shipping medium; prospects uncertain.

J. PEARSON, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, March 20, 1916.

Shipping medium; prospects uncertain.

JACK ROSEN, Agent.

44 Union Ave. North. Tel. East 4912.

Eureka Agency, March 20, 1916.

Shipping dull; prospects uncertain.

OTTO DITTMAR, Agent.

227 First St. P. O. Box 64. Tel. 159.

San Pedro Agency, March 20, 1916.

Shipping fair; prospects uncertain.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, March 13, 1916.

Shipping dull; prospects poor.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

## MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Mar. 23, 1916.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping quiet. Shipwreck Benefits were ordered paid to two members wrecked on the steamer "Pavlof." The Quarterly Finance Committee was elected to go over the finances of the Union for the past quarter.

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, March 16, 1916.

Shipping fair; scarcity of cabin and galley men.

LEONARD NORKGAUER, Agent.

Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, March 15, 1916.

No meeting. Shipping quiet; plenty of members ashore.

HARRY POTHOFF, Agent.

P. O. Box 54.

Portland Agency, March 20, 1916.

No meeting. Shipping quiet; prospects uncertain.

THOMAS BAKER, Agent.

89 Second St. N. Phone Broadway 2306.

## DIED.

William Newell, No. 1188, age 54, a native of England, drowned at Campbellton, N. B.

The San Pedro Stevedoring Company has been incorporated with a capital stock of \$10,000. The incorporators are employees of the McCormick Lumber Company, which hereafter will handle its own cargo at that port. The steamers have been berthing in the Southern Pacific slip, but hereafter will use the west channel of the Outer Harbor Dock and Wharf Company property and establish a storage yard there.



### THE PUMPKIN PATH.

[Editor's Note:—H. E. Boote is perhaps the best and certainly one of the most appreciated contributors to Australian labor journals. His comment upon "an ideal in the labor movement," which is reprinted herewith, appeared in the current issue of the Australian Worker of Sydney, N. S. W.]

It is a great thing to have an Ideal.

Something that you are always longing for, and striving for, and can never attain.

That's what's wrong with the Labor Movement in Australia now. It is too practical. It is too successful. It has left off crying for the Moon, to press an electric button.

And although electric buttons are very handy things to have around, an inaccessible Moon in the sky has a value all its own.

To yearn for a goal that you cannot reach; to struggle towards it expecting miracles to result from your passionate desire—how wonderfully uplifting and ennobling is that hopeless faith and effort!

I remember the early days of the Labor Movement here. Thinking of them now, I can see that they were days bathed in the glory of such a Dawn as the world had never known before.

Am I growing old? Or has the Labor Movement grown old, while I am still the youth I was some twenty years ago?

We counted but few votes in Parliament then. But, Lord! the marvelous transformations we were going to bring to pass when we had captured the political machine, and the Treasury Benches were ours!

They are ours at this identical moment. They have been ours so long that the sense of novelty has worn off, and we sprawl amidst the luxurious upholstery as to the manner born.

But where is the marvelous transformation? Where is the New Order that fired our imaginations, springing from the ruins of the Old like a flower of flame from the ashes of last year?

Alas, we do not even talk about it now! No longer do we set it before ourselves as a destination to be striven for.

Questing for the nebulous Ideal, we met with some solid success. "This will do for us!" said we.

Perhaps it was sensible of us. Perhaps I ought to say myself, "Better a pumpkin on the earth than a Moon in the heavens."

But I can't. It seems to me that politics ought to yield us more than pumpkins. I fancy that if we went on trying to catch the Moon as it rises above the Eastern horizon, like a splendid lantern dangling by the side of a god, we should meet with greater adventures and grander rewards.

I hate feeling satisfied with a vegetable patch, however useful it may be. An hour less work; a bob more pay—that isn't the Labor Movement.

I don't want better conditions for the working class. I want to wipe the working class right off the face of the globe!

There oughtn't to be a working class, because that infers there is a shirking class—a burking and lurking class; and that, again, infers that life for the great majority begins with injustice in the

cradle, and ends with tragedy in the grave.

I think there should be only one class, and that Humanity. I think that the cradle and the grave should stand as the eternal symbols of equality.

I think the Labor Movement should refuse to be content with pumpkins, and press forward to a dream. It is not just more wages we should be after, but the abolition of the wage system; not merely the administration of the Capitalist State, but the establishment of the Co-operative Commonwealth.

And we shall never get there by the pumpkin path.

Only by setting our hearts upon the Unattainable can we hope to achieve the Highest Possible.

I would rather have a Labor Movement trying for the Moon than a Labor Movement tethered to its meals.

### NORWAY'S SHIPPING LOSSES.

During the first 17 months of the war Norway has lost 54 steamers by war causes, 50 being "war wrecked" and four prizes condemned, representing in total 94,400 tons gross register. If the tonnage for which damages have been paid is deducted, the net loss is 87,000 tons. The loss of sailing and auxiliary motor vessels amounts to 28, with a tonnage of 22,540 net register. When deduction is made for compensation the net loss of these vessels is 21,666 tons. The total loss for which no compensation has been paid is thus 108,600 tons, net register for sailers, and gross register for steamers. If we take the value of a steamship ton as 500 kr. and of a sailing ship ton as 150 kr., we have a total loss in money of 47 million kroner, not to mention the fact that compensation paid has been too small. The total loss of crew by "war wreckage" amounts to 71 men.

### A GENTLE REMINDER.

(From Theodore Roosevelt's "Rough Riders.")

"Most of the fallen (Spaniards) had little holes in their heads from which their brains were oozing; for they were covered from the neck down by the trenches. . . .

"At about the same time I also shot one. I was with Henry Bardshar, running up at the double, and two Spaniards leaped from the trenches and fired at us, not ten yards away. As they turned to run, I closed in and fired twice, missing the first and killing the second. . . . All the time I did not know of Gould's exploit (killing a Spanish soldier with a revolver), and supposed my feat to be unique. . . . It is astonishing what a limited area of vision and experience one has in the hurly-burly of a battle."

### TOPSY-TURVY PREPAREDNESS.

An "American" merchant marine with Chinese, Japanese and Indian sailors scarcely comports with national preparedness—either for war or peace.—The San Francisco Star.

Half a century ago milk was regarded by Japanese with deep suspicion, and it is said the first Japanese to drink milk did so with misgivings lest he sprout horns like a cow.

### VINDICATED.

After many months of investigation, the "Eastland" tragedy, involving the lives of a thousand more or less no-account people, has been satisfactorily settled—that is, the settlement is satisfactory to the important people of the country. How the relatives of the drowned will take it is another matter, which, after all, is of no particular importance.

The steamboat inspectors have been exonerated, the owners and officials of the company and the captain and engineer of the vessel have also been exonerated, the indictments against them having been quashed. There is nothing or nobody to blame: the thing just happened.

Any one who will take the trouble to consult the back files of The Call for last July and August may notice that we editorially predicted this outcome. It was no startling prediction; not at all. It was based on previous experiences which have shown the usual course of events in such cases.

The wreck has been raised, patched up, sold at a fair profit, and will be used again to carry human and other freight, so the incident may be considered closed.

But the "Lusitania" tragedy—only one-tenth as great in the loss of American lives, and which occurred more than two months before the "Eastland" catastrophe—is still a subject of friction and is far from settled. In fact, there is still a possibility that we may kill a lot of people—or get killed trying to do so—in order to establish justice and punish crime in the "Lusitania" affair.

And, of course, any one that would dissuade us from that procedure and urge us to settle the matter in view of the danger of war over it is a coward, a traitor and in the highest degree unpatriotic.

But those who would insist on justice and punishment in the "Eastland" case—they are much worse; they are agitators, demagogues, traitors, inciters of class hatred, destroyers of our most sacred institutions and enemies of society.

Germany has at least offered to pay an indemnity for the American lives lost on the "Lusitania," but not one red cent will be paid from any source to indemnify the dependents of the "Eastland" victims.

It is "the principle of the thing" that we stand for. And that principle is—Capitalism, our most cherished institution.—New York Call.

### A JOLT FOR "PROFESSIONALS."

"You think that you are professional people, but I tell you the hod carrier you see in the streets is getting more money than you," said President Gompers in an address to teachers in New York who are discussing affiliating with the American Federation of Labor.

"Musicians did not want to mingle with machinists some years ago," he continued. "Now every impresario of note belongs to the union and they are getting 50 per cent. more money to live on than ever before."

"There is not the slightest danger of your union being called out in a sympathetic strike. I pledge you my word there is no power in the A. F. of L. that can direct you to strike or not to strike. That is left in your hands."



## WHO WANTS WAR?

(By Congressman Clyde H. Tavenner.)

It was very noticeable in the debate on the question of warning Americans from traveling on armed vessels that those legislators who are known as corporation attorneys and whose records are consistent in opposing any reforms in the interest of the masses, were the loudest and most patriotic in their pleas not to interfere with the rights "of the humblest American citizen."

"Let the humblest American ride on the armed ships if he desires," was the substance of their arguments. If an armed ship is sunk with an American abroad it will probably mean war. If an armed ship is sunk without an American aboard it will not mean war. Wall Street wants war. Therefore, however humble the citizen may be, and the humbler the better, let him ride!

However, it is gratifying to know that these corporation servers have finally come over to the cause of the humble citizens of this country. Let us hope they will "stay put."

It was also noticeable that as a rule the younger men of all parties were in favor of warning Americans of the prudence of not sailing on armed ships. Probably the greatest speech that was made during the entire debate was made by a young man, one who in years is representative of the type of young men who will have to do the fighting if there is any to be done. I refer to the speech of Congressman Pearl Decker of Joplin, Mo. Decker was at first refused time to make his speech, but was finally granted five minutes. Here is the speech in full, as taken down by the official shorthand reporter of the House:

"Mr. Speaker, in Germany the issue was, will we stand by the Kaiser? In England the issue was, will we stand by the King? In Russia the issue was, will we stand by the Czar, the little Vicar of God? If war comes, we will all stand by the President of the United States (applause). But this, thank God, is a representative government (applause). And I wish to say to the insinuating gentleman from Alabama (Mr. Heflin) the question now is, will you stand by the American people? (applause on the Republican side). You can not dodge the question, gentlemen of the Southland and gentlemen of the Northland. The question is, will you go to war on what Mr. Lansing says is a doubtful legal right? (applause). I am willing to go to war if necessary. My people have borne their part. My father and my uncle fought to preserve that flag. But I say to you, the private citizens of this country, the men who pay the taxes, the men who, if there is war, will die in the trenches, the men who will breathe the asphyxiating gas, the mothers of the boys whose flesh and blood will be spattered on the fields of battle, want to know before war is declared why they have to go to war (applause).

"I have stood by the President of the United States. I have stood by him in his efforts to carry out the mandate of the American people. He has said that if an American citizen on board an armed merchant ship is drowned by a German submarine without warning, he will hold Germany to strict account. Stripped of its diplomatic language it means that if an American life is lost as the result of the sinking of an armed merchant ship without warning—it means war. I am willing to go to war for an American right, but not for

a 'doubtful legal right,' as Mr. Lansing says this is (applause). I am willing to go to war for an American right, but it must be a vital right (applause). Our people had rights down in Mexico. They were valuable rights. They were definite, specific, and certain, based upon treaty obligations. Oh, I know there was no responsible government down there to call to account for the violation of those rights, but nevertheless we could have sent our army to maintain those rights (applause). But I believe the President did right when he said, in behalf of the lives and the welfare of the mass of American citizens, 'We will not sacrifice the lives of our American boys for the sake of a few Americans in Mexico,' and warned those Americans in Mexico to come home. Now, if it is right to warn Americans in Mexico to come home, who have certain definite and established rights there, in the name of God, why am I a traitor and a coward when I stand in the halls where Henry Clay stood and say, 'You shall not hurl the miners and the farmers of my district into this hell of war; you shall not take the sons from the mothers of my district and sacrifice them at Verdun or in the trenches of Europe in order to maintain a doubtful right' (applause).

## PATRIOTISM AND PROFIT.

The scandal of the exorbitant freight charges and gigantic profits of the shipping companies has again been filling our daily press. It has cropped up periodically since the war began, and it still stands where it did. The Government readily find a plausible excuse, and go so far as to take control of the shipping (but not the profits). They refer in glowing terms to the patriotic manner in which these carrion crows have assisted the Government in the matter of transport, but it is plain to see that the shipping companies, like the capitalists generally, are making hay while the sun shines. They are taking the opportunity to fill their coffers, and never mind at whose expense. It happens that, as usual, it is the workers who are paying in increased cost of everything; yet when they ask for an increase of 5s. on their usual 40s., the cry that is raised is suggestive of the revolution. They are decried as mercenary cowards, unwilling to fight, but anxious to make all they can. Yet where is the difference between an increase of 5s. on 40s. and an increase to 75s. per ton on coal to Genoa, which formerly was carried for 7s.? The only difference is the modesty of the workers' demands. We do not suggest that the Government should take complete control of the shipping, but we do suggest that the workers should be equally patriotic and go in for the whole hog. When the workers are filled with the same kind of patriotism as that inspiring the shipping magnates, we shall be in for another kind of war—and it will not be in Flanders or Mesopotamia.—Freedom, London, England.

Joseph Kaye Henry, in his recently published book on the flora of southern British Columbia and Vancouver Island, with references to Alaskan and northern species, has listed more than 3900 different plants. It is an excellent book of a kind that the Dominion is slowly coming to produce as her naturalists multiply and as her resources for research work increase.

Demand the union label upon all purchases!

## NOTICE TO SEAMEN.

## IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,  
V. A. OLANDER, Secretary.

## LAKE DISTRICT, I. S. U. of A.

## HEADQUARTERS:

LAKE SEAMEN'S UNION,  
570 West Lake Street, Chicago, Ill.

## BRANCHES AND AGENCIES:

BUFFALO, N. Y. .... 55 Main Street  
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CLEVELAND, O. .... 1401 W. Ninth Street  
Telephone Bell Main 1842.  
MILWAUKEE, WIS. .... 133 Clinton Street  
Telephone South 240.  
ASHTABULA, O. .... 21 High Street  
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NORTH TONAWANDA, N. Y. .... 152 Main Street  
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DETROIT, MICH. .... 15 Twelfth Street  
Telephone 3724.  
SUPERIOR, WIS. .... 1721 N. Third Street  
Telephone, New, Broad 385.  
BAY CITY, MICH. .... 108 Fifth Avenue  
OGDENSBURG, N. Y. .... 70 Isabella Street  
CONNEAUT, O. .... 922 Day Street  
SOUTH CHICAGO, ILL. .... 9142 Mackinaw Avenue  
PORT HURON, MICH. .... 517 Water Street  
ERIE, PA. .... 107 E. Third Street

## MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

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71 Main Street, Buffalo, N. Y.  
Telephone Seneca 48.

## BRANCHES:

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MILWAUKEE, WIS. .... 151 Reed Street  
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Telephone Main 365.

## BRANCHES:

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Cleveland, O. .... North Tonawanda, N. Y.  
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Ashtabula, O. .... Erie, Pa.

## UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

## MARINE HOSPITALS:

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## RELIEF STATIONS:

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Ashtabula Harbor, O. .... Oswego, N. Y.  
Buffalo, N. Y. .... Port Huron, Mich.  
Duluth, Minn. .... Manitowoc, Wis.  
Escanaba, Mich. .... Marquette, Mich.  
Grand Haven, Mich. .... Milwaukee, Wis.  
Green Bay, Wis. .... Saginaw, Mich.  
Houghton, Mich. .... Sandusky, O.  
Ludington, Mich. .... Sault Ste. Marie, Mich.  
Manistee, Mich. .... Sheboygan, Wis.  
Erie, Pa. .... Superior, Wis.  
Menominee, Mich. .... Toledo, O.



## WEEKLY NEWS LETTER.

(Continued from Page 3.)

Sunday morning. The commissioners of the District of Columbia, together with representatives of the Federal Department of Labor, assisted in securing an agreement, and the strike was called off Monday evening. While the new union is not formally recognized, the companies are now conferring with committees of the men elected by the union. These conferences will attempt to adjust differences, to be followed by arbitration in the event of a failure to agree on any question.

The strike developed a surprising sentiment in favor of trade unionism. Washington proved that it is practically unanimous in favor of the car men, and the thousands of Government employees refused to ride on the few cars the companies attempted to run. Sunday night all efforts to operate cars were abandoned.

The companies announced that they were afraid of riots and destruction of their property. It is whispered, however, that the refusal of the district commissioners and the superintendent of police to turn over the police department to the companies convinced them that they would receive little support if they imported strikebreakers.

## "8-Hour Opponents Have No Arguments."

There are no arguments left against the eight-hour day in any industry except railroading, says the Boston Journal, which intimates that the reduction to the eight-hour day "in the most complicated of industries" is not an impossibility, and that its acceptance will have a far-reaching effect on all industry by making the struggle for a universal eight-hour day much easier. In a leading editorial on this question, the paper says:

"For the American Federation of Labor to boost the eight-hour day is nothing new, certainly, for the eight-hour propaganda has already reached the age of discretion, with many triumphs to its credit. But for the A. F. of L. to concentrate its attention upon the shorter work day—that would be new, and it would be effective. The Federation's new campaign of publicity for the eight-hour day enlists the aid of every union in the country from the smallest to the greatest. There is nothing revolutionary in the method, any more than in the purpose of the campaign. The national headquarters only asks the local bodies to pull together in educating the public up to an understanding of 'eight hours for work, eight hours for sleep, eight hours for free time.'

"The progress of the last twelve months is considerable, not only in material gain as represented by union victories in scattered industries, but in influence upon the public mind.

"There are no arguments left against the eight-hour day, except in industries where operation cannot definitely fix the hours of each man's labor—in railroading, for example, where running schedules must be regulated for the public and not for the employee.

"The railroad brotherhoods' coming demand for the eight-hour day, with extra pay for overtime, will be the most conspicuous dealing with the question this year. A favorable reception of it by the public would be the greatest encouragement ever given toward a shortening of the working day. If the day can be cut to eight hours in the most complicated of industries, so it can in the simple shop industries."

## Profit Sharing Plan Will Not Satisfy Men.

During the recent 48 hours' strike of street-car men in Washington officials of the two companies expressed great surprise that their employees did not appreciate the so-called profit-sharing schemes and benefit associations that were conducted for their benefit.

The employees' position is well stated in the following editorial in the Washington Times, under the caption, "Rights Wanted, Not Bribes":

"The employees of the street railway companies will not be satisfied for long if they are bribed with benefits, allowances, profit-sharing plans, and relief organizations, into surrendering fundamental human rights.

"It is reported that the officers of the street-car corporations are telling their men that relief and profit-sharing projects will be impossible if the men insist on organizing and going ahead with the independent conduct of their relations with their employers. That sort of argument will in the end fail. The human right of organizing, of negotiating co-operatively, of dealing as a unity of humanity with a unit of money and management, will have to be conceded.

"Men organize into cities, towns, townships, provinces, states, nations, in order more effectively to serve their individual ends through united action. They organize into corporations in order to pool their capital for more effective use. It is too late in civilization's processes for assumption that labor may not organize where politics, society, capital, everything else, may do so.

"Grant first of all the right of men to organize. Let them have their union. It will be good for them and for the corporations and for the public.

"Then treat with them, through the union.

"There would be as much sense in the street railroad stockholders, as individuals, trying to treat with the employees, as for the employees, as individuals, trying to treat with the corporate entities. It is neither fair nor possible. Moreover, the effort to maintain such a doctrine smacks quite too much of the seventeenth century. This is the twentieth."

## "YELLOW OIL."

In a recent issue of the Post-Intelligencer of Seattle, Wash., an article of considerable length appeared which described an unique method of beating the Chinese Exclusion Act. It appears that considerable oil is shipped to False Creek, near Vancouver, B. C. After unloading the oil the empty tank cars are used to convey Chinese from British Columbia across the border into the United States. From the article referred to we take the following excerpts:

"'Yellow oil' comes in oil-tank cars, but it is not oil, it is human beings. Chinese to be exact, and the shippers do not court the attention of the Federal immigration agents. Though the traffic is a secret one and subject to considerable hazards, it has been brisk of late and the profits lucrative. The schedule of railway fares charged the Chinese is enough to make it lucrative.

"To smuggle a Chinese from Vancouver to New York in an empty oil-tank car costs \$420; to Chicago \$380 and to Seattle or Portland \$250. Since the aliens seldom travel in less than a dozen lots it may be seen that a carload of 'yellow oil' is

worth at least \$2,500 and often a great deal more.

"Of course the railroads concerned do not get any fare from this charge, but Federal investigations show that some railroad employees who are in a position to have knowledge of this underground passenger business are becoming wealthy out of all proportion to their wages.

"The reason for the present immigration is war times in Canada. Industries are quiet and the coolies can not get work. They appeal to their countrymen, brothers and cousins in the United States to save them from starvation, and the result is a little dicker with a well-financed syndicate which is engaged in the shipping of 'yellow oil.'

"Chinese have been shipped often and still come in goods cars, sealed with a freight seal in British Columbia. They also cross the border occasionally by automobiles, but the oil-tank car is a newer device and for a long time apparently proved a very safe one for concealing illegal passengers.

"The immigration inspectors are doing all in their power to stop this practice. They have not yet uncovered the principals of the new shipping ring, but they have hopes.

"The scale of railway fares quoted at the beginning of this article was supplied as evidence at the trial of one Fundeberg, a fireman on the Great Northern, recently convicted in the local Federal Court for conspiring to smuggle. Fundeberg was arrested by Immigration Inspector C. A. Turner, who is stationed at Everett, after some Chinese had been unloaded from a sealed goods car."

## DUAL CITIZENSHIP.

(Continued from Page 7.)

country under the *jus sanguinis* is commonly termed dual nationality. In the correspondence with Senator Lodge on the Italian case the State Department said:

"It is obviously important for the department, in dealing with the case of a person who was born in this country and had a father of Italian birth, to ascertain whether his father had previously acquired naturalization as a citizen of the United States. This is especially important when it is a case of a person who has not yet reached his majority. The extent to which this Government may go, and the argument which it may use, in the actual protection of persons who were born in the United States of alien fathers and who may be molested while temporarily visiting the countries of origin of the latter must necessarily depend upon the particular facts and circumstances of each case."

Concerning the case of any alien who takes the oath of allegiance to the United States and at the same time voluntarily retains or attempts to retain his original allegiance, a remedy is provided in section 15 of the naturalization law which would cancel such naturalization as being fraudulent.

## A PROFESSOR ON SEAMEN'S ACT.

(Continued from Page 2.)

more than two years' imprisonment to be imposed upon the officers guilty of a violation of this provision. Flogging had been prohibited in general terms under the act of September 28, 1850, but no penalty had been imposed.

The penalties for certain offenses at sea had already been mitigated by the act of 1898. Some of these penalties are still further reduced but for willful disobedience at sea the offender may still be put in irons on bread and water with full rations every fifth day at the option of the master, and upon arrival in port may be imprisoned for not more than three months, while it is made the duty of consular officers to discountenance insubordination by every means in their power.

2. The wage contract is modified by the provision already quoted which requires the payment of one-half of the wages earned at every port at which the cargo is loaded and delivered as well as by the omission of any penalty upon desertion, excepting the forfeiture of the clothes and other property left on board and of the wages earned.

(To be concluded next week.)



## ALASKA SURVEY FOR 1916.

In accordance with plans approved by Secretary of the Interior Lane, the investigation of the mineral resources of Alaska by the Geological Survey will be continued this year by twelve parties. Congress has recognized the necessity of preparing in advance for the survey of this difficult field by including the appropriation for its continuation in the Urgent Deficiency Act, which was approved on February 28. This prompt action makes it possible to plan the work in advance of the opening of the field season and to carry out the plans efficiently and economically.

The work to be done this year includes a detailed survey of the region tributary to Juneau, which is the most important quartz camp in Alaska. A continuation of the study of the mineral resources of the Ketchikan district, where there are important gold and copper mines, is also planned. The investigation of the water powers of southeastern Alaska will also be continued. Only one party will be employed in the Copper River region. Two parties will work in Prince William Sound.

Four parties will make surveys in the region directly or indirectly tributary to the Government railroad under construction. One of them will study the new Tolovana placer district and also make some supplementary investigation of the Fairbanks lode district. The geologist of this party will later visit the Nome district. A detailed geologic survey will be made of the western part of the Nenana coal field, which is adjacent to the route of the Government railroad. Two other parties will be employed in carrying reconnaissance surveys westward from the railroad route to the Kantishna placer and lode district. It is also proposed to make surveys of the lower Yukon, including the Marshall placer district.

## STARTLING PROFITS.

The British Shipping Federation is still at the trough—in fact, in it with all four feet. Far from being satisfied with gouging British subjects, in truly empire-ical and liberal (or rather libertine) spirit, they are also taking a swipe at the “allies.” The Laverio of Rome, plaintively remarks that five-eighths of the price of coal in Italy is freight. A ship trading between Cardiff and Genoa earns 300 per cent., although she goes one way in ballast. Twenty-seven per cent. of the price of bread is freight. And, as previously remarked “Britannia rules the waves,” and the “bottoms” are British, also the profits. To be sure, the Government is taking excess profits over 6 per cent., by 50 per cent.; but the British Shipping Federation aforementioned hire managerial brains for patriotic—and other purposes. For example, when the Finance Act was accomplished, some 200 odd ships were promptly transferred to foreign ownership to escape taxation; but, being a trifle raw, and lacking the necessary finesse of frenzied finance, this was stopped by the Government. Here enters the brains. A confrere abroad charters the steamer at a price which will give 6 per cent., thus escaping the excess profits tax; and the surplus is quietly divided. Of course, all cannot escape, otherwise the excess profits tax would have no field of action, a contingency to be carefully avoided. Here is how brains earned its salary, as explained in the Times

of January 20: “As indicating the large profits now being made by owners the case of the British steamer ‘Elmoor’ may be given. She belongs to the Moor line, of which Messrs. Runciman are managers. Young Runciman is President of the Board of Trade, which is the department of state in control of shipping. This is by the way.

“Her present value is £35,280. She has just been chartered to Italians for twelve months at 30 shillings per ton, or £109,728. Running expenses amount to £13,800 per annum, leaving a yield of £94,248, allowing £1680 for depreciation. Assuming that the average profit before the war was £5000 per annum, the excess profit would be £89,248.” Which is very moderate, taking all things into account. Can any sensible person blame Young Runciman for declaring that national ownership of shipping would not be a good thing?—British Columbia Federationist.

## NEBRASKA ONCE SEA FLOOR.

South of Platte River, opposite North Bend, Nebr., the bluffs are conspicuous and consist of loess and glacial drift, overlying the Benton shale. This shale was formed when Nebraska was at the bottom of a sea. Evidence of the former presence here of sea water is found in the fossil shells of oysters and other animals that live in salt water, and the bones of such sea monsters as Mosasaurus.

A comparison of these ancient conditions with those of the present day indicates the slow, continuous change that is now and always has been in progress. Where the tourist now travels comfortably over a dry plain, these monsters sported in the water of the sea long ages ago. On the shores of this ancient sea lived equally strange beasts and birds of types that have long been extinct, and over its water sailed great flying dragons—the pterodactyls. The animals of that day were strikingly different from those of the present. The birds, unlike any now living, had jaws armed with teeth. The monarchs of the air then were not in fact birds but flying reptiles, whose fore limbs had been modified into wings by the enormous elongation of fingers between which stretched thin membranes like the wings of a bat. These flying dragons, some of which had a stretch of wing of 18 feet, were carnivorous; they were animated engines of destruction that somewhat forcibly suggest the modern war airplanes, of which they were in a sense the prototypes. (Overland Guidebook, Bulletin 612, U. S. Geological Survey.)

## “OMINOUS AND DISQUIETING.”

It was an ominous and disquieting finish to a strike of motion picture operators at Calgary, when the places of the men were taken by returned soldiers. The returned soldiers had recently been learning the work and had been granted certificates of competency by the provincial government. It was their availability which led the managements to take issue with their old employes, the object, no doubt, being to get the work done cheaper after a little while.—Winnipeg Voice.

The sea fisheries of the eastern coast of Canada are being investigated for the Dominion Government by a representative (Dr. Hjort) of the Norwegian fisheries service.

## Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

## International Seamen's Union of America

(Continued from Page 5.)

## MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

## Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

## Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.

PORTLAND, Ore., 242 Flanders St.

SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

## MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

## Headquarters:

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## Branches:

SEATTLE, Wash., Room No. 203, Grand Trunk Dock. P. O. Box 214.

PORTLAND, Ore., 89 Second St. N.

SAN PEDRO, Cal., P. O. Box 54.

## ALASKA FISHERMEN'S UNION.

## Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

## Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 12.

ASTORIA, Ore., P. O. Box 138.

## The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.



## Labor News.

Barbers and electrical workers in Crawfordsville, Ind., have organized and affiliated with their respective A. F. of L. internationals.

The Iron Molders' Union of Cedar Rapids, Iowa, has raised wages from \$3.50 to \$3.75 per day. Every shop in the city but one has accepted these rates.

Bookbinders' Union No. 179, of St. Joseph, Mo., has secured a one year's contract that carries wage increases and better working conditions.

Employees of the non-union N. K. Fairbank Company's plant in St. Louis struck to enforce wage increases to 16½ cents an hour. The present rate is 15 cents.

The Detroit, Toledo and Ironton Railroad announces wage increases to car shop employees. Machinists are advanced from 34 to 36 cents and boiler makers from 35 to 36 1-3 cents.

Painters' Union No. 206, of Canton, O., has presented a new wage scale to employers. A 45-cent rate is asked for from April 1, 1916, to April 1, 1917, and 50 cents for the following year.

Wages of organized tugmen employed by the Great Lakes Towing Company have been increased \$5 a month. An increase of \$2.25 a month in the winter schedule has also been secured.

Machinists of Franklin, Pa., employed by the Chicago Pneumatic Tool Co., the Colburn Machine Tool Co., and Producers' Supply Co., are on strike. They are demanding wage increases and an eight-hour day.

The Brookside Mills and the United Textile Workers' Union at Knoxville, Tenn., have settled their differences through conference. Wages of 1500 workers will be increased. These mills are among the largest in the South.

New York jewelry workers announce that they are winning their strike for shorter hours and better working conditions. These workers struck about a month ago. Formerly they maintained a strong trade union.

Financial reports from the following institutions during the past week is the best reason for the present insistent demand of workers for higher wages: New York Air Brake Company, dividends increased from 6 per cent. to 8 per cent. Last year the company's surplus was \$743,000 over its dividends of \$600,000. General Motors Company, for six months ending January 31 the profits amounted to \$13,000,000, or 75½ per cent. on the common stock. In the corresponding half year of 1915 the net income was \$6,446,534.

For the first time in the history of their organization the Baltimore Longshoremen's Union has signed contracts with the principal ship-owners at this port. Wages are increased and working conditions improved. About 2500 longshoremen are benefited. The International Longshoremen's association is conducting an organizing campaign along the Atlantic seaboard, and officials say their membership has been increased from 3000 to 9000 as a result. They predict that 15,000 members will be enrolled in New York City alone by July 1.

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## Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Andresen, Jorgen Krohn, Heinrich  
Abrahamsen, Halp- Kruger, Johan  
tan  
Allen, Hans Kristianson, Nils  
Ackerson, A. R. Lersten, J. O.  
Ackerstrom, Oscar Lundgren, Carl  
Alling, Walter Lorentsen, Karl  
Andersen, Emil McNeill, R.  
Anderson, Leonard Mortensen, J. R.  
Albin Moen, R.  
Andersen, A. -1821 Mattson, Hilding  
Andersen, P. T. McNeill, Ross  
Augustin, Herman McLean, H.  
Berg, Johamus Nelson, Henry  
Barrell, Geo. Nasse, A. K.  
Bohm, Franz Nielsen, J. H.  
Brewer, Geo. Neilsen, C. -1544  
Brokow, Albert Norton, Emil  
Bienes, John Nygard, Olaf  
Borgen, Arne Olsen, Harald  
Camozzi, M. Olsen, Herman  
Chamberlain Olson, J. H.  
Connouton, T. H. Olsen, Albert  
Carlson, John -861 Olsen, E. -2376  
Dazell, James Olsen, A. M. -944  
Dallf, John Olsen, Hans -563  
Dahlkvist, Fred Olsen, Frank  
Dynes, L. C. Olsen, Johan Gre-  
Eugh, I. garlsen  
Erikson, E. Olsen, Andy  
Edvords, John Olsen, C. -1302  
Elstad, John Olsen, Hans G.  
Fox, John Oseberg, A.  
Feenes, Ingvald Peterson, J. P. -920  
Forslund, Victor Petersen, H.  
Fredriksen, H. G. Pedersen, Karl  
Gertorsen, Robert Pestof, S.  
Haas, W. Palentz, Adolf  
Hansen, Alex M. Rosenbald, Albin  
Hill, C. Ramberg, B. A.  
Henriksen, Harry Rosenwald, Isack  
Hall Rosner, C. B.  
Hansen, Fred -1755 Robertsen, P. R.  
Hansen, N. S. Stalsvik, J.  
Hunter, Ernest Schweistous, W.  
Hansen, Charlie Smith, John  
Hansen, Hans T. Salversen, Sverdrup  
-1536 Samuelsen, W. L.  
Hauge, Anton Sexby, C. H.  
Harknes, A. C. Schaurman, W.  
Hayes, Hans Seddon, R.  
Hellson, H. Sorensen, Geo.  
Hesketh, Robert Sorensen, M.  
Iversen, Robert Soderberg, Albin  
Jensen, Simon Spelman, E. M.  
Johnson, J. S. Strandin, A. W.  
Junge, Hanwick Sundt, P. A.  
Johnke, Otto Stalsvik, J.  
Jacobsen, Knut Schweistous, W.  
Jensen, Nils Smith, John  
Johnson, Jack Thees, Hans  
Johnson, A. W. -2186 Traubaut, M.  
Johnson, Karl Trichert, Karl  
Joneson, Ernst Uskala, E.  
Jirgensen, C. W. Urnen, J.  
Karell, J. Vukensedt, W.  
Kraeger, C. Wick, John  
Karrell, Yalmar Wennecke, A.

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## Tacoma Letter List.

Burke, Andrew Olsen, Martin E.  
Farrell, William Olsen, Ole -288  
Hunter, Gilbert H. Paterson, John  
Johannsen, Chris- Person, Fritz Leon-  
tian  
Johnson, Hans Persson, Herman  
Kathy, Albert Petterson, Charles  
Linea, W. -1287  
Line, Victor Rimmer, C. M.  
Murphy, Daniel Schultz, M.  
Nielsen, Alf. W. Schacht, H.  
-1054

## INFORMATION WANTED.

Fred Marjama, a native of Russia, age 36, has not been heard from since 1908, at Buffalo, N. Y. Anyone knowing his whereabouts please notify his brother, J. Marjama, 51 South St., New York, N. Y. 9-1-15

Hans Nilson, a native of Tons- berg, Norway, was last heard from at Mobile, Ala., is inquired for by his mother. Anyone knowing his whereabouts kindly notify Louis Donald, Norwegian Vice Consul, 77 St. Francis St., Mobile, Ala. 12-22-15

Anyone knowing the whereabouts of Peter Ljung, age 40, a member of Alaska Fishermen's Union, will please communicate with Mrs. Peter Ljung, 2342 East 16th Street, Oakland, Cal. 1-5-16

William Walker, a native of Island- magee, Antrim Co., Ireland, is in- quired for by his nephew. Anyone knowing his whereabouts kindly com- municate with John Walker, Geddis, 7 Willowbank St., Brooklands, Win- niipeg, Manitoba, Canada.

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## Eureka, Cal., Letter List

Contreras, Julio Kustel, Victor J.  
Kyrkslatt, Lars Kinowsky, A.  
Lawrence, Harry Ingebretsen, Alf.  
Melander, G. L.

## INFORMATION WANTED.

Karl Johan Arvid Gardell, a native of Wisby, Sweden, age about 60, who has not been heard from by his relatives, is inquired for by his son and brother. Anyone knowing the whereabouts of the above named will please communicate with Chris Gar- dell, 116 Drumm street, San Fran- cisco, Cal. 12-15-15

Ingvald Andreas Hansen, alias Andrew Hansen, a native of Nor- way, age about 36; tall, dark; last heard of July, 1905. His address then was, Andrew Hansen, Karluk, Kodiak Island, Alaska. He is in- quired for by his mother. Anyone knowing his whereabouts please notify Staff Captain Robert Smith, District officer, native work, Alaska, Box 925, Wrangell. 4-13-15

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## Portland, Or., Letter List.

|                     |                     |
|---------------------|---------------------|
| Andreasen, N. S.    | Larsen, H.          |
| Anderson, N. P.     | Lindberg, A. C.     |
| Anderson, John      | Mattson, Hilding    |
| Andersen, Otto      | Miller, Winford     |
| Anderson, Nils      | Martin, J. C.       |
| Anderson, Rasmus    | Moen, T.            |
| Anderson, Hans      | Munchmeyer, H.      |
| Adolfson, John      | Morgan, Tim         |
| Anderson, John E.   | Muller, P.          |
| Bleile, Ernest      | Metts, John         |
| Backman, P. J.      | Moller, L. D.       |
| Benson, S.          | McConnell, David S. |
| Bartells, Otto      | Meckermann, Ernst   |
| Bernhardson, Chas.  | Nielsen, M. P.      |
| Bugge, Mr.          | Ohlsson, J. W.      |
| Christensen, H. P.  | Osterberg, Henry    |
| Carey, A. L.        | Oglive, Wm. A.      |
| Dahlstrom, Gust     | Paulson, Herman     |
| Drosbeck, Karl      | Pettersen, Mauritz  |
| Dybdal, Olaf        | Palm, P. A.         |
| Erickson, Eric      | Roos, Oscar         |
| Edstrom, John       | Rabel, John         |
| Farrel, W.          | Reskran, George     |
| Gundersen, F. M.    | Schaab, Anton       |
| Gundersen, Fredrik  | Samuelson, S.       |
| Hoten, J.           | Storvick, Ingvald   |
| Henriks, Waldemar   | Slocum, Ernest      |
| Jacobsen, Gust E.   | Shallies, K. G.     |
| Johnson, Karl E.    | Schneider, Fritz    |
| Jespersen, Martin   | Sorensen, Jorgen    |
| Johnson, E. D.      | Shea, Oscar         |
| Jorgensen, Robert   | Schacht, H.         |
| Johnsen, A.         | Schultz, John N.    |
| Jensen, Christ      | Salmelin, H.        |
| Jensen, Wm.         | Tully, Alex         |
| Johnson, Nils       | Tuhkanen, J. J.     |
| Jonsson, Karl       | Vellenger, Louis    |
| Karlson, Ingvald    | Vlnx, H.            |
| Kronstrand, H. T.   | Wheatcroft, L. E.   |
| King, J. L.         | White, Harry        |
| Kelly, Patric       | Westengren, C. W.   |
| Kjer, Magnus        | Zunk, Bruno         |
| Knudsen, Richard E. |                     |

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 212 Eighth Street, Hoquiam, Wash.  
 209 First Street, Raymond, Wash.

## INFORMATION WANTED.

Wilhelm Ekelund, a native of Sweden, is inquired for by his brother, Axel Ekelund, New Harbor Hotel, Drumm street, San Francisco, Cal. Anyone knowing his whereabouts please notify the above address.  
 3-10-15



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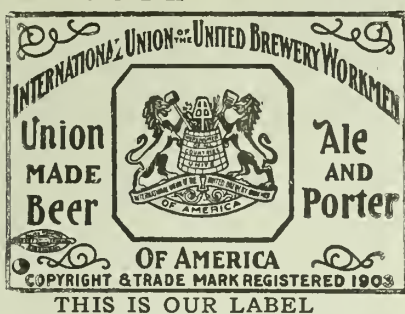
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|                    |                     |
|--------------------|---------------------|
| Andersen, -1118    | Norling, Reinhold   |
| Andersen, Andrew   | Paaso, Andrew       |
| Burmeister, T.     | Pettersen, Karl     |
| Bjorklund, G.      | Petersen, J.        |
| Bleibe, Ernest     | Peterson, Nels      |
| Carlson, Sven      | Risenius, Sven      |
| Christiansen, Did- | Rudt, Walter        |
| rich               | Schmidt, Heinrich   |
| Clifford, Pat      | Simensen, Isak      |
| Cronitz, F.        | Scheftner, Bernhard |
| Davis, Frank       | Sandqvist, Gunnar   |
| Gronros, Oswald    | Skottol, A.         |
| Gueno, Pierre      | Steinhauer, Alvin   |
| Geschwendt, W.     | Stenwall, Sigurd    |
| Holmroos, W.       | Thorn, A. L. -70    |
| Hansen, Ove Max    | Toves, H. C.        |
| Hylander, Gustaf   | Toren, Gustaf A.    |
| Johnson, Alex      | Udby, Harold        |
| Karlson, Victor    | Walder, Olsen N.    |
| Ludtke, Emil       | Wendt, Walter       |
| Lindholm, John     | Westerlund, Albert  |
| Lindgren, Ernst    | Williams, T. C.     |
| Machado, Henry     | Williams, T. C.     |
| Magnusson, Walde-  | Glazer, Y.          |
| mar                | Gorgensen, Olaf     |
| Munsen, Fred       | Hansen, John        |
| Nilsen, Harry      | MacGuire, O. F.     |
| Nordgren, Chas.    | Stanners, W. S.     |
| Nielsen, C.        |                     |

## INFORMATION WANTED.

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

John Edstrom, alias Brynjulf Edstrom, born in Norway in 1879, was last heard from at Mobile, Ala., where his address was Norwegian Chapell, is inquired for. Anyone knowing his whereabouts please notify his mother. Address, 22 Pilestradet, Kristiania, Norway.—12-22-15

George Alexander Sharman, a native of Brooklyn, N. Y. About 28 years of age, height 5 feet 9 inches, supposed to have sailed on the Great Lakes in 1907, is inquired for by M. L. Kinvan, 1211 Mosher street, Baltimore, Md. 7-14-15

Patrick McFee, who was cook on board the schooner "Robert Henry" on a voyage to Mexico last year, is inquired for by the U. S. Shipping Commissioner, at San Francisco, Cal. 9-15-15

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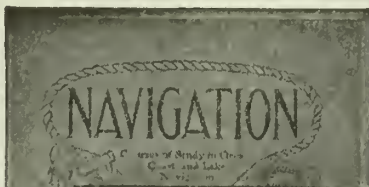
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## INFORMATION WANTED.

Theodore Krakan, last heard of in September 1911, at New Orleans, La., is inquired for by his mother. Any one knowing his whereabouts please notify Mrs. Ad. Krakan, Langenvehm 38 I, Hamburg 22, Germany.—8-25-15.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Harry Strom (or Storm), a native of Norway, supposed to be sailing on the Pacific Coast, is inquired for. Anyone knowing his whereabouts please notify the Vice Counsel of Norway, Seattle, Wash. 2-16-16



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## Home News.

The Michigan two-cent railroad fare law was upheld by the State Supreme Court.

The New Jersey Supreme Court has upheld the State law compelling the railroads to grant free transportation to State officials.

Merchants and shippers in New Orleans have declared war against the alleged practices of the Southern Pacific Company in favoring other southern ports, to the injury of the trade and prestige of the Crescent City.

Jacob H. Schiff, head of the banking firm of Kuhn, Loeb & Co., denounces the proposed American credit loan to Russia as "an insidious piece of financing," since it allies our interests with those of "a master tyrant," guilty of "brutality and inhumanity run riot."

Alaskan petroleum interests have asked the Federal Trade Commission for permission to be heard in the commission's investigation of the rise in the price of gasoline. The Alaskan interests, it is understood, will tell the commission of new petroleum fields, which will produce crude oil containing a high percentage of gasoline.

Rear-Admiral David M. Taylor, chief of the Bureau of Construction, United States Navy, says that American shipyards will have no difficulty "in taking care of the administration's proposed navy increases." Sixty-eight naval vessels are now building or authorized, and 53 additional warships are being considered in the pending naval appropriation bill.

The result of the national referendum of the Socialist party showed that Allan L. Benson of New York was nominated for President. He received 16,639 votes, as against 12,264 for James H. Maurer of Pennsylvania, and 3495 for Arthur Lee Sneur of Kansas. For Vice-President, George H. Kirkpatrick was nominated over Kate O'Hare by a vote of 20,607 to 11,388.

Half a million dollars in a lump sum, representing only about half of the inheritance tax imposed by the State of California upon the heirs of the late James B. Haggin, New York multimillionaire, has been placed to the credit of State Controller John S. Chambers, in the form of a certified check. It is said to be the largest inheritance tax payment on record in California.

Representative Page, of North Carolina, brother of the United States Ambassador to Great Britain, has declared his intention to withdraw from Congress with the expiration of his present term, due to his opposition to President Wilson's foreign policy. He declared that "the loan of \$500,000,000 to England by American capitalists . . . has destroyed even the semblance of neutrality in the United States."

By a vote of approximately 52,220 to 17,876, St. Louis voters have approved two ordinances to compel segregation of negro residents. One ordinance prohibits a negro from residing in a block occupied entirely by whites. The other prohibits negroes from becoming residents of blocks wherein 75 per cent. of inhabitants are white, and whites from becoming residents of blocks wherein 75 per cent. of inhabitants are negroes. If upheld by the courts, the 75 per cent. ordinance, as the more drastic of the two, will prevail.



## Domestic and Naval.

Nine battleships, 19 destroyers, 38 submarines, 2 fuel ships, 1 supply ship and 1 transport figure on the construction list of the Navy Department.

Shipment of horses from Portland (Me.) in the immediate future have been arranged as follows: "Armonia" (1200 mules), to be followed by the "Nebraskan," "Nevadan" and "Manxman."

Improvements at Yokohama harbor include the reclaiming of fifty-six acres on which have been built quays, wharves, sea walls, landing places and sheds for the reception and storage of cargoes.

The New York Dock Company's gross earnings for the six months ending December 31 last amounted to \$1,501,636, as compared with \$1,150,290 in the same period last year. The fiscal year ending June 30 is expected to show a surplus of about \$500,000.

The United States battleship "Nevada," 27,500 tons displacement, mounting ten 14-inch guns, was placed in commission at the Charlestown Navy Yard March 11. The "Nevada's" keel was laid November 4, 1912, and she was originally scheduled for completion January 22, 1915. The ship is, therefore, more than a year overdue from date of commissioning and has been more than four years building.

United States shipping commissioners during the year ending June 30, 1915, shipped, reshipped and discharged for American merchant vessels 414,744 seamen, compared with 378,772 during the fiscal year, 1914. The New York Commissioner reports 247,833 men, an increase of 43,486 over last year; New Orleans reports 27,687, an increase of 16,121 over last year; Seattle 52,263, an increase of 2,796; and San Francisco, 29,285, a loss of 25,093 over last year.

The Standard Oil tanker "Richmond" left New York recently for Shanghai, towing tank barge "No. 95." The two vessels carried cargoes valued at \$3,000,000. The "Richmond" and her barge were engaged in oil traffic on the Pacific Coast at the outbreak of the European war and made the first tow-voyage of its kind through the Panama Canal, and has since been in service between New York and London. The present voyage will be by way of Magellan. Barge S. O. Co. "No. 95" is 4212 tons gross, built in 1904 at Shooter Island, N. Y. She is equipped with wireless and is rated as a sailing vessel.

Although contending that the United States courts have no jurisdiction over the liner "Appam," brought to Hampton Roads by a German prize crew after her capture by the "Moewe," counsel for Lieutenant Hans Berg, the prize commander, has agreed to present a defense at the trial before Judge Edmund Waddill in the Federal District Court to determine the status of the steamer. Judge Waddill announces that the hearing on the libel proceedings instituted by the former British owners will begin during the week of March 27. Meantime the "Appam" will be moored to some wharf in Norfolk, under agreement before Judge Waddill. Delay in beginning the hearing was due to the fact that counsel for the original owners filed an amended libel and opposing counsel asked for time in which to make answer.

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#### San Francisco Letter List.

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Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abrahamson, Half-  
lan  
Adams, Hugo  
Adamsen, John  
Adderman, Ernst  
Adolfson, John  
Albrecht, Chas. M.  
Albright, Emil  
Alexandersen, Char-  
ley  
Alexandersen, Paul  
Altonen, Karl  
Alton, Talvo  
Andersen, A. M.  
Anderson, Hilding  
Andersen, H. V.  
Andersen, Victor

Backstrom, Folke  
Bassen, George  
Bang, Maurice  
Beckstrom, F.  
Behne, W. A.  
Beltoma, Werner  
Berg, Charles  
Bergholm, Erward  
Bertelsen, Kristian  
Beschornor, Robert  
Bessesen, Olof  
Bessesen, Olof

Carlson, Alex  
Carlson, C. O.  
Carlson, O. P.  
Carlson, Gustav  
Carlson, Julius  
Carlssohn, Adolf M.  
Catt, Frederick  
Christensen, Edward  
Christensen, Hans  
Dahl, H. A.  
Dahlkvist, Fred  
Davis, Frank A.  
Day, William

Eckart, T. G.  
Eggers, J. O. V.  
Ekberg, Hugo  
Eklof, John  
Eklund, S. W.  
Ellefsen, Otto  
Engene, John

Falcon, M.  
Farmdey, E.  
Farrikan, P.  
Fergeson, B.  
Flinkenberg, Uno  
First, Frank  
Flischer, P.  
Flynn, John  
Fraser, James

Gardell, Crist  
Cartman, Herman  
Geletneky, Hans  
Geiger, Joe  
Gerber, Fritz  
Gibbons, J.  
Gibbs, James  
Gillet, Henri  
Gillgren, Tom  
Gillholm, Albin  
Gilljere, I.  
Gotz, Rudolph  
Grabower, Martin  
Grant, Dave  
Grantstrom, Nestor  
Gauda, C.

Hacklin, Ragnar  
Hammerquist, Aug.  
Hans, Peter  
Hannus, M.  
Hannonen, Kusta  
Hansen, Erick  
Hansen, Martin  
Hansen, M. -968  
Hanson, Harald  
Hecker, William  
Hein, M.

Iversen, Carl  
Jacklin, Chas.  
Jacobsen, Joakim  
Jacks, Frank H.  
Jakobson, Jakob  
Jakobson, Valdemar  
Jameson, H. W.  
Janson, August  
Jensen, Jack  
Jensen, Just  
Jensen, P.  
Johannessen, Johan  
Johansen, Alf  
Johansen, August  
Johansen, Johan  
Johansen, T. A.  
Johanson, John  
Johanson, Edward  
Johansson, N. A. -280  
Johansson, Fritz

Andersen, W. J.  
Anderson, A. -1447  
Anderson, Ernst  
Anderson, Fritz  
Anderson, Geo.  
Anderson, J. A.  
Anderson, S.  
Andersson, A. 1772  
Andersson, J. R.  
1246  
Andersson, K. E.  
Andreassen, A. -1635  
Andstrom, Ivar  
Appelgren, John  
Apple, August  
Arizide, Albert

Bjork, R. -2206  
Bjorkstrom, Artur  
Blair, Frank  
Blauert, W.  
Bobba, Romolo  
Bode, Willi  
Boylan, C. J.  
Brandt, Birger  
Brekke, Hans  
Brevick, Johan  
Bruce, A.  
Byglin, O. O.

Christensen, H. M.  
Christensen, Otto  
Christensen, W.  
Christiansen, L. P.  
Clark, J.  
Comstedt, Ernst  
Cook, Harry  
Courtney, Ed.  
Crawford, Felim

De Bruin, B.  
Dieckman, Geo.  
Dodd, Thomas  
Dragor, O.

Fredholm, C. J.  
Fredriksen, F. M.  
Fredriksen, Frank  
Fredriksen, B. D.  
Freilberg, P.  
Fredholm, Folke  
Fricke, W.  
Frig, W.  
Fugelutsen, Th.

Graves, E. L.  
Greenbeck, Jack  
Grinhol, Artur  
Gronman, H. R.  
Grothman, H. R.  
Grundberg, F.  
Grundberg, Tom.  
Grundman, J.  
Gulbrandsen, Bjorn  
Gulexson, A.  
Gulleksen, G. A.  
Gulliksen, A.  
Gundersen, J. C.  
Gustafson, Charles  
Gustafsen, Chas. P.  
Gustavsen, Olof

Hellander, John  
Hollman, W. H.  
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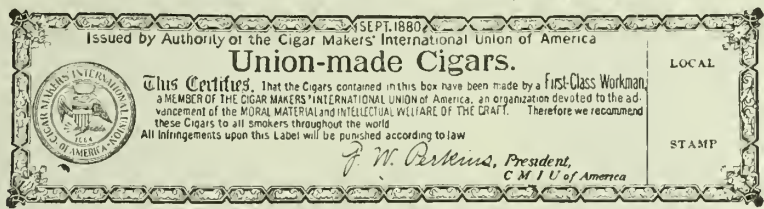
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### INFORMATION WANTED.

J. F. Joseph, supposed to be sailing mate on some schooner on the Pacific Coast, is inquired for by his sister. Any one knowing his whereabouts, please notify Mrs. Josie Jantzen, nee Langhorne, 196 Tenth street, Oakland, Cal.

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

### INFORMATION WANTED.

Anyone knowing the whereabouts of Thomas Rowe (now aged about 74), who was at one time a seaman and longshoreman on the Pacific Coast and also served in the Pacific Coast Navy Yards, will greatly oblige inquiring relatives by supplying such information. Address, Editor, Coast Seamen's Journal. 1-5-6

Any information regarding Wilhelm Kuhme, age 27, a native of Germany, who was supposed to have been drowned in the wreck of the steam schooner "Francis H. Leggett," September 18, 1914, will be thankfully received by the German Consul, San Francisco, Cal. 1-19-16

Iwar Westerberg, age about 50, sailing second mate on some steam schooner on the Pacific Coast, is inquired for by Gus Englund. Any information regarding the above named will be gladly received at 214 Jackson street, San Francisco, Cal. 1-27-15

Olof Pedersen, a native of Norway, age about 60, supposed to be sailing on the Pacific Coast, is inquired for. Anyone knowing his whereabouts please notify J. T. Miles, 761 Greenwich St., New York, N. Y. 2-16-16

Knut Jensen, No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Tangeimunde, A/Elbe Ostenerweg, No. 7, Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis. 4-14-15

Adolph Godfred Eriksen, born in Moss, Norway, is inquired for by his brother, Herman Eriksen. Any one knowing his whereabouts please notify W. Nielsen, 206 Moravian St., Philadelphia, Pa. 5-26-15

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

## News from Abroad.

The French steamer "Louisiane," which was sunk recently off Havre, with very little, if any cargo aboard, was a cargo boat of 5109 tons, built in 1905 and owned by the Cie. Generale Transatlantique. She left New Orleans February 11.

The British barque "Invermark" has been posted "missing" on a voyage from Fremantle, from where she sailed on July 17, 1915, for Iquique with a cargo of coal. She was built of steel in 1890, 1436 tons register, her owners being Messrs. G. Milne & Company, of Aberdeen.

At a recent meeting of the Manchester (England) Women's Trade Union Council, a strong resolution was passed in connection with the recent removal by the City Council of a Miss M. Ashton, from an education committee on the ground of certain radical opinions she had expressed at a public meeting.

Premier W. J. Bowser, of British Columbia, has announced that he will present to the voters of the province a referendum on prohibition which, if it passes, will destroy the entire liquor traffic. The anti-treating and early closing regulations go into effect in April. Should the prohibition measures carry the province will be dry after January 1, 1917.

Mexican laborers in all parts of the United States have been called upon to return to their native country in a decree issued by Gustavo Espinoza Mireles, Governor of Coahuila and former Secretary to General Carranza. The Governor says the time has come for all Mexicans to leave the northern republic and aid in the patriotic work of the reconstruction of their country.

Sir Edward Grey, British Secretary for Foreign Affairs, speaking in the House of Commons, said that Germany's declaration of war against Portugal had altered the whole position regarding the payment of compensation by Portugal for the German ships requisitioned by her. Before the declaration of war Portugal, Sir Edward said, had promised compensation to Germany for the ships requisitioned.

The exceptional conditions under which shipping works at present, and the almost insatiable demand for tonnage, have fostered a desire to increase the ship-building capacity of the Scandinavian countries. In Sweden it has been proposed that the building of large vessels should be encouraged by means of premiums. The new proposal limits the premiums to good-sized cargo-steamers and motor-vessels proper, and to passenger and cargo-steamers or motor-vessels, the system to be in force for ten years, with an extra premium for using Swedish steel.

Sir G. Cave, British Solicitor-General, has introduced in Parliament the Trading with the Enemy (Amendment No. 2) bill, which is to amend the Trading with the Enemy Acts, and particularly to deal with British registered companies owning British ships. He laid stress on what he described as the most extraordinary position in connection with shipping, that a British ship could not be held in the name of an alien at all, but that two aliens or indeed two enemy aliens, may, by the simple process of registering themselves as a limited company and so becoming a British entity, become the owners of a British ship.



### With the Wits.

Adv.—"Quick, Watson, the needle," chuckled Sherlock Holmes, and he slowly wound up the Victrola again.  
—Dartmouth Jack-o'-Lantern.

No Escape.—Mudge—Your wife certainly has a will of her own.  
Meek—Yes, and I am the sole beneficiary.—Boston Transcript.

Difficult.—Indignant Professor—Quit this quibbling, sir! Who was King Henry VIII? Answer "yes" or "no."—Pennsylvania Punch Bowl.

After the Fall.—Observant Kiddy—Oh, look at that funny man, mother. He's sitting on the sidewalk takin' to a banana-peel!—Judge.

Sold!—Automobile Salesman—I appeal to you as a woman of taste and judgment; the static lag of the motor is as the square of radius impulse.—Puck.

Real Forebodings.—"My son," said the father impressively, "suppose I should be taken away suddenly, what would become of you?"

"Why," said the son irreverently, "I'd stay here; the question is, what would become of you?"—The Boy Builder.

Tied.—Major George W. Tiedeman of Savannah, Georgia, tells the following about the old-time Georgia editor who was usually mayor, justice of the peace, and real estate agent, as well.

Upon one occasion one of these editors was busy writing an editorial on the tariff when a Georgia couple came in to be married. Without looking up, without once slacking his pen, the editor said:

"Time's money; want her?"

"Yes," said the youth.

"Want him?" the editor nodded toward the girl.

"Yes," she replied.

"Man and wife," pronounced the editor, his pen still writing rapidly. "One dollar. Bring a load of wood for it. One-third pine; balance oak."  
—Everybody's.

### Joint Accounts

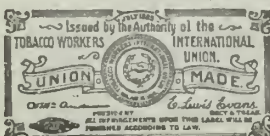
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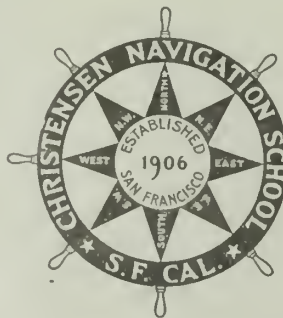
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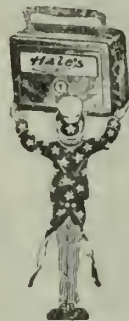
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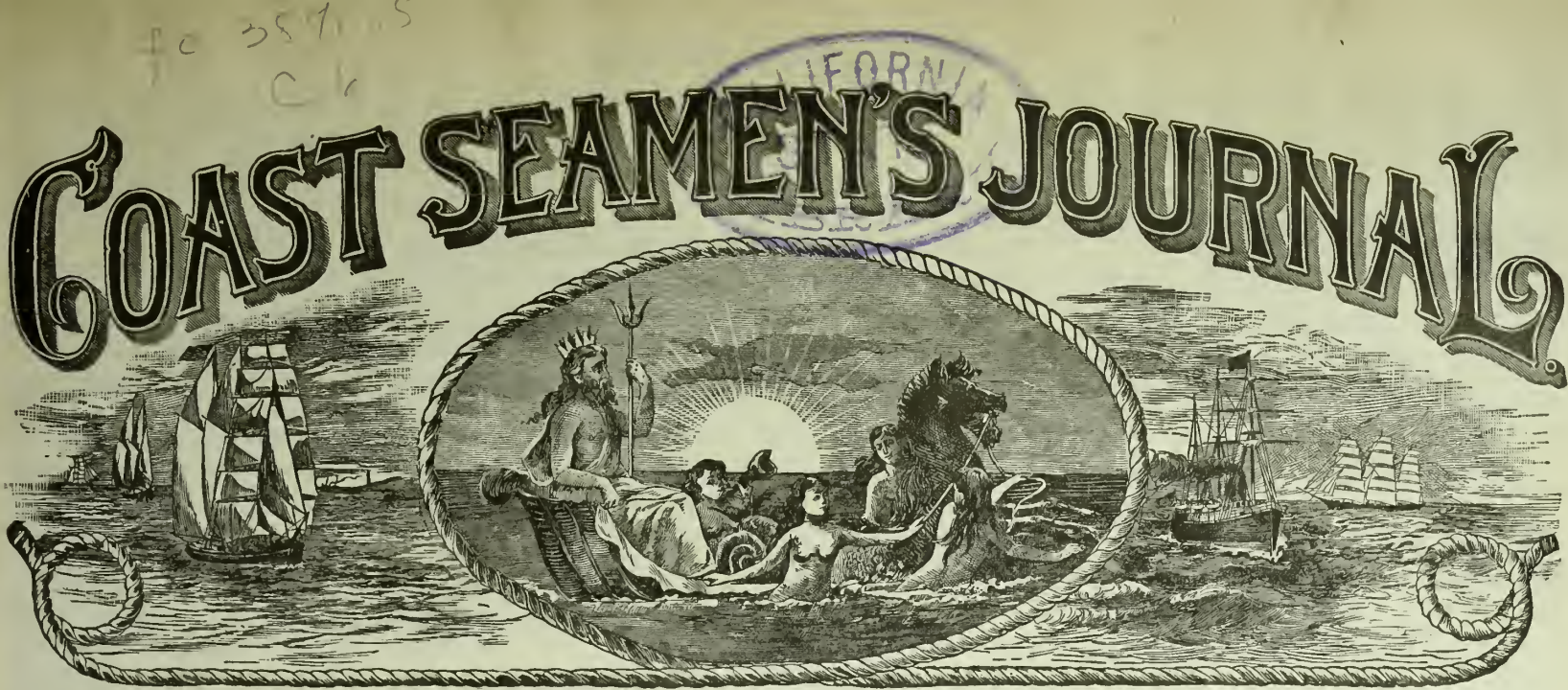
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FOR THE SEAFARING PEOPLE OF THE WORLD.  
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXIX, No. 30.

SAN FRANCISCO, WEDNESDAY, APRIL 5, 1916.

Whole No. 2376.

## PREPAREDNESS AND COOLIE CREWS.

The U. S. Chamber of Commerce Wants Both.

Andrew Furuseth, President of the International Seamen's Union of America, in a recent interview at Milwaukee upon the attitude of the National Chamber of Commerce on the La Follette Seamen's law stated that the organized American business men evidently believe strongly in preparedness at sea provided it can be had with coolie crews. He stated also that what virtually amounts to an international lobby is at the bottom of the fight on the La Follette Seamen's Act.

In commenting on the recent referendum by the National Chamber of Commerce, as reported in an editorial in the New York Times, Mr. Furuseth said:

"The Chamber of Commerce of the United States has taken a referendum vote, and according to the New York Times, the vote was practically unanimous in favor of the suspension forthwith of such sections of the law as discriminate against American commerce, until it is possible to reach an international agreement upon the subject making the law applicable to all nations.

### That Alleged "Discrimination."

"Gerard Henderson, editor of The Harvard Law Review, definitely states that every one of the important sections of the Seaman's Act, by specific terms, applies equally to all foreign vessels coming within the jurisdiction of the United States, and to American vessels. There is no discrimination against American vessels to be found in the Seaman's Act. There are no such sections, and Mr. Henderson said, at a meeting at Columbia University, that the only discrimination has its origin in a ruling by the Department of Commerce, which ruling has no justification in the act itself. The ruling is to the effect that the vessels of certain foreign nations are to have their inspection certificates accepted here in the United States, and this in spite of the specific provision in the law that life saving appliances, their equipment, and the manning of the same shall apply to foreign vessels in the same way as to American vessels.

"The editorial says the law was construed in a manner enabling Lascars, Chinese and Japanese to be employed. There is nothing in the law to prevent Japanese, Chinese or Lascars from being employed, either on foreign or American vessels if they can understand 'all orders given by the officers.' 'All orders' here necessarily means emergency orders or orders given in emergencies. It is of very little importance whether the orders can be understood by every member of the crew under ordinary circumstances. It is in emergencies that it is important; and the department has so construed the law in its circular, No. 265, as to make it apply to ordinary orders given under normal conditions. This is a direct violation, not only of the spirit, but of the letter of the law, and is contrary to the ruling of admiralty courts of the United States and other countries for the past 100 years.

"According to the New York Times editorial,

'the vote favors the repeal of sections regarding desertions as they apply to foreign nations, and urges that the State Department should negotiate for the repeal by all nations.'

"It is the ability of foreign ship owners to compel the seamen on vessels while in the ports of the United States to continue to labor at the wage agreed upon in the lowest-salaried ports in the world, that has enabled the foreign ship owners to drive the American merchant marine from the ocean. When the National Chamber of Commerce wants to continue the privilege of foreign ship owners to arrest, detain, and deliver back to their vessels any seaman who deserts from foreign vessels, the vote means that they want the United States to continue to use its police power to keep the wage cost of its foreign competitors below its own. It means farther, that they believe the application of a fugitive slave law, now in operation upon seamen, should be continued in the interest of the foreign ship owners, and against the best interests of the merchant marine of the United States.

### In the Interest of Foreign Shipowners.

"The vote further calls upon Congress to ask the President to withdraw the notices that he gave to foreign nations last June, to the effect that the United States wanted to abrogate the treaties which provide for the arrest, detention and return of deserters.

"Section 16 of the La Follette Seaman's Act provides for the abrogation of these treaties, which by their own terms can be abrogated by either side by giving one year's notice. Section 4 provides that the seaman shall be entitled to one-half his wages in a port of call, and that he shall be entitled to the whole if the half is refused. These two sections will equalize the wage cost of foreign and American vessels leaving ports of the United States, yet the National Chamber of Commerce votes to have these two sections repealed. It cannot be in the interest of the American merchant marine, and that it is in the interest of the foreign shipowners may be considered conclusively proved by the fact that foreign ship owners coached their governments to protest against these very sections of the proposed act before it was enacted.

"Members of Congress, who examined carefully into all these complaints and protests, deliberately chose to pass the La Follette Seaman's Act because they knew that the enactment of this law would give the United States an opportunity to compete on the ocean on equal terms with ship owners of other countries.

### The Origin of the Protests.

"All these protests came originally from the International Shipping Federation, Limited, a corporation organized in Great Britain for the purpose of preventing any changes in the maritime laws of any country, if in their opinion it would be against their interest, and to assist in every country the enactment of legislation which they considered to be in their interest. This corporation is made up of European ship owners. It has members of its executive board in nearly all maritime countries, and agents in all. It has unlimited money, and equally unlimited au-

thority to use it when it will do the most good. It is a pity that American business men should fail so utterly to understand what they are dealing with that they would vote as is reported in the Times editorial. All that is needed on the part of business men is an understanding of this law, and as business men dealing with the question from an economic point of view, they could not help favoring the law if they understood it."

Regarding a statement he is alleged to have made concerning the administration of the law, Mr. Furuseth said:

"I have not circularized the trades unions on this subject at all. The quotation in the Times is from an address I delivered before a meeting of the Boston Economic Society on February 23, which it was expected would be attended by Mr. Redfield. The law has not been properly enforced, and my opinion expressed in that same address was, and is, that the fault is with Mr. Chamberlain, the Commissioner of Navigation, and Mr. Uhler, Inspector General of Steam Vessels. We wanted to bring it strongly to Mr. Redfield's attention. We believe that the law will be enforced as soon as the clear facts can be laid before the Secretary himself and the President of the United States. The facts have been laid before the Secretary, and they will be laid before President Wilson, who understands the legislation, who signed it because he understood it, and who will not permit it to be nullified when the proper information comes to him."

### Sea Power is in the Seamen.

With regard to the relation which the La Follette Seaman's Act bears to national preparedness Mr. Furuseth said:

"When Senator La Follette led the fight for the Seamen's bill in Congress, and when President Wilson signed the bill, they not only completed the work of Lincoln, but they built for the future safety of the United States.

"Unless you have men to man them, dreadnaughts are only so much iron you are building to give to the enemy. When a nation's men leave the sea, the power of that nation leaves the sea. That is what has happened in the United States. It was happening in England when this war started. The sea power was going to Hindustan, China and Japan.

"Any nation that cannot bring its own subjects or citizens to the sea, can have no share in the world's sea power. Sea power is in the seamen; vessels are nothing but the tools with which the seamen work. England, when this struggle began, had to intern a large number of Germans and Austrians who were sailing on her vessels. They are now prisoners in Great Britain. If we unfortunately should be mixed up in this struggle, it does not make any difference on what side, at least 30 per cent. of the men employed would have to be interned. And if Spain were to be mixed up in it on the other side from us, more than 60 per cent. of the men sailing on the Atlantic Coast would have to be interned. Where would you get men to sail your merchant vessels? Where can you now get the men to fill the gap of the 20,000



that are short in your navy? Where are you going to get men to fill the shortage in the navy in case of war? What will your great dreadnaughts be good for in the hands of men who cannot handle them and who cannot shoot? There is no time to train men for the sea in time of war.

"If you want your coasts defended you must have a navy. That navy must be manned by men who are loyal to you and to your flag. If you want that, you must want the things that are necessary in order to obtain it. And a proper enforcement of the La Follette Seaman's Act is an essential requirement for real preparedness at sea."

### TOPSY TURVY ECONOMICS.

Not in years have the press agents of Big Business worked harder than at present to convince the workers that wage increases do not help them and that the only way to improve their condition is to work harder and live cheaper.

The National City Bank, financial arm of the Rockefeller interests, is the latest to repeat the time-worn rigmarole which proves that two times two make three. In its March letter, which has been widely quoted in the daily press, the bank says:

"Generally speaking, wages enter into the prices of the product, and unless counterbalancing economies are introduced, a rise of wages means that the public must pay more for the goods or services, and as the public is largely composed of wage-earners, the effect is to raise the cost of living on themselves. There is no real advancement or betterment of conditions in this."

It seems a waste of time to show the humbuggery of this argument. But a lot of people who let others do their thinking for them are muddled by it.

Here is the answer in the language of a conservative economist, Professor Jacob H. Hollander of Johns Hopkins University. It is only a high-brow statement of what every sensible man knows, but it should prove useful in answering those who are impressed by titles and who demand "authority" for everything.

Testifying before the Commission on Industrial Relations in New York on January 20, 1915, Professor Hollander, who is known among economists for his conservatism, said:

"The statement is commonly made that after all it would do no good if wages were universally increased because labor would be obliged then to pay that much more for his product. It would be a sort of attempt to lift one's self by one's boot straps. Well, there are several considerations that figure.

"In the first place, it is not clear by any means that industrial profits are not excessive. To the degree that they are, an increase in wages would be at the expense of excessive profit. In the second place, it is very probable that increased wages would result in increased productivity, on the theory that to the degree that underpaid and therefore undervalued work people receive larger earnings, their industrial efficiency would be enhanced.

"Finally, the assumption of a universal, and simultaneous rise in wages is fantastic. That is not the way industrial betterment moves. It takes place from one occupation to another, and does not increase the cost to the laborer as a consumer in the same proportion as his income rises as a producer.

"The doctrine that an increase of wages would not benefit the laborer because it would add to his consumption outlays in the same measure that it adds to his income,—

that doctrine is not accepted by economists at this day."

It was on the same occasion that Prof. Hollander said:

"Any effective attack on the evil of poverty means first of all a decided revulsion of public opinion in favor of trade unionism."

### CALIFORNIA LUMBER INDUSTRY.

Lumber valued at over twenty million dollars is cut annually by the lumber mills of California. The coast counties of Northern California are the scenes of the greatest lumbering activities, which also extend inland to the mountain counties bordering on the north end and the east and west slopes of the Sacramento Valley. The timber of California is found upon the Sierra Nevada and Coast ranges north of San Francisco Bay. A little is found in the Coast ranges farther south, but the lumbering industry is chiefly confined to Northern California. Redwood is the chief Coast country product, with yellow pine, sugar pine, incense cedar, and red fir as the chief timbers of the counties bordering on the north and east of the valley.

The wooded land of the State is estimated to have an area of 44,700 square miles, or 22 per cent. of the total area of the State. The principal species are redwood and yellow pine. Redwood production is limited to California, no other State having a commercial supply of this species of timber. Redwood runs close to half of the annual lumber output of the State. Chief among the other species sawed into lumber are Western pine, Douglas fir and sugar pine.

The following figures showing the value of the California lumber industry according to the last seven census reports are proof of the importance of the industry in this State: 1850, \$959,485; 1860, \$3,943,881; 1870, \$5,227,064; 1880, \$4,428,950; 1890, \$8,794,655; 1900, \$13,764,647; 1909, \$18,265,539. The estimated value of the industry now is over twenty million dollars.

The ten largest holdings of timber lands in the State comprise 2,448,094 acres, or approximately 42 per cent. of all the privately-owned timber and cutover lands in the State, according to the last official figures available. These largest holdings are as follows: Central Pacific Railroad Co. (Southern Pacific), 921,311 acres; T. B. Walker and associates, 673,665 acres; McCloud River Lumber Co., 232,063 acres; Diamond Match Co., 159,499 acres; Hammond Lumber Co., 94,760 acres; Union Lumber Co., 80,350 acres; L. E. White Lumber Co., 79,540 acres; Weed Lumber Co., 71,458 acres; C. A. Smith, 69,768 acres; Sierra Nevada Wood & Lumber Co., 65,680 acres.

The Southern Pacific holding is the greatest in the United States—106,000,000 feet. It stretches practically 680 miles along that railroad from the upper Sacramento Valley to Portland, Ore. Other of the large timber holdings are in Shasta, Humboldt, Mendocino, Lassen, Siskiyou, Modoc and Trinity counties at the north end of the Sacramento Valley with several of the counties bordering on the foothills. —The Timberman.

For fair products of all kinds consult the JOURNAL's ad columns.

### INDUSTRIAL TYRANNY.

(From Committee on Industrial Relations.)

Governor Carlson's latest service to the cause of industrial tyranny in Colorado is his threat to use the State militia to drive seven hundred striking smelter employes back to work at the Leadville plant of the Guggenheim smelting trust.

Remembering Ludlow, the strikers, who were unarmed immigrants, went back to work without an adjustment of their demand for higher pay and without relief from exploitation by storekeepers and petty bosses.

Carlson's threat to enforce involuntary servitude on the Leadville strikers has the sanction of a law which he put through the Legislature last year. This act, by prohibiting strikes until the State Industrial Commission has investigated and rendered its report, has tied the hands of labor and has imposed on Colorado a practice that every other American State has repudiated as a violation of the rights of its citizens.

The Colorado law is modeled after a Canadian act written by W. L. Mackenzie King, now industrial relations agent for John D. Rockefeller. Even King did not attempt to make it apply to any industries except public utilities. Many efforts had been made to secure its adoption by various States in this country, but all these efforts had failed until the coal companies put Carlson in the Governor's chair.

Unorganized workmen under this law are powerless to protest against exploitation by the only means at their command,—the quick, unexpected strike. When they violate the law, as at Leadville, they are threatened with gunmen in militia uniforms and placed in the position of criminals. Thanks to this law, the Leadville strike is the only strike of unorganized workers to occur recently that has not won an increase in wages.

For organized workers the law is just as dangerous and injurious. To give the employer thirty or sixty or ninety days' notice before striking is to lose half the effectiveness of the strike weapon, because it gives the employer opportunity to weed out the best union men, arrange for strikebreakers, and speed up production so that a shut-down, if it comes later on, will not affect his earnings. The recent street-car strike in Washington, which lasted thirty-six hours and with a minimum of inconvenience to the public won recognition of the union and forced the companies to negotiate, could not have succeeded had the companies been given even thirty days' notice. At the end of that period there would have been no union men left in the companies' employ.

Above all, the law is un-American and unconstitutional, because it enforces involuntary servitude, as President Samuel Gompers of the American Federation of Labor has pointed out time and again. Only in Colorado under Carlson could such a statute find its way on to the books.

The fact that other features of the Colorado industrial commission law have been administered by the commission in a manner to win labor's approval is all the more reason for emphasizing the danger in that part of it which prohibits strikes.

The saying, "A dollar saved is a dollar earned," like most generalizations, is subject to modification. A dollar saved in the purchase of a cheap-labor product is a dollar lost to the cause of decent living conditions.



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## \$736.95 For Family Means Scant Living.

American Federation of Labor Legislative Representative Arthur E. Holder told the House Committee on Labor that \$736.95 a year will permit a family of five in the District of Columbia to purchase a bare existence and that these figures do not provide even for a street car ride on Sunday afternoon.

Representative Holder urged the committee to favor the Nolan bill which provides for a \$3 a day minimum for Government employees. The unionist presented figures to prove his point that even \$3 a day guarantees only a decent living in the nation's capital, and he handed the committee the following cost exhibit of things that are absolutely necessary without pauperization and dependence on charity:

### Family of Five.

|   |          |
|---|----------|
| Three meals a day per individual at 5 cents a meal, 75 cents a day..... | \$273.75 |
| Rent, \$20 a month.....   | 240.00   |
| Clothing—   |          |
| Man, 2 suits a year, \$15 a suit—no overcoat .....                      | 30.00    |
| Man, 3 suits undergarments, \$1 a suit..                                | 3.00     |
| Wife, 1 suit and 1 cloak.....   | 25.00    |
| Wife, undergarments, 3 suits, \$1 a suit..                              | 3.00     |
| Three children, clothes.....  | 30.00    |
| Stockings and other essentials for family                               | 9.00     |
| Shoes for husband and wife.....   | 10.00    |
| Shoes for children .....  | 12.00    |
| Repairs for shoes.....  | 2.00     |
| Coal, \$7 a ton.....  | 49.00    |
| Soap, 10 cents a week.....  | 5.20     |
| Miscellaneous items .....   | 10.00    |
| Floor covering, new bedding, replacement of crockery and furniture..... | 20.00    |
| Towels, window shades, minor repairs, umbrellas, etc. ....              | 15.00    |

Total for one year.....\$736.95

"You will observe that I have tabooed every form of luxury," explained Mr. Holder. "Receiving \$736.95 a year, there could be no riding on street cars for this workingman's family, no tobacco, no candy, no books, no Sunday school contributions, nothing for the church, no newspapers, no movies, no lodge dues, no insurance, no postage stamps, and no doctor's bills—for, of course on the 'substantial diet' purchased for 75 cents a day a family of five would run no chance of ever getting sick. Moreover, the family must remain stationary—no births, no deaths, no accidents, no medicine, no doctors.

"In regard to the 75 cents a day for food for a family of five, if there is a woman in the District of Columbia who can buy the food for that family with 75 cents, I will take my hat off to her as the greatest financier in America."

## Injunction Judges Deny Free Speech.

"It may seem strange that the question whether peaceful picketing is legal in some of our States should have to be seriously discussed at this late day," says the Illinois State Federation of Labor Weekly News Letter.

"Have not American citizens the fundamental rights of free speech, moral suasion and the like? What is peaceful picketing? Nothing but another name for the exercise of these rights. To use the public streets, to move about peaceably, to approach and present facts and arguments to fellow workers, or would-be workers, in search of jobs—this is peaceful picketing. How can it be illegal?"

"In all States where peaceful picketing is enjoined and punished by judges without sanction of organic or statutory law the need of persistent education and agitation of the question is most urgent. Organized labor cannot surrender this right in a single State.

"In Illinois the situation is very peculiar. In recent cases, Chicago judges have held flatly that, no matter what they might personally think under 'old' Supreme Court decisions—in truth, mere dicta—they are compelled to enjoin any and every kind of picketing. In other words, in the State of Illinois, they say, there is no such thing, in the eyes of the law, as 'peaceful picketing.' Not even a single person may walk in front of a factory or shop whose employes are on strike for the purpose of quietly presenting arguments or facts to misled applicants for jobs.

"Why? Because the judges say that some pickets are violent or threaten violence; that some pickets use abusive epithets. Because some pickets walk in groups and by their mere presence intimidate certain workers; that peaceful picketing is sometimes a 'pretense,' the actual picketing being aggressive and lawless, designed and calculated to inspire fear and prevent men from exercising their right to work where they please.

"This is singular logic. Is an innocent man to suffer and have his legal rights taken away from him because another man has overstepped the bonds of the law? Is peaceful picketing illegal because some persons call violence peaceful? Violence in any case is illegal. Then why not make peaceful picketing legal and hold to an accountability under the general statutes applying to all those who engage in violence?"

## Porto Rico Printing Office.

In a letter to A. F. of L. Secretary Frank Morrison, Brigadier-General McIntyre, chief of the Bureau of Insular Affairs, says:

"This bureau favors the Government printing office in Porto Rico and having the work of the Government and all of its bureaus done there, not only for the reasons urged by your correspondents in Porto Rico, but because our experience has been that we can produce in such an office a much higher class of work than it is possible to have produced in the ordinary printing offices, where the amount of printing is limited, as in Porto Rico. We have found this the case in the Philippine Islands and that as a result of maintaining a Government printing office we have materially improved the standard of work in the community and have trained local printers so that they could handle a much higher class of work than was possible before the establishment of a Government printing office."

Secretary Morrison presented General McIntyre with correspondence from San Juan Typographical Union relative to this matter, and while the bureau chief expresses his belief that all Government printing should be done by the Porto Rican printing office, he calls attention to the insistence of private

(Continued on Page 10.)

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

### AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

### GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekland Bldgs., 22 Canning Place, Liverpool.

### BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

### GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

### FRANCE.

Federation National des Syndicats des Inscriptions, Maritimes de France, 33 Rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

### NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

### SWEDEN.

Svenska-Sjomens-och Eldareförbundet, Stockholm, Tunnelgaten 1 B., Sweden.

### DENMARK.

Somandenes Forbund, Toldbogade 15, København.

Sofyrbodernes Forbund, St. Annaplads 22, København.

Dansk So-Restaurations Forening, Nyhavn 17, København.

### HOLLAND.

Algemeene Nederlandse Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

### ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

### AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

### SPAIN.

Sociedad Sindical de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

### URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

### ARGENTINA.

Federacion Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

### BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

### SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



## World's Workers.

The publication of the Glasgow (Scotland) Socialist paper "Forward," which was recently suppressed, has again been permitted with certain provisos.

Nearly 500 men are said to have been discharged from the Expeditionary forces at New South Wales camps during December for various reasons.

The return of operations for December of the State Savings Bank of Australia shows: New accounts opened, 27,275. Accounts closed, 25,079. Increase in number of accounts, 21. Total number of depositors, 2,026,391. Amount deposited, £5,202,294. Amount withdrawn, £4,874,476. Total amount to credit of depositors on December 31, £82,907,443. Total amount to credit of depositors on November 30, £82,761,625. Increase for the month of December, £145,818.

What the Government spends on labor exchanges, insurances, and old age pensions in one year would just keep this war going for four days seven hours. The Panama Canal cost £75,000,000, the amount of our war expenses for twenty-one days and ten hours. Such is a glimpse of what war cost means. Since these calculations the cost has risen to £5,000,000 per day. In Europe the deaths and casualties are estimated at over 15,000,000. Sorrow and heartache cannot be computed.

The number of work people, exclusive of seamen, reported to the British Board of Trade as killed in the course of their employment in January, 1916, was 262, a decrease of 85 on a month ago and of 18 on a year ago. The mean number for January during the five years 1911-1915 was 273, the maximum being 311, and the minimum 251. Fatal accidents in the railway service during January, 1916, numbered 45, compared with 59 in December, 1915, and 30 in January, 1915. The total number of fatal accidents to seamen during January, 1916, was 490, an increase of 262 on a month ago, and of 332 on a year ago.

At a recent Conciliation Court sitting in Christchurch (N. Z.) Commissioner Triggs paid a glowing tribute to the power of organized unionism in assisting employers who wished to be fair to their employees. He stated that there had been a great improvement in the position of the "fair" employers as against the tricks and methods of the "unfair" employers, which could be attributed to the manner in which unionism had assisted the legitimate business man. He felt sure that all "fair" employers were so far from bearing ill-will to the unions that they would gladly strengthen the unions as far as was possible.

The British Board of Trade has issued the following warning: Masters, officers and seamen are warned of the great danger of talking with strangers, or in the presence of strangers, regarding the business in which their ship is employed, or of naval or military operations, or movements of shipping of which they may have knowledge. The greatest caution should be exercised in this matter, both in the United Kingdom and in foreign ports, as enemy agents are constantly on the lookout for such means of obtaining information. Under the Defense of the Realm regulations it is an offense to communicate information to the enemy.

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Where he is better prepared, because of Much lesser rent, to give the trade the  
advantage of lower prices and as formerly, special care is given to garments entrusted  
to him for Cleaning, Repairing and Pressing.  
Note—Clothes also cut, trimmed and made from your own cloth with the  
Union Label too. The new woolsens are now ready for your inspection, how about  
your order?

### San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

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STATIONERYLos Angeles Examiner and All San  
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### ALASKA FISHERMEN.

San Francisco.

Bergman, John Johnsen, Aug.  
Blom, Ernest Konig, D.  
Christiansen, Anton Nielsen, Harold  
Christiansen, A. Olander, Ed  
Doris, Geo. Thomson, John  
Eckart, T. G.

### INFORMATION WANTED.

Otto E. Bickel and John Sherman  
Bickel, brothers, who have not been  
heard of for many years, are in-  
quired for by their sister. They are  
both tall, light complexioned, and  
blue eyes. Any information regarding  
their whereabouts will be highly ap-  
preciated. Please address Miss Laura  
Bickel, 1591 East Ninety-third street,  
Cleveland, Ohio. 4-14-15

### M. BROWN and SONS

have moved to

109 SIXTH STREET

Opposite Sailors' Union Hall

SAN PEDRO, CAL.

### INFORMATION WANTED.

Eugene Martin, age 25, 6 feet tall,  
gray eyes, is inquired for by his  
mother. Anyone knowing his where-  
abouts please notify Mrs. Rose T.  
Martin, 4231 15 N. E., Seattle,  
Wash. 1-27-1915

Veneelus Durbich is inquired for  
by his brother. Anyone knowing his  
whereabouts please communicate with  
Gerolamo Durbich, Zurich, Switzer-  
land. 7-28-15

Peder Bjorback, supposed to be a  
sailor on the Pacific coast, and a  
native of Norway, is inquired for.  
Anyone knowing his whereabouts  
please notify Mrs. Mildred Baxter,  
Box 27, R. F. D. No. 5, Seattle,  
Wash. 2-2-16

Adolph Krakan, last heard of at  
Port Pirie, January, 1912, and again  
in March, 1913, from Warumbo, 118  
miles from Adelaide, South Australia,  
is inquired for by his mother at  
Hamburg, Germany. 8-25-15

## San Pedro Letter List.

|                      |                     |
|----------------------|---------------------|
| Andersen, Albert     | Leideker, Elith     |
| Andersen, Ernst J.   | Lalan, Joe          |
| Andersson, Oskar     | Lindholm, Chas.     |
| Andersen, Sven       | Mansen, Peter       |
| Alexander, P.        | Miller, W.          |
| Anderson, Martin     | Melson, Wm. E.      |
| -1894                | Mikalsen, Andreas   |
| Bentsen, Hans B.     | Malm, Gustaf        |
| Brcin, Hans          | Mesak, E.           |
| Bergman, Leo         | Naylor, Harry       |
| Benrowitz, Felix     | Olsen, Andreas -759 |
| Crawford, F.         | Olsen, E. F.        |
| Carlson, Gus         | Olson, Olof. S.     |
| Danielson, Dave      | Ophaug, W.          |
| Ellwes, John         | Orwold, Jack        |
| Evans, John          | Owen, Fred          |
| Eriksen, Lars        | Palmquist, Albert   |
| Eklund, Sven         | Petrow, A.          |
| Frost, Hans          | Pintz, Johan        |
| Fjellman, Jonas      | Peterson, N.        |
| Gunderson, Christ    | Peterson, Hugo      |
| Gilhojn, Albin       | Rand, Jacob         |
| Gronlund, O. -414    | Smith, Johan        |
| Heesche, Henry       | Schroeder, Ernst    |
| Hansen, B.           | Sorenson, John      |
| Hendrikson, Henry    | Sorenson, Jorgen    |
| Holmstrom, Fritz     | Svenningsen, S. N.  |
| Haake, Max.          | Skaanes, Elgil      |
| Haupt, Fritz         | Sivers, Fred        |
| Hansen, Charly       | Sjohom, Gustav      |
| Hilg, Theo.          | -1542               |
| Johnson, John        | Soderlund, Anton    |
| Johnson, Gust        | Schmidt, Lauritz P. |
| Janson, Dick         | Shalles, Gust       |
| Johnson, Chas. A.    | Slevens, G. P.      |
| -2074                | Trovik, Harald      |
| Janson, Oscar        | Uhlis, Richard      |
| Jensen, Hans -1555   | Verney, A.          |
| Johnson, J. A. -1659 | White, Robert       |
| Johansson, Victor    | Woldhouse, John     |
| Kashlund, Frank      | Warkkala, John      |
| Lorenz, Bruno        | Widin, Andrew       |
| Larsen, Hans -1611   | Zayan, G.           |
| Lybeck, Thos.        | Newspapers and      |
| Lundin, Chas. -1054  | Packages            |
| Lindberg, G. W.      | Miller, W.          |
| Lindberg, Ernst      | Schmidt, Lauritz P. |
| Larson, Hans -1677   |                     |

## Honolulu, H. T.

|                      |                   |
|----------------------|-------------------|
| Anderson, John E.    | Nelsen, C. F.     |
| Burk, Harry -1284    | Petersen, Carl    |
| Crantly, C. W.       | Peters, Walter    |
| Eugenlo, John        | Reithner, Fritz   |
| Ekelund, Rickhard    | Solberg, B. P.    |
| Ivertsen, Sigvald B. | Strand, Conrad    |
| Lengwenus, W. L.     | Thompson, Emil N. |
| Moller, F.           |                   |

### INFORMATION WANTED.

Carl Fritjof Johansson Lind, age  
39, a native of Sonderborg, Germany,  
sailing on the Pacific Coast, is in-  
quired for by his brother. Anyone  
knowing his whereabouts please no-  
tify John Lind, 1401 West 9th St.,  
Cleveland, Ohio. 3-24-15

Anders C. Anderson, a native of  
Norway, who left his personal effects  
at Port San Luis, Cal., after leaving  
a ship at that place, is inquired for.  
Anyone knowing his whereabouts  
please notify D. R. Jacks, Deputy  
Collector of Customs, Port San Luis,  
Cal. 12-22-15

Martin Nielsen, a native of Den-  
mark, member of the Sailors' Union  
on the Pacific for the last 8 years,  
has not been heard of since July,  
1912. His address then was Sailors'  
Union, Seattle, Wash. Any one  
knowing his whereabouts please no-  
tify George Leonhard, Sailors' Union,  
59 Clay St. 8-11-1915

Olai Ingebrigtsen (Broek), a na-  
tive of Norway, last heard from 13  
years ago, when leaving San Fran-  
cisco for Australia on the American  
bark "Golden Gate," is inquired for  
by his brother. Any information re-  
garding the above named will be  
gladly received by Niels Ingebrigtsen,  
469-49th street, Brooklyn, N. Y.; or  
Sam Andersen, 100 Steuart street,  
San Francisco, Cal. 8-4-15

Oscar Olsen, age 37, a native of  
Hallerna, near Gothenborg, Sweden,  
who was sailing on the Great Lakes  
about three years ago, is inquired  
for by John V. Olsen, Sun Com-  
pany, Marcus Hook, Pa. 5-26-15

Hugo Carlson Ljung, age 29, a  
native of Gothenborg, Sweden, was  
last heard from in a Cable Boat on  
the Atlantic Coast, is inquired for  
by his brother. Anyone knowing his  
whereabouts please notify John Carl-  
son Ljung, Jungmansgatan 5, Goth-  
enborg, Sweden. 1-12-16

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# Pacific Coast Marine.

Mare Island was the lowest bidder for docking and overhauling the revenue-cutter "Bear." The Navy Yard bid was \$1347, while Moore & Scott's estimate was \$2650.

The W. F. Stone shipyards at Oakland have secured a contract for the construction of a steam-schooner for the J. R. Hanify Lumber Company. The vessel will be finished in ten months. The cost is approximately \$200,000.

Conditions are reported very unsettled at Mexican ports on the Pacific. The military authorities are exacting and the people generally are suspicious of Americans. Carranza money is said to have gone down from 30 to 1 to 40 to 1.

The Charles Nelson Company is reported to have sold the schooner "Halcyon" to Callao parties for \$7500, and the schooner "Sadie" is said to have been sold by the S. E. Slade Lumber Company to George A. Moore for \$16,000.

The United States steamship "Cheyenne" and the three "H" submarines are engaged in their annual spring torpedo practice off the Southern California coast, which will occupy the entire month of April. About May 1st the entire fleet will sail for Mare Island for their annual overhauling, returning south about September 1.

The steam-schooner being built for Wilson Brothers & Company, Aberdeen, Wash., by Andrew Peterson, will be ready for launching in August. The vessel will be strictly a lumber carrier, 200 feet long, 42-foot beam and molded depth of 14 feet. The vessel will be christened the "Oregon," and will have a capacity of 1,000,000 feet.

Six men, five of them employees of the Mare Island (Cal.) Navy Yard, were drowned in Carquinez Strait, when a small pleasure launch in which they were crossing the strait was run down near Port Costa by the Associated Oil tanker "Coalinga." Only one member of the party, Jack Mahan, a machinist at the navy yard, was rescued.

The Pacific Alaska Navigation Company, whose steamship "Admiral Dewey" picked up the disabled steam schooner "Thomas L. Wand," owned by the J. H. Baxter Company, off Cape Flattery, March 6, has accepted \$10,000 for the service. The "Wand" is undergoing repairs at Eagle Harbor that will cost \$15,000. She will resume operations April 10.

Nearly all the mills and logging camps of Northwestern Washington are now operating. Every mill in Bellingham is active and not only are all but one or two logging camps running but one or two new camps will be opened this spring. At least one that has been idle for more than a year, the Moore Logging Company's camp, is cutting again.

Sixty thousand tons of canned pineapples will be shipped to the mainland by the growers of Hawaii this year in accordance with their agreement with the Matson Navigation Company to ship by that line for five years a minimum of three-quarters of the annual pineapple pack. The freight rate on the product is \$3.25 a ton. The pack this year will be exceptionally large.

The American-Hawaiian line steamer "Floridian" will sail from San Francisco about April 15 for Kobe and Yokohama, Hong Kong and Shanghai. This is the first time that a vessel belonging to this company has engaged in this trade and the voyage is in the nature of an experiment, as a regular service will depend entirely upon the results of the first round trip.

Just what is to happen to the big American freighter "Republic" is causing much speculation in shipping circles, for announcement was made by Sudden & Christenson that the vessel would not steam for the Orient April 15 as advertised. Whether the vessel is to be sold by her present owners at a huge profit cannot be learned, although the owners admit having had several tentative offers for her.

United States engineers received authority from Washington, D. C., to make a survey of the entrance to Yaquina Bay, including borings to ascertain the character of the formation. The survey is to be conducted with a view of making additional improvements to the channel. It is the intention to start the survey in the spring. The Oregon Coast harbors are in the First Rivers and Harbors District.

C. A. Burkhardt, president of the Alaska-Pacific Fisheries, Portland, and associates, will build a boat for use in the Alaska trade, which will be completed in eight months. It will be a twin screw, Diesel motored, wood hulled vessel. Dimensions planned are: Length, 230 feet; beam, 41 feet; depth of hold, 19 feet; cargo capacity, 200 tons. The first vessel will be constructed by Nelson & Kelz of Seattle, Wash.

With regard to the complaints of commercial interests at Portland that the Seamen's law was delaying shipping, J. H. Barbour, United States Immigration Inspector, has sent a report to the Department of Commerce to the effect that the Seamen's law has nothing to do with the shortage of sailors and the resultant inability of vessels to sail. According to the investigations of the inspector, a shortage of

sailors at this season has prevailed for many years on account of the demands of the Alaskan trade.

Robert Bridges, chairman of Seattle's Port Commission, has written Senator Poindexter advising the Government to charter vessels to smash the alleged combination of Alaska steamship companies against the Port Commission. He asserts the companies have combined to raise freight rates approximately \$1.50 per ton, but offering to absorb all wharfage charges when loaded at their own docks. The public docks of the port must continue to charge 20 cents wharfage, so if any person wants to ship to Alaska he finds it cheaper to leave the port docks alone.

One of the closest races that has been run from the Pacific Coast terminated during the past week, when the schooners "Kona" and "Makaweli" arrived at Sydney. The first sailed from Everett and made the run in seventy-six days, and the latter made the run from Bellingham one day sooner. Both vessels are owned at San Francisco, and Captain Hansen of the "Kona" and Captain Nielsen of the "Makaweli" had placed a wager before they left the Coast on the race. The "Kona" took out 950,000 feet of lumber, and the "Makaweli" sailed with 1,040,000 feet on board.

France and Italy are reported to have placed orders with buying agencies on the Pacific Coast during the last few days for 400,000 cases, equivalent to 28,000,000 pounds, of pink salmon. The order is said to have been divided between San Francisco, Portland and Seattle. It is the belief that the order is so large that it cannot be filled, and that other grades of salmon will have to be substituted in part. The filling of the order is expected to clean up all the remaining stocks on the Pacific Coast. The total pack of salmon in 1915 was approximately 7,000,000 cases, the largest ever produced in the history of the industry.

The China Mail Steamship Company, Limited, has received permission from the Commissioner of Corporations to sell 99,985 shares of its capital stock at par, \$21 per share, for cash, so as to net the company the full amount of the selling price. The company was organized in the fall of 1915 and purchased the steamer "China," which it has been operating since the middle of October. With the proceeds of the sale of its capital stock, the company proposes to pay off a mortgage of \$150,000 on the steamer "China" and approximately \$180,000 other indebtedness and to acquire additional vessels to be used in its business. The president of the company is Look Tin Eli, manager of the Canton Bank of San Francisco.

For the first time in three years the Coast Guard cutter "Thetis" is coming to San Francisco from Honolulu, according to information received from Washington by Senior Captain W. E. Reynolds, commanding this district. The "Thetis" has been on duty in Hawaii for many years and has made the Alaska cruise annually until three years ago. Upon arrival at San Francisco the "Thetis" will be put out of commission and sold under the hammer to the highest bidder. The "Thetis" was purchased by the Government in 1883, when she was used as a participant in the Greely relief expedition. In 1900 she was placed in the coast guard service. She has just completed an extended cruise as far as the Government bird reservation southeast of Honolulu. The "McCulloch" is scheduled to take her place.

The slight Canal traffic in January yielded tolls amounting to \$654.39. On account of the closing of the Canal and the policy adopted of not attempting to handle any traffic, other than vessels which had waited since October at the entrances to pass through, the transits in January consisted only of the schooner "Carib II," which had been waiting; the schooner "A. J. West," which was handled in order that she might be repaired at the dry dock to make her seaworthy; several locally owned small launches, which could pass through the dredging fleet without occasioning any interference; and vessels engaged in the service of the Government on the Isthmus. Two launches made the transit from the Atlantic entrance, and the tolls levied on them amounted to \$18. The two schooners went from the Pacific to the Atlantic, and the tolls from them aggregated \$636.39. The total of tolls collected in January, \$654.39, is less than one-eighth of one per cent. of the \$573,365.67 of tolls collected in July, 1915, the month of greatest revenue since the Canal was placed in operation. It will be noted that the cost of operation and maintenance in January, \$595,713.27, was in excess of the tolls collected in the month of greatest revenue.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

## International Seamen's Union of America

Affiliated with

AMERICAN FEDERATION OF LABOR and

INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary.

570 West Lake St., Chicago, Ill.

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SAN PEDRO, Cal., P. O. Box 67.  
HONOLULU, H. I., Cor. Queen and Nuuanu Sts., P. O. Box 314

(Continued on Page 11.)



## Coast Seamen's Journal

Published Weekly at San Francisco

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBURG .....Editor  
I. M. HOLT.....Manager

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Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, APRIL 5, 1916.

### WHAT NEXT?

The latest efforts by Chambers of Commerce at Seattle, Portland and elsewhere to discredit the Seamen's law are savoring of circus methods.

Every spring on the Pacific Coast brings with it a more or less pronounced scarcity of seamen for the offshore trade. In truth this so-called scarcity is largely of the shipowners' making. When reasonable wages are offered more than a sufficient number of competent seamen are always to be found. Able-bodied men are not inclined to take a trip offshore in the spring of the year when there is work to be had ashore with higher wages and better conditions than ever obtained at sea. This state of affairs is perfectly normal and has been accepted as such from the days when the first cargoes were gathered at Pacific Coast ports.

This year, however, the before-mentioned Chambers of Commerce, in their superior wisdom, have discovered that this alleged scarcity of (low-priced) seamen is all due to the "unreasonable requirements of the pernicious Seamen's Act." Accordingly they have petitioned the Secretary of Commerce to "suspend the application of the law until the Government can either furnish crews or help work out conditions whereby ships can get crews promptly under present conditions."

Truly, the gentlemen who "operate" Chambers of Commerce as a side issue to their business interests have a well fortified nerve!

Even though freights may be sky high, ships must have cheap crews! And if cheap crews are not to be had, by heck, it is up to the Government of our great Republic to procure them.

The earning capacity of American Dollars invested in ships must not be interfered with. The Chambers of Commerce have so resolved!

What next?

Demand the union label. If you are the right sort of a union man one suggestion of this sort is all that is necessary.

### COMMENT ON PREPAREDNESS.

The child-like faith which certain representative trade-unionists place in the disinterestedness of American preparedness boosters is indeed sad to behold. For an analogy nothing has its equal except the fable of the lion and the lamb.

At any rate, according to newspaper announcements a "union of sentiment" has already been effected between organized labor and the militia of the Western States. Constitutional amendments are to be introduced making it impossible for the respective Governors to call out the militia during industrial disturbances. As a result of such action, it is hoped and predicted sweet harmony will prevail ever after between the sons of toil and the militiamen.

The labor proponents of this beautiful scheme do not explain what particular force or power is to succeed the State militia as the protector of vested interests. It may be assumed, however, that the logical successor will be either a newly established State constabulary or the Federal troops. And when it comes to making a choice between the three organized armed forces which have been used in this country to overawe strikers and maintain "law and order" during industrial upheavals, organized labor may well pause before arriving at a decision. The militia has been bad enough, but who will assert that either of the two possible alternatives are better?

The hybrid-headed monster of militarism has obtained a foothold in our country and it behooves organized labor to combat every tendency to popularize "the man on horseback" with the utmost vigor at its disposal.

The frightful horrors and the grim lesson of blood-bespattered Europe through the inevitable results of centuries of preparedness seem to be entirely disregarded by the numerous self-styled patriotic individuals and organizations that are howling for more soldiers, more guns, more battleships, submarines and incidentally more orders for the newly constructed munitions plants when the holocaust abroad is over.

There are national and local defense and security leagues, national and local rifle associations, national and local aero clubs and organizations of various sorts designed to arouse the country to some impending peril and to bring it to a realizing sense of what is expected of it in the way of funds for war material and equipment and for the increase of army and navy to a war footing in a time of profound peace. Our schools and churches, the political organizations, the magazine and newspaper press, chautauquas, the lyceum and everything which contributes to the molding of public opinion, is being utilized as far as possible in spreading the gospel of preparedness and in dragooning popular sentiment into an acceptance of the fantastic notion that preparedness for war is a guaranty of peace.

Under the circumstances it is perhaps quite normal and natural that prominent and perfectly honest men in the ranks of labor have been affected by the preparedness bug. These men go with the tide. They drift along with the popular clamor for "preparedness" which is so assiduously

fostered and effectively stimulated by designing interests, but which is after all but a reflex of that frightful war in Europe.

Let us hope that the organized labor movement of America will have the good sense and the courage to resist the drift of the tide toward the modern octopus, falsely labeled preparedness.

Let us try to nurse the aspirations and conserve the energies of labor for greater and nobler things than sham preparedness and needless war.

### NATIONALITY OF CREWS.

Under date of March 29 the Bureau of Navigation announced that since June 30 of last year thirty foreign-built vessels of 86,620 gross tons have been admitted to American registry under the Act of August 18, 1914. This makes a total of 178 foreign-built vessels of 609,999 gross tons admitted to American registry under the provisions of that legislation.

According to recent testimony by Captain William A. Wescott of the Masters, Mates and Pilots' Association of the Pacific, these vessels employ about 900 men in the capacity of masters, mates or engineers who are not citizens of the United States. In contrast with these figures it is interesting to note the official announcement in the British Parliament that in the whole of the British register throughout the world there were 7,995 masters, of whom only 87—i. e., slightly over one per cent.—were aliens.

Authentic figures upon the relative percentage of aliens, other than officers, carried respectively on British and American vessels are not available. But it is a well-known fact that the percentage of aliens, and particularly of Asiatics, employed on British and American vessels has increased with each passing year.

In contrast with the policy of the two English-speaking nations by which their own citizens and subjects are gradually driven from the sea, the laws of France and Russia require three-fourths of the crews of their merchant vessels, respectively, to be French citizens or Russian subjects. The laws of Norway require two-thirds of the crews of Norwegian vessels to be Norwegians.

In this connection it is decidedly interesting to note that up to July 28, 1864, the crews of all American merchant vessels were required to be citizens of the United States. And it was during the years preceding 1864 that American ships and American seamen were to be found the world over.

At present, as already stated, the citizens of subjects of any country may act as members of the crew of American merchant vessels. This state of affairs was brought about for no other reason than to enable American shipowners to employ the cheapest available crews, regardless of nationality, race or color. The only exception to this rule is to be found in the Ocean Mail Act of 1891, which prescribes that ships under contract with the Postoffice Department for carrying the mails must carry crews one-fourth of whom during the first two years of a contract, one-third during the next three years, and one-half during the remainder of a contract, must be citizens of the United States.

The La Follette Seamen's law does not require American merchant vessels to carry a single native or naturalized American citizen. However, with a proper enforcement of that legislation the return of American men and



boys to the sea becomes a matter of natural and logical sequence.

If selfish American business interests are to be permitted to dictate the shipping policy of our country the vital features in the Seamen's law will be repealed or remain dead letters owing to non-enforcement. If, on the other hand, our merchant marine is to become a concrete expression of a true American maritime impulse, a desire to have a race of proud and self-reliant seamen, second to none in the world, then the private interests before mentioned should not and must not be permitted to dictate or dominate the nation's future course.

Meyer London, the lone Socialist member in the House of Representatives, joined with Joe Cannon, Julius Kahn and other notorious friends of the downtrodden in opposing organized labor's demand for a literacy test in the immigration bill. All three of these statesmen delivered eloquent orations. They all sympathized with Labor's object to protect the American workers' standard of living from ruinous competition with the millions of Southern European immigrants anxious to come to our shores. But they do object to the literacy test. Well, so does the steel trust and all the other exploiters of ignorant immigrants, including the big foreign steamship companies. Still there are earnest and conscientious Socialists who wonder why the vast majority of American workers do not join their party.

The American Federation of Labor has just issued a call to the organized labor movement of all countries to participate in a Labor's World Peace Congress to be held at the same time and in the same city as the official representatives from the different countries will meet to determine the terms of peace. This is as worthy an effort as organized labor has ever made in the cause of humanity. Labor has paid for all wars, first in human lives and then in taxes upon generations still unborn. Labor has not made this war but if the toilers of the warring and neutral nations are alert to their own interests they will surely be consulted in the making of peace.

Attention is directed to the Codfishermen's agreement published elsewhere in this issue. It is the first of its kind and represents a marked forward step in this branch of deep-sea fishing. The Alaska salmon fishermen are going North this year, as usual, under Union rules and conditions formally agreed to by the various packing companies. The remaining three Pacific Coast maritime unions (sailors, firemen and cooks) have at present pending before their meetings a matter of considerable importance. All members in port are therefore urged to make an especial effort to attend the regular meetings at the Headquarters and Branches of the respective organizations.

The organized workers may agree to the employer's proposal to deal with his employees "as individuals" as soon as the employer agrees to abandon the trust, corporation, company, and copartnership and go back to the primitive relations of master and man. And that will be plenty soon enough.

## THE CODFISHERMEN'S AGREEMENT

Copy of Standardized Union Agreement Signed  
This Season by San Francisco Codfishermen  
Before U. S. Shipping Commissioner.

Vessel.....  
Season.....  
AGREEMENT.

Seamen, Fishermen, Splitters, Salters, Headers, Throaters and Dress-gang.

The Agreement attached to and made a part of the Shipping Articles between....., the party of the first part, and hereinafter referred to as The Company, and each of the men signing the Articles as party of the second part, Witnesseth:

It is hereby agreed between....., agent or owner of the..... qualified by law for carrying on the Fisheries of the United States..... Master or Skipper of the said vessel, and the Seamen, Fishermen, Splitters, Salters, Headers, Throaters and Dress-gang, whose names are to this Agreement subscribed, as follows:

Section 1. The Owner of said vessel will equip her for a codfishing voyage to the North Pacific Ocean and/or Bering Sea, and/or Okhotsk Sea, and will furnish said vessel with all the necessary tackle and apparel for a fishing voyage; the provisions, boats and equipments, salt, and craft shall be provided and paid for by the Company.

Section 2. The said Master with the said men will pursue codfishing in the said waters during the present fishing season, and will use their best endeavors to procure a full cargo of codfish. And it is agreed that in consideration of the wages and percentages hereinafter mentioned, the said men shall work the vessel, and faithfully, honestly and diligently perform their lawful duties under the terms of this Agreement as ordered by the Master, or officers of the vessel.

Section 3. For any disobedience of lawful commands of said Master or the officers of the vessel, whoever they may be, the said Seamen, Fishermen, Splitters, Salters, Headers, Throaters and Dress-gang shall be dealt with, in accordance with the provisions of Sections 4596 and 4597 of the Revised Statutes of the United States of America.

Section 4. All codfish caught measuring less than twenty-eight (28) inches in length shall be counted as two fish for one. Twenty-two inches and under are snappers and count five for one. The Master shall tally all codfish of sound condition when pewed to vessel's deck and make a true and correct account of same.

Section 5. The Fishermen and other members of the crew agree to bleed each and every codfish caught by them by cutting its throat before taking it from the hook. Also to gaff and pew all codfish in the head only, and not in the body and to use every means to keep them white and free from blood and other stains. Also to reject and throw away all diseased, poxy and damaged fish, and not count, or endeavor to count, the same among their catch.

Section 6. It is hereby further agreed that the men hired for regular wages, either in San Francisco, or elsewhere, shall receive in full compensation for their services, the sums set against their respective names, and in addition such other moneys as they may have earned by percentages of fish caught, or otherwise, as provided in Paragraph 12 of this Agreement.

Section 7. The Fishermen shall be paid in full for all fish caught and delivered by them, in accordance with price per thousand fish as herein agreed.

Section 8. The crew will diligently care for and guard the property of the Company placed in their charge. It is further agreed, that whatever apparel, furniture or stores belonging to said vessel, which may be given in charge by the Master to any officer or fisherman, shall be accounted for by him, and in case anything shall be lost or damaged, unless by unavoidable accident, it shall be made good to the Owner, by said officer or fisherman. Before fore-castle crew leave the vessel in home port they are required to sweep the fore-castle, and throw overboard all sweepings, and all personal effects not wanted.

Section 9. The time of service shall be from the date of sailing from and until return to....., except in case of shipwreck or abandonment of ship through stress of weather, or lawful discharge, in which case all wages shall cease at the date of such shipwreck, abandonment, or discharge.

Provided, that in case of shipwreck or abandonment of vessel, the fishermen specified in Paragraph 12, Sections A and B shall each receive, in addition to all moneys earned by percentage on fish caught and delivered, run-money, as follows:

"The amount of \$50.00 to be paid to each fisherman in the event of shipwreck or abandonment of the vessel before the catch amounts to 50 per cent. of the entire catch outfitted for; and \$25.00 to be paid to each fisherman in the

(Continued on Page 10.)

## OFFICIAL.

### SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., April 3, 1916.

Regular weekly meeting came to order at 7 p. m., Joe Faltus presiding. Secretary reported shipping good. Full Shipwreck Benefit was awarded to two members of the crew of the schooner "Oakland." The Quarterly Finance Committee reported having examined the Union's accounts for the past three months and found same correct.

JOHN H. TENNISON, Secretary pro tem.  
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., March 27, 1916.

No meeting. Shipping medium, prospects uncertain.

REGINALD TOWNSEND, Agent.

Room 11, De Cosmos Block, 1424 Government St.

Vancouver, B. C., March 27, 1916.

Shipping fair, prospects uncertain.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, March 27, 1916.

No meeting; no quorum. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, March 27, 1916.

Shipping good in offshore vessels.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, March 27, 1916.

Shipping dull; prospects uncertain.

J. PEARSON, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, March 27, 1916.

Shipping medium; prospects uncertain.

JACK ROSEN, Agent.

44 Union Ave. North. Tel. East 4912.

Eureka Agency, March 27, 1916.

Shipping dull; prospects uncertain.

OTTO DITTMAR, Agent.

227 First St. P. O. Box 64. Tel. 159.

San Pedro Agency, March 27, 1916.

Shipping fair; prospects uncertain.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, March 20, 1916.

Shipping dull; prospects poor.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

### MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Mar. 30, 1916.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping improving slightly. The report of the Quarterly Finance Committee, finding stubs, books, cash on hand and in banks correct was read and adopted.

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, March 23, 1916.

Shipping medium.

LEONARD NORKGAUER, Agent.

Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, March 22, 1916.

No meeting. Shipping slow; plenty of members ashore.

HARRY POTHOFF, Agent.

P. O. Box 54.

### DIED.

H. C. Hansen, No. 1446, a native of Denmark, age 36, died at San Francisco, Cal., March 31, 1916.

The wreck of the steam schooner "Aberdeen" off the Golden Gate the first of the year was echoed during the week in an application for a death benefit filed by Mrs. Kate Wilson of Oakland, daughter of Thomas Tierney, quartermaster on the Oakland garbage boat. The application was filed with the State Industrial Accident Commission and sets forth that both Mrs. Wilson and her children were dependent on Tierney for support. The Aberdeen was owned by the Signal Steamship Company.



## THE SEAMEN'S ACT OF 1915.

Address Delivered by Henry W. Farnam of Yale University Before the Annual Meeting of the American Association for Labor Legislation.

(Concluded from last week.)

3. The act requires certain standards for the crews which are new. This part applies to vessels of 100 gross tons and upwards excepting those navigating rivers and the smaller inland lakes, and it provides that no such vessel shall be permitted to leave any port of the United States, unless it carries a crew of which not less than 75 per cent. "in each department thereof, are able to understand any order given by the officers of such vessel, nor unless 40 per cent. in the first year, 45 per cent. in the second year, 50 per cent. in the third year, 55 per cent. in the fourth year after the passage of this act, and thereafter 65 per cent. of her deck crew, exclusive of licensed officers and apprentices, are of a rating not less than able seaman." It then defines "able seaman," providing in brief that he must be 19 years of age or upwards and must have had three years' service on deck at sea or on the Great Lakes in order to be qualified for service at sea, or he must have had 18 months' service on deck to qualify for service on the Great Lakes. Graduates of school ships may be rated as able seamen after 12 months' service at sea. Examinations are provided to test them for eyesight, hearing, and physical condition under regulations prescribed by the Department of Commerce, and penalties are provided for false statements with regard to the matter.

## Life-Saving Appliances.

4. The provisions for life-saving apparatus contained in section 14 take up about two-thirds of the act. These provisions enter into great detail regarding the kind of life-boats, life-rafts, and life-belts required, regarding the means of launching boats and rafts, and the manning of them. The law provides a minimum number of boats and a minimum capacity based on the registered length of the ship. It requires that "at no moment of its voyage shall any passenger steam vessel of the United States on ocean routes more than 20 nautical miles offshore, have on board a total number of persons greater than that for whom accommodation is provided in the life-boats and pontoon life-rafts on board." In such case, if the life-boats attached to davits do not provide sufficient accommodation for all, additional life-boats of one of the standard types shall be required sufficient to accommodate 75 per cent of persons on board, the rest being accommodated in boats or rafts of a different type. In the case of passenger steamers on ocean routes less than 20 nautical miles offshore, the requirement is lessened, and it is made still less during the summer months from May 15 to September 15. On the other hand, an ocean cargo steam vessel may not have a larger number of persons than that for whom accommodation is provided in life-boats. On the Great Lakes during the summer months the requirement is merely that passenger steamers must have accommodations in life-boats and pontoon life-rafts for not less than 50 per cent. of the persons on board and of these only two-fifths need be in life-boats; but in the case of cargo steam vessels on the Great Lakes accommodation must be provided in life-boats for all. A minimum number of certificated life-boat men is also required for each boat or raft, ranging from one for boats carrying 25 persons or less, up to seven for those carrying from 161 to 210 persons and one additional man for each 50 persons.

5. International relations are regulated by sections 16 and 17, according to which articles in treaties as far as they provide for the arrest and imprisonment of officers and seamen deserting or charged with desertion from merchant vessels of the United States in foreign ports, and vice versa, ought to be terminated, and the President is directed, within 90 days after the passage of the act, to give notice to that effect to the several governments concerned. Upon the expiration of the periods required respectively by those treaties and of one year in the case of the Congo State, the articles of those treaties shall be deemed to have expired, and sections 5280 and 4081 of the Revised Statutes shall be repealed.

6. The liability of ships is regulated by section 20, which provides that in suits to recover damages for injury on board a vessel, seamen having command shall not be held to be fellow servants with those under their authority.

The criticism of the act has come entirely, as far as the writer has been able to observe, either from the shipping interests or from interests that are allied with them. In using this expression I refer to those which, while they may not be directly concerned with the sea, are interested as employers, and are, therefore, directly concerned in anything which affects the relations of employer and employee.

## The Manufacturers' Objections.

If we can take the resolutions of the board of directors of the National Association of Manufacturers as a type, we find that its criticisms relate to three different matters.<sup>1</sup>

<sup>1</sup> American Industries, November, 1915, p. 11.

1. The labor contract. Section 4 provides that only one-half of the wages earned shall be forfeited in case a sailor deserts at a port and gives seamen on foreign vessels in harbors of the United States the same rights, while section 7 does away entirely with the criminal penalty put upon desertion by section 7 of the act of July 20, 1790. In one sense this is a radical measure, for it changes the practice of 125 years. From another point of view it is a belated reform. When the act of 1790 was passed, a violation of a labor contract on land was a crime in England, and labor legislation, in the modern sense of the word, was unknown. Even child-labor laws had not been passed. We all know the change that has taken place in the status of the laborer on land. Not only a voluntary stoppage of work but a combination to stop work by means of a strike is recognized as legal throughout the industrial world, and the worker is entitled to the full payment of such wages as he has earned. The forfeiture of half wages still shows the seamen in a less advantageous position than the land worker. Of course, it is true that the seaman works under exceptional conditions, that discipline is more important than in land industries, that he is away from home and from the ordinary restraints of community life. The act, however, retains the right of discipline by force when at sea. It is only in a safe port that the old law is relaxed.

Now the effect of such a law can only be anticipated by comparing it with other laws, and it is not true that with greater liberty the worker has, on the whole, become less efficient or less responsible.

Are we to treat the seaman as in a class by himself, or is he subject to the motives that actuate the rest of mankind? It needs no evidence to show that the seaman is usually born on land—like the rest of us. His father and mother, his brothers and sisters, eat the same food, wear the same clothes, and follow the same occupations as other people. The sailor does not become webfooted by going to sea, and if, as often happens, he retires from life before the mast to go into farming or to become a painter or a gardener, he is indistinguishable from the mass of the population except, perhaps, by knowing how to tie knots, and being generally more handy. He might well say, with Shylock: "If you prick us, do we not bleed? If you tickle us, do we not laugh? If you poison us, do we not die? And if you wrong us, shall we not revenge?" It is a common experience that human beings respond to the treatment which they get. There may be exceptions; but, as a rule, if a man is treated like a brute he will tend to become a brute, and if it is assumed that he must always be under tutelage he will probably remain irresponsible. There was a time when it was thought that flogging was necessary at sea. But it has been given up, and its abandonment as a means of enforcing discipline on ship is clearly in a line with the progress in other walks of life. On the other hand, the way to draw a better class of men into a profession is to improve the conditions of work and raise the standards of efficiency.

## The Standard of Efficiency.

2. The second criticism is aimed at the standards of efficiency required for seamen. The purpose of section 13, which requires the language test and a certain percentage of able seamen, is intended to secure the safety of passengers and ship. In order to see this provision in the proper perspective, let us look at other occupations. A good many years ago the fire department of the city of Berlin was partly made up of men who were ordinarily engaged in sweeping the streets. When the fire alarm sounded they reported at the engine houses and went off in big barges to man the hand pumps. If at that time some one had claimed that it was quite unnecessary for as many as 75 per cent. of these people to understand the language in which orders were given or for 65 per cent. of them to have had proper training in fire-department work, the argument would have been quite parallel to that which is now set up against section 13.

A great change has taken place in the last half century in the functions of seamen on steamboats. Long after steam had become the main motive power, ocean-going ships were equipped with masts and sails, which were frequently used to supplement the steam. The deck hand was a sailor as well as a seaman. He had to understand how to handle the rigging of a ship and know the technic of his calling. Now, as has been frequently pointed out, the steamships make practically no use of sails and the seaman is mainly occupied in cleaning the decks, polishing the brasses, and acting as lookout. Comparatively few men are needed for this purpose, and it is not especially important that they should either be able to understand the officers or that they should have had experience in their calling in normal times. But if an accident occurs and the boats have to be launched, or if the SOS call comes across the waters and the steamer has to stand by and rescue the crew and passengers of another ship, then they are put to the severest test. They must not only know what to do but they must be able to obey orders quickly. They are very much in the position of the fire department

in a modern city. There are many hours and many days when the firemen lead an almost idle life, but we are willing to pay them good wages in order that when the emergency arises they may be ready to meet it.

In the old days of sailing vessels, and even in the days of steamboats with ample sailing power and few passengers, a crew good enough for the ordinary work sufficed for the emergency. Now it does not, and yet those who oppose the seamen's act are unwilling to spend the money necessary to secure a crew that will be equal to the occasion. Apply the language test to a fire department, and to resist such a moderate requirement as that 75 per cent. of the crew shall be able to understand orders would seem preposterous. But we need not confine ourselves to an analogy. We actually have a decision of the Circuit Court of Appeals of the United States recognizing that merely as a matter of law a steamboat company fails in its duty and forfeits its right of limited liability if through the failure of the crew to understand orders loss of life and property results.<sup>2</sup> It will be noted that the law does not require that the crew shall understand the language native to the officers, nor any particular language. All that is required is that they shall understand the language in which the orders are given. If the officers will take the trouble to learn the language of their crew, or the crew will learn enough of the language of the officers to understand the orders, nothing more is required.

## Interpretation of Language Test.

According to the interpretation put upon this section by the Department of Commerce, the words "able to understand any order given by the officers of such vessel" mean the necessary orders given to the members of the crew in each department in the course of the performance of their duties. It is not necessary that a waiter should understand orders normal to the engine-room force, or that a stoker should understand orders relating solely to the work of a deck hand, though orders relating to life-boat work or emergency work should be understood by all such members of the crew as may be called upon to perform such duties.<sup>3</sup>

From the point of view of the passenger this provision is not excessive. It does not require an American crew, nor even an English-speaking crew. It does not even require that all of the crew shall understand orders; only 75 per cent. Nothing can force the remaining 25 per cent. to distribute themselves evenly throughout the boat. It may well happen that in a given life-boat you will have no others. Germany requires that only white men may be employed on deck on steamers carrying the imperial mails under contract or trading on subsidized services.

It is claimed that this section will increase the expense of running steamboats, partly because it will require more sailors, and partly because it will require better ones, or sailors which come from countries of higher wages. It is not impossible that this will be the case. If so, the burden will fall most heavily upon the passenger steamers, because they are the ones which will require relatively the largest number of men to man the boats.

## The Cost of Operation.

A good many figures have been published by steamship companies to show the difference between the cost of running ships on an American wage scale and on a foreign wage scale. Most of these give only aggregates, which always sound large. It is impossible to judge how great a burden the additional cost entailed by the Seamen's Act will be, unless we can reduce these aggregates to a passenger rate, so as to show how much each individual would have to bear. Indeed, any prediction as to the exact effect of such a law must at best depend upon a somewhat uncertain estimate, and must also vary with different boats. Mr. Furuseth has made such an estimate for a vessel of the largest type, such as the "Lusitania," and his figures indicate that the addition to the expense for the crew, allowing for the extra wages and the extra maintenance, will be about \$700 for a round trip, or allowing only 1400 passengers, about two-thirds of the maximum, 25 cents a trip for each passenger. If the higher wages were applied to the stokers as well, the extra cost would be about \$1.60 a passenger, still allowing only for about two-thirds of her full complement of passengers.<sup>4</sup>

Assuming only a five days' passage, this would be about 32 cents a day. To see what this would amount to, we need but compare it either with the total passage money or with the incidental expenditures of first-class passengers on other things. Such a passenger, if he makes use of porters, would think nothing in the course of a land journey of giving three or four tips a day of 25 cents each. If he smokes, 32 cents a day would be a moderate outlay. If he drinks anything beyond water with his meals, even if he only takes mineral water, he could hardly spend less than that. Yet

<sup>2</sup> See summary of Pacific Mail case, 1904, in Lawyers' Reports Annotated, Book 69, 1905, p. 71.

<sup>3</sup> See Department of Commerce Circular No. 265, issued Sept. 18, 1915.

<sup>4</sup> See proceedings of Nineteenth Annual Convention of Seamen's Union, 1915, pp. 193, 194.



many people make expenditures under all of these items without a thought. They spend easily on ocean tips alone to the stewards, the bath man, the boots, and the musicians five times that sum. The first and second class passengers alone could easily bear the extra expense without putting any of it on the steerage. If safety could be rolled up in a brown cylinder and smoked, if it could be poured into a glass and drunk, if it could be set to music and played, if it wore a neat uniform and an engaging smile and had a hand cunningly shaped by nature for receiving gratuities, there would be no trouble about safety. But safety is an abstraction. What is worse, it is negative abstraction. It means the absence of something which may never come. On general principles people want safety, but danger always seems so remote that they will not voluntarily make an effort to avoid it. And then they don't know how. If this clause of the seamen's act costs the steamboat companies money, the public not only ought to be willing to bear the expense, but, in my judgment, would be willing to bear it, provided the companies would spend as much money in advertising safety as they do in advertising classical music, luxurious baths, and high living.

#### About Those Treaties.

3. Section 16, which provides for the denunciation of treaties interfering with the act, is perhaps the provision most open to question, for the act raises the standards for seamen above those specified in treaties and there is undoubtedly a possibility of diplomatic entanglement. But in itself the idea of a treaty relating to labor conditions is nothing new. Many European States have made such treaties relating to the use of poisonous phosphorus, to the night work of women, and to the reciprocal rights of citizens in the benefits of workingmen's insurance. In the treaty, e. g., which was made between France and Italy on April 15, 1904, with regard to savings banks deposits and compensation for accidents, France insisted that Italy should improve its system of factory inspection.<sup>5</sup> We thus have in this treaty a precedent for the attempt of the seamen's act to bring the labor policy of other countries to a higher level. This is a phase of the subject which will require much study before it can be thoroughly worked out. But it will be enough to cross these diplomatic bridges when we come to them, and if insurmountable obstacles arise, it will still be possible either to modify the act or to modify our treaties in such a way as to carry out the main purpose of the act, which is to improve the conditions of labor of the seamen and to increase the safety of travelers.

A difficulty which may possibly prove serious is the decision of the Attorney General that the requirements of section 14 regarding life-saving equipment and the manning of life-boats do not apply to foreign ships owned in countries with which the United States has reciprocity agreements.<sup>6</sup> If this decision holds, the purpose of the act will to that extent be thwarted. The difficulty then lies not in the act itself but in the treaties which limit its application.

Thus those provisions of the law which have brought out the most vigorous protest are in line with legislation which in other fields has proved wise and practicable. The great question is whether this law progresses too rapidly and too far. The fact that it is opposed by important interests is serious but not conclusive. Over and over in the history of labor legislation measures which were proved convincingly by those interested to be ruinous to business have been found in practice to be perfectly feasible. On the other hand, it would be vain to expect too much of a law of this kind. By itself it can not build up our merchant marine. Too many other conditions enter into the problem. This has been shown by the history of the past. We have seen our merchant marine flourish until it carried 90 per cent. of our foreign trade. Then, under the influence of the effects of the Civil War, under the advantages possessed by Great Britain in the building of steel steamers, under the handicaps imposed by our protective system upon the shipping interests, in consequence of which they were required to buy their ships in the American market at prices swollen by the tariff, we have seen it dwindle until it carried, before the European war, only about 8-2-3 per cent. of our foreign trade.

#### Reasons for Decline of Shipping.

It is not possible to discuss here the complicated question of the decay of American shipping. But lest we forget, be it recorded that it was not caused by legislation either for the sailor or for the public. Our country is still the only maritime country which has no load line regulations, and it has to pay higher insurance rates in consequence. As far as our own legislation affected shipping, the chief handicap was our high protective tariff, made to favor those who owned and worked the natural resources of the country.

The present war has now given us as neutrals some of the advantages enjoyed by the neutral European nations during our Civil War, and the repeal of the act which forbade the purchase of foreign ships has contributed further toward the building up of an American merchant ma-

rine. It has been said that it is a mistake to impose the burden of the seamen's act upon an industry which is just beginning to show signs of recovery. But if the act is a burden, is it not better to impose it in a period of prosperity than in one of adversity? It is undoubtedly desirable for many reasons which need not be specified to develop a merchant marine, but we have found it possible for the country to prosper both in its internal productivity and in its external commerce with a shrinking merchant marine, and I do not hesitate to say that it would be better not to build up our over-sea shipping business than to make it dependent upon a reactionary labor policy. Better no American merchant marine than a merchant marine with no American mariners.

Finally, we must not blind ourselves to the fact that, as in other fields of legislation, the successful operation of this law depends upon the spirit of those concerned. Not only must the shipping interests be ready to carry out the law in such a way as not to exaggerate whatever shortcomings may be developed in practice, but, if it imposes a burden upon the public, the public must be educated to a willingness to pay the cost. Last but not least, the seamen's union must show by its acts that its members are capable of living up to the responsibility put upon them, that the greater freedom given them under the law will not be abused, and that they, too, will contribute their share toward maintaining the standards which the law is intended to enforce.

#### ONE CHANCE IN THIRTY-FIVE.

A recent inquiry revealed the fact that, while every one of the 35 Speakers of the House of Representatives at Washington, from the foundation of the United States Government to the present time, has been an aspirant for the Presidency, only four have been nominated, while only one ever reached the White House. But it must be remembered that the number of aspirants outside of the Speakership has been much greater, and that probably not one out of every 1,000,035 of them has had his aspiration realized. In this light, one chance in thirty-five is not so bad after all.—Christian Science Monitor.

#### "NO, OF COURSE NOT!"

Great Britain, France, Germany, Italy, Belgium and Portugal possess betwixt them nearly all the continent of Africa. They are all using native black men to do their fighting down in that region. The Tacoma Tribune remarks that: "Black man is shooting black man in the white man's quarrel. The reason of the war is beyond the comprehension of the native soldier, and its outcome is a matter of small importance." Of course the same could not be said with equal truth of the white man fighting in Europe.—British Columbia Federationist.

#### SHRAPNEL.

The best shrapnel which is being used in Europe is warranted to break into not less than one hundred and twelve pieces. But that is nothing; the war scare which the jingoes are trying to work up in this country breaks into a great many more pieces whenever it comes into contact with common sense.—The Commoner.

According to Popular Mechanics no photographs have been taken of the famous 42-centimetre guns used by Germany in siege operations, the pictures purporting to represent this gun, widely published at the beginning of the war, being in fact photographs of the 30.5-centimetre Krupp and Skoda mortars.

For fair products of all kinds consult the JOURNAL's ad columns.

#### NOTICE TO SEAMEN.

##### IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Faternally yours,

LAKE SEAMEN'S UNION,  
V. A. OLANDER, Secretary.

#### LAKE DISTRICT, I. S. U. of A.

##### HEADQUARTERS:

##### LAKE SEAMEN'S UNION,

570 West Lake Street, Chicago, Ill.

##### BRANCHES AND AGENCIES:

BUFFALO, N. Y. .... 55 Main Street  
Telephone Seneca 936 R.  
CLEVELAND, O. .... 1401 W. Ninth Street  
Telephone Bell Main 1842.  
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NORTH TONAWANDA, N. Y. .... 152 Main Street  
Telephone Bell 2762.  
DETROIT, MICH. .... 15 Twelfth Street  
Telephone 3724.  
SUPERIOR, WIS. .... 1721 N. Third Street  
Telephone, New, Broad 385.  
BAY CITY, MICH. .... 108 Fifth Avenue  
OGDENSBURG, N. Y. .... 70 Isabella Street  
CONNEAUT, O. .... 922 Day Street  
SOUTH CHICAGO, ILL. .... 9142 Mackinaw Avenue  
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ERIE, PA. .... 107 E. Third Street

##### MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

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Telephone Seneca 48.

##### BRANCHES:

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OGDENSBURG, N. Y. .... 70 Isabella Street  
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##### HEADQUARTERS:

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Telephone Main 365.

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Cleveland, O. .... North Tonawanda, N. Y.  
Milwaukee, Wis. .... Superior, Wis.  
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##### UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

##### MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

##### RELIEF STATIONS:

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Ashtabula Harbor, O. .... Oswego, N. Y.  
Buffalo, N. Y. .... Port Huron, Mich.  
Duluth, Minn. .... Manitowoc, Wis.  
Escanaba, Mich. .... Marquette, Mich.  
Grand Haven, Mich. .... Milwaukee, Wis.  
Green Bay, Wis. .... Saginaw, Mich.  
Houghton, Mich. .... Sandusky, O.  
Ludington, Mich. .... Sault Ste. Marie, Mich.  
Manistee, Mich. .... Sheboygan, Wis.  
Erie, Pa. .... Superior, Wis.  
Menominee, Mich. .... Toledo, O.

<sup>5</sup> Bulletin of the International Labor Office, German edition, 1904, Vol. III, p. 152.

<sup>6</sup> Ocean Shipping, November, 1915, p. 146.



## WEEKLY NEWS LETTER.

(Continued from Page 3.)

printing offices for a portion of this work, and who use their influence to this end.

**President Gompers Urges Porto Rico Probe**

"Rights assured Porto Rico workers under Spanish domination are denied them now," declared President Gompers before the Senate Committee on Pacific Islands and Porto Rico.

The American Federation of Labor executive urged that Congress appoint a commission to investigate conditions in that island before legislation of a fundamental character is adopted.

"And let that commission accept every courtesy from Porto Rican officials," he said, "but let it go to the heart of the people, victims of cruel injustice by exploiters who have been given every assistance by the Government."

Senator Vardaman asked President Gompers if this was the "same crowd of buccaneers that is in the United States."

"They are more conscienceless, for these forces in this country can not run amuck as they do in Porto Rico," replied the unionist, who spoke from first-hand knowledge because of his recent visit to that country.

It was stated that in the present strike of agriculturists men are clubbed, orders are issued that meetings of two or more persons shall not be permitted, and workers are assaulted, threatened, coerced and intimidated against exercising their inherent rights. President Gompers submitted a mass of testimony and correspondence to the committee relative to the treatment of workers. He read one typical letter in which a Government official defended a policeman who clubbed strikers. The official said that if the policeman did not club these strikers, the latter might become dangerous, and that since the strike was over the "policeman would be reprimanded."

In closing his appeal that the Senate committee favor a Porto Rico investigation commission before any Porto Rico organic legislation is passed, President Gompers said:

"The organized workers of Porto Rico is the only element that will bind the ties between that country and the United States. Every other element stands for destruction or are separatists."

**Newspaper Defends Strikers.**

The Sunday Scrantonian handles the Wilkes-Barre Street Car Company, its strikebreakers and the Waddell detective agency without gloves because of the long street-car strike in that city. The strike has been on for five months, and the Scrantonian declares the lines are not being patronized "by the decent people of the valley."

"This has been a remarkable struggle in more than one way," says the paper. "With the newspapers against the men and every influence that could be brought to bear, the public through the worst part of the winter has refused to ride, and each day, instead of seeing any weakness on the part of the men, has witnessed a renewal along this line."

"The Waddell strike agency has been given a fine 'bump' in that city. It has utterly failed to break the strike. The

lawsuits brought against the men have only served to incense the public the more against the company, and when it is said to-day that the strike has been won by the trolley men, it is no exaggeration.

"Decent people of Wilkes-Barre and the other towns have no use for scab-manned cars. They have got along nicely during the winter and now that the fine weather is at hand they will continue to walk or ride the jitneys."

**Low Wage Workers Strike.**

Because of a strike of several hundred workers, the immense plant of the Corn Products Refining Company at Argo, Ill., the largest of its kind in the world, was forced to suspend operations. The strikers are demanding 25 cents an hour. Many of them are receiving but 17½ cents an hour. The factory has been running at top capacity, consuming 55,000 bushels of corn a day and turning out starch, corn syrup, artificial rubber and scores of by-products.

Later, Superintendent Jeffries agreed to pay those of the strikers "who were faithful" an increase to 19¼ cents. The official said he made this offer "on his own initiative." The Mooney & Boland detective agency is furnishing special guards to the company. Among these thugs are included those most active against the Muscatine (Iowa) button workers in their strike several years ago. These guards have been ordered to stay inside the plant by the authorities. American Federation of Labor Organizer Flood, together with President Fitzpatrick and Secretary Nockels of the Chicago Federation of Labor are assisting the strikers, who were unorganized when they suspended work. About twelve languages, including Turkish and Magyar, are spoken by these workers.

**THE "IGNORANT FOREIGNER."**

As usual in the case of disorder during a strike, the trouble at Argo, Illinois, is explained by saying that the strikers are "ignorant foreigners." The Chicago Tribune, for instance, says concerning them in its issue of March 16:

The strikers are not American citizens. Most of them do not speak our language and are importations from Europe, ignorant of our institutions, our laws, our resources of justice and progress. They have been worked upon by radical agitators whose business is to agitate, and they have no knowledge of any better way to amend what grievances they have or to better their conditions except what these incendiaries tell them.

Very well, let us suppose that only native American university graduates had been employed at Argo and forced to work under the same conditions as these "ignorant foreigners." What legal remedy could they have employed which these "ignorant foreigners" have failed to use? Or does the Tribune's statement imply that educated, native American workers would meekly endure privation and even starvation? While there should be no toleration of disorder either by strikers or guards, are the disorderly ones any worse, or as bad as the smug citizen who blames "ignorant foreigners" for resisting injustice which he uses his vote and influence to uphold? And is the "ignorance" of these uneducated foreigners any greater in matters relating to industrial conditions than that displayed by the average educated American legislator?—The Public.

**THE CODFISHERMEN'S AGREEMENT**

(Continued from Page 7.)

event of shipwreck or abandonment of vessel before the catch amounts to 75 per cent. of the entire catch outfitted for; but no run-money to be paid in the event of shipwreck or abandonment of vessel if the catch is more than 75 per cent. of the entire catch outfitted for."

Section 10. In the event of shipwreck or abandonment of the vessel, the Company will use its best endeavors to provide transportation to the home port for the shipwrecked crew.

Section 11. Officers and crew are prohibited from engaging in trade of any kind whatever. The master shall take charge of all liquor brought on board the vessel.

Section 12. Compensation: Each fisherman shall receive a percentage on fish caught and delivered by him, as follows:

(a) Forty dollars (\$40.00) per one thousand (1,000) codfish. First Mate fifty-five dollars (\$55.00) per one thousand codfish. Second Mate fifty dollars (\$50.00) and Third Mate forty-five dollars (\$45.00) as stipulated in Section 4 of this Agreement.

(b) Any Fisherman having caught 12,000 codfish and over, shall receive forty-two 50/100 dollars (\$42.50) for all codfish caught by him, and delivered, and forty-five dollars (\$45.00) per thousand shall be paid to any fisherman having caught and delivered 14,000 codfish and over, as stipulated in Section 4 of this Agreement.

(c) If any Fisherman is put to any other work than fishing during fishing time, he shall receive the average catch of the fish caught and delivered during the time he is doing such other work than fishing. Low liner to be selected for such other work. The said average catch not to include fish caught by those working on monthly wages.

(d) The First Splitter shall receive as regular wages one hundred dollars (\$100.00) per month from time of departure from San Francisco until return to San Francisco, subject to conditions stipulated in Section 9, of this Agreement.

(e) The First Salter shall receive as regular wages ninety dollars (\$90.00) per month from date of departure from San Francisco until return to San Francisco, subject to conditions as stipulated in Section 9, of this Agreement.

(f) The Second Splitter shall receive as regular wages eighty-five dollars (\$85.00) per month from date of departure from San Francisco, until return to San Francisco, subject to conditions as stipulated in Section 9, of this Agreement.

(g) The Second Salter shall receive as regular wages seventy-five dollars (\$75.00) per month from date of departure from San Francisco until return to San Francisco, subject to conditions as stipulated in Section 9, of this Agreement.

(h) Headers and Throaters shall each receive as regular wages thirty-five dollars (\$35.00) per month from date of departure from San Francisco until return to San Francisco, subject to conditions as stipulated in Section 9, of this Agreement.

(i) Each of the men employed as Dress-gang shall receive as regular wages thirty dollars (\$30.00) per month from date of departure from San Francisco until return to San Francisco, subject to conditions as stipulated in Section 9, of this Agreement.

(j) Any of the crew of the vessel be they Mates, Fishermen, Salters, Splitters, Headers and Throaters or men in the Dress-gang, or engaged in any other capacity, shall if prevented from performing their work as assigned through sickness or injury sustained while at work for the Company through no fault of their own, be entitled to all the legal rights existing under the laws of the United States or the State of California.

Section 13. All men receiving a regular monthly wage, shall in addition thereto, each be paid thirty-two and 50/100 dollars (\$32.50) per thousand for all codfish caught and delivered by them (flat rate). Conditions regarding size of fish, the same as stipulated in Section 4, of this Agreement.

All men on regular monthly wages, as herein specified, shall do their share with the regular fishermen in working vessel to and from the fishing grounds.

Section 14. All the conditions of this Agreement applicable, shall apply to men shipped on vessel after vessel has left San Francisco.

Section 15. All moneys earned under this Agreement to be payable in San Francisco within sixty (60) hours after the termination of the voyage.

Section 16. Any Fisherman or other member of the crew, detected in cheating or attempting to cheat in his count of fish shall forfeit one hundred (100) fish for each offense.

Notice of persons found guilty of above must be given at time of delivery of fish.

Adopted by San Francisco meeting of Deep-Sea Fishermen's Union of the Pacific Coast, March 14, 1916.

Accepted, I. N. HYLEN, Agent.

ALASKA CODFISH CO.  
A. Greenbaum, President.  
UNION FISH CO.  
J. W. Pew, President.



## GOING DOWN WITH THE "PERSIA."

A torpedo-attack is too sudden an affair to leave with the survivors of the catastrophe any definite impression of the scenes immediately following. The mind is upset and swung loose from its accustomed foundation by the suddenness and unprecedented nature of the experience, and refuses to operate normally. Its focus narrows down to the photographic visualization of a few odds and ends which usually have no relation to each other and generally are of little importance. Thus Lord Montague of Beaulieu, one of the survivors of the "Persia," the P. and O. liner sunk in the Mediterranean by a torpedo of German, Austrian, Turkish, or possibly Bulgarian origin, notes precisely the minute of the explosion, recalls the caving in of the after-wall of the dining-saloon where he was sitting down to luncheon, and describes the momentary odor of acids that followed the concussion, but does not give in his story many details of the panic that followed. Three minutes after the torpedo struck, he was carried down with the sinking ship, and, buffeted cruelly in the wreckage, lost consciousness for some time. A "Gieve" waistcoat proved his savior, for when he came back to consciousness he found himself safely supported by it and floating in the midst of many struggling human beings and a meager scattering of wreckage. Three boats half-filled with survivors drifted aimlessly some distance from him. Painfully he swam toward a fourth boat that floated bottom-up near by, and finally managed to get astride of the keel. Frantic cries all about him drowned his own appeals for aid. "I make no complaint that they were not heeded," he says, in the version of his story published in the Philadelphia Public Ledger. He continues: Twenty-six persons wearing life-preservers of some kind eventually caught hold of the capsized boat, but several of these were too weak to hold on. A big wave occasionally knocked us all off. One of these righted the boat, and nineteen of us managed to scramble into it. She had a hole in her bottom, so that she barely floated.

All the afternoon was spent in this precarious situation. Several times we were swept by great waves out of the boat, and I owe my life to Alexander Clark, a Scotch second-class passenger, who helped me to climb back into the boat once when I was so exhausted that I could not have survived without aid.

Before the night was gone two of the survivors died from exhaustion. As their bodies were washed about in the boat, we finally threw them overboard. The night seemed interminable. At dawn the next morning there were eleven left in the boat. We saw a two-funneled steamer several miles away, and hoisted a piece of torn flag on the one oar left in the boat. But the steamer passed westward within three miles. The rest of the day we saw nothing. The sun in the middle of the day became very hot. The second night was very cold.

I think we all during that night gave up hope of being saved. My Scotch friend remarked philosophically as the sun went down, "I guess that's the last sunset we shall ever see." We both found it a great struggle to keep awake. The tendency to drowsiness was almost irresistible, but to fall asleep

we all knew meant the end. We capsized once more during the night. One of my fellow sufferers yielded to the temptation to drink salt water, as we had all been without food for thirty-six hours. He promptly went out of his head.

Just before dawn of the second morning we saw the masthead-lights of a steamer far away to the eastward. I thought at first it was a star. Presently I discovered her sidelights, which showed that she was coming nearly straight for us. When she got closer we started shouting in unison. I led the others by calling "one, two, three!" shouting when the ship was half a mile away. She ported her helm, stopped her engines, and appeared to be listening. We knew then that, like other ships, she suspected a ruse and dared not approach. After some time she came nearer. Then her steam-whistle was blown. If you ever have known what it was to escape from the very jaws of death you know how we felt. The ship proved to be the Alfred Holt steamer "Nedg Chow," Captain Allen, bound from China for London. We had to be lifted on board like inert sacks, with ropes tied under our arms.

## STRAIGHTENING THEM OUT.

The arrival of the steamer "China," an American vessel owned by the China Mail Steamship Company, confirms the story that thirty-eight Germans and Austrians were taken off this American vessel by the British auxiliary cruiser "Laurentic." This is one more of the violations of neutral rights which belligerent nations seem too willing to commit. That the act of the "Laurentic's" commander in violating the sanctity of an American vessel was unlawful, there is no lack of precedent to show. The same thing has happened before during this war, as it has in other wars. This case parallels the act of the American vessel which in the Civil War, removed the Confederate agents, Mason and Slidell, from the British mail steamer "Trent." In that instance, our Government made prompt disavowal and immediately released the Confederate agents. The same thing has happened within three months in the case of the French cruiser "Descartes," which in the course of its activities in the West Indies removed Germans from four American ships. The French government, on representations from our Government, promptly disavowed the act and released the men.

The case of the "China" is the newest and one of the most flagrant examples of the abuse by belligerents of neutral rights. Our Government will insist upon a disavowal and the surrender of the captured Germans and Austrians, and Great Britain, guilty in many instances of abusing her power at sea, can do no less, and will not be permitted to do less, than to make disavowal and reparation.—The Labor World, Duluth, Minn.

Labor must learn the lesson that no power on earth can help it better than it can help itself. History proves this conclusively. Every step forward has been due to the ever increasing activity of the toilers themselves. When this lesson is thoroughly learned, then labor's cause will receive a wonderful impetus.

For fair products of all kinds consult the JOURNAL's ad columns.

## Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

## International Seamen's Union of America

(Continued from Page 5.)

## MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

## Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

## Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.

PORTLAND, Ore., 242 Flanders St.

SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

## MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

## Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

## Branches:

SEATTLE, Wash., Room No. 203, Grand Trunk Dock, P. O. Box 214.

PORTLAND, Ore., 89 Second St. N.

SAN PEDRO, Cal., P. O. Box 54.

## ALASKA FISHERMEN'S UNION.

## Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

## Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

## The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

25 ERSKINE STREET, SYDNEY, N. S. W.



## Labor News.

After a short strike, longshoremen employed on the docks of the Grand Trunk Railroad, at Portland, Me., secured substantial wage increases.

City commissioners of Cheyenne, Wyo., have passed a Sunday closing ordinance. The Retail Clerks' Union and other trade-union organizations were strong supporters of the measure.

The street car men's union at Scranton, Pa., has prepared a new wage scale, to take effect the first of next month. Higher rates are asked, as are better working conditions, shorter hours and the employment of none but members of the union.

Journeymen Tailors' Union No. 1, of New York, called a strike to enforce better working conditions and the maintenance of "backshops" by employers, which would end the practice of employes taking their work home. The tailors are also demanding increased wages and the elimination of Sunday work.

The Associated Billposters of the United States and Canada, known as the Billboard Trust, was found to be a "combination in restraint of trade" by Federal Judge Landis at Chicago, and was ordered to dissolve. The association was found to have leased most available sites for billboards, and Judge Landis declared it to be "not a case of mere restraint but of total exclusion."

A strike of brewery workers that has been on for the past year against five breweries in Washington, D. C., has been settled. Steam engineers and stationary firemen were also involved. The companies refused to make a new agreement with these workers, and on April 1, 1915, 250 employes suspended work. As a result of conferences an agreement satisfactory to all parties has been reached.

Employees of the Hercules Powder Company, of National City, Cal., are protesting against wages paid by this concern. It is stated that the company is building a hotel and all workers will be compelled to board there and pay \$1 a day. Cots will be furnished, but the workers will have to furnish their own bed clothes. Signs are posted around this plant warning employes not to leave the premises.

A point of order defeated Congressman Keating's proposal that a court of appeals for civil service employes be included in the legislative, executive and appropriation bill. In urging his plan, the Colorado representative said: "With this amendment I seek to establish a court of appeals for the civil service employes of the Government, and to provide that no part of the appropriation in this bill shall go to pay the salary of an officer who dismisses a civil service employe without giving him the right of hearing."

Samuel Gompers, Frank Morrison and James O'Connell, trustees of the A. F. of L. office building, have arranged that the building shall be seven stories in height instead of five stories, as provided under the original plans and contracts. The building was to have been five stories and a basement, with provision for two additional stories some time in the future. The trustees have decided, however, that the building could be more advantageously constructed by making it the full seven stories at this time.

## SEATTLE, WASH.

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## Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

|                    |                     |
|--------------------|---------------------|
| Alton, N.          | Macfarlane, Jas.    |
| Anderson, Frank    | Morgan, W.          |
| Allen, Hans        | Mynkmeier, H.       |
| Ackerson, A. R.    | McManigal, T. E.    |
| Augustin, Herman   | Mattson, Hilding    |
| Bakstrom, F.       | McLean, H.          |
| Bolsen, J.         | Nelson, Ed.         |
| Berg, Johannes     | Nolin, Geo.         |
| Bohm, Franz        | Nasse, A. W.        |
| Christensen, Hans  | Nielsen, J.         |
| Christensen, Lairs | Nielsen, C. -1544   |
| Camozl, M.         | O'Brien, J. S.      |
| Connouton, T. H.   | Olsen, Ed.          |
| Daniels, Chas.     | Olsen, O. J. -542   |
| De Groot, Geo.     | Olsen, Harald       |
| Dazell, James      | Olsen, Herman       |
| Dyrnes, L. C.      | Olsen, E. -2376     |
| Erikson, Otto      | Olsen, A. M. -944   |
| Eugh, I.           | Olsen, Hans -563    |
| Haring, A.         | Olsen, Frank        |
| Hansen, Johanus    | Olsen, Johan Gre-   |
| Halvorsen, John L. | garlsen             |
| Hein, Paul         | Olsen, Andy         |
| Hernes, John       | Olsen, C.           |
| Hunter, Ernest     | Oseberg, A.         |
| Hansen, Charlie    | Paulson, A.         |
| Hansen, Hans T.    | Persson, Jakan      |
| -1536              | Palantz, Adolf      |
| Harknes, A. C.     | Ramberg, B. A.      |
| Hellison, H.       | Rosnes, C. B.       |
| Jacobson, Johan    | Robertson, P. R.    |
| Jensen, Hans       | Stein, Eric         |
| Jones, J. H.       | Schweistous, W.     |
| Jorgensen, Fred    | Smith, John         |
| Junge, Hanwick     | Salversen, Sverdrup |
| Johnson, Jack      | Samuelson, W. L.    |
| Johnsson, Karl     | Saxby, C. H.        |
| Kopper, Jack       | Schaerman, W.       |
| Kustel, V. J.      | Seddon, R.          |
| Kylander, H.       | Soderberg, Albin    |
| Karell, J.         | Strasdin, A. W.     |
| Krohn, Heinrich    | Thorsen, Andrew     |
| Larsen, J. E.      | Trahaut, M.         |
| Lersten, J. O.     | Ursen, J.           |
| Lundgren, Carl     | Well, Max           |
| Lorentsen, Karl    | Westerlund, Albert  |
| Mathisen, Axel     | Werner, Paul        |
| Mattson, Rudolf    | Wiekblad, Victor    |
| Markinan, Henry    | Wick, John          |
|                    | Wennecke, A.        |

Preferred.—Edith—Would you marry a man to reform him?  
Alice—Not if I could possibly get a man who didn't need reforming.—Boston Transcript.

Habitual.—"Do you know you're growing handsome, hubbie?"  
"Yes; it's a way I have when it gets anywhere near your birthday."—Boston Transcript.

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## Tacoma Letter List.

|                    |                      |
|--------------------|----------------------|
| Burke, Andrew      | Olsen, Martin E.     |
| Farrell, William   | Olsen, Ole -238      |
| Hunter, Gilbert H. | Paterson, John       |
| Johannsen, Chris-  | Persson, Fritz Leon- |
| tian               | ard                  |
| Johnson, Hans      | Persson, Herman      |
| Kathy, Albert      | Petterson, Charles   |
| Linea, W.          | -1257                |
| Line, Victor       | Rimmer, C. M.        |
| Murphy, Daniel     | Schultz, M.          |
| Nielsen, Alf. W.   | Schaecht, H.         |
| -1054              |                      |

## INFORMATION WANTED.

Fred Marjama, a native of Russia, age 36, has not been heard from since 1908, at Buffalo, N. Y. Anyone knowing his whereabouts please notify his brother, J. Marjama, 51 South St., New York, N. Y. 9-1-15

Even Up.—"Aw, aw," said Snobleigh—"it must be—aw—very unpleasant for you Americans to be—aw—governed by people whom you—aw—wouldn't ask to dinner."  
"Oh, I don't know," said the American girl; "no more so than for you to be governed by people who wouldn't ask you to dinner."—Ladies' Home Journal.

Something Anyway.—"So you think a college education is a good thing for a boy?"

"Yes, I think it's a pretty good thing. Fits him for something in life. If he can't catch on with a baseball team, he can often land a job as a professor."—Louisville Courier-Journal.

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125 D. St., Eureka, Cal.  
ED. SWANSON, Prop.

## Eureka, Cal., Letter List

|                  |                   |
|------------------|-------------------|
| Contreras, Julio | Kustel, Victor J. |
| Kyrkslatt, Lars  | Kinowsky, A.      |
| Lawrence, Harry  | Ingebretsen, Alf. |
| Melander, G. L.  |                   |

## INFORMATION WANTED.

Karl Johan Arvid Gardell, a native of Wisby, Sweden, age about 60, who has not been heard from by his relatives, is inquired for by his son and brother. Anyone knowing the whereabouts of the above named will please communicate with Chris Gardell, 116 Drumm street, San Francisco, Cal. 12-15-15

Ingvold Andreas Hansen, alias Andrew Hansen, a native of Norway, age about 36; tall, dark; last heard of July, 1905. His address then was, Andrew Hansen, Karluk, Kodiak Island, Alaska. He is inquired for by his mother. Anyone knowing his whereabouts please notify Staff Captain Robert Smith, district officer, native work, Alaska, Box 925, Wrangell. 4-13-15

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Portland, Ore.

## Portland, Or., Letter List.

|                     |                     |
|---------------------|---------------------|
| Andreasen, N. S.    | Larsen, H.          |
| Anderson, N. P.     | Lindberg, A. C.     |
| Anderson, John      | Mattson, Hilding    |
| Andersen, Otto      | Miller, Winford     |
| Anderson, Nils      | Martin, J. C.       |
| Anderson, Rasmus    | Moen, T.            |
| Anderson, Hans      | Munchmeier, H.      |
| Adolfson, John      | Morgan, Tim         |
| Anderson, John E.   | Muller, P.          |
| Biele, Ernest       | Metts, John         |
| Backman, P. J.      | Moller, L. D.       |
| Benson, S.          | McConnell, David S. |
| Bartells, Otto      | Meckermann, Ernst   |
| Bernhardtson, Chas. | Nielsen, M. P.      |
| Bugge, Mr.          | Ohlsson, J. W.      |
| Christensen, H. P.  | Osterberg, Henry    |
| Carey, A. L.        | Oglive, Wm. A.      |
| Dahlstrom, Gust     | Paulson, Herman     |
| Drosbeck, Karl      | Petterson, Mauritz  |
| Dybdal, Olaf        | Palm, P. A.         |
| Erickson, Eric      | Roos, Oscar         |
| Edstrom, John       | Rabel, John         |
| Farrel, W.          | Reskran, George     |
| Gundersen, F. M.    | Schaab, Anton       |
| Gundersen, Fredrik  | Samuelson, S.       |
| Hoten, J.           | Storvick, Ingvald   |
| Henriks, Waldemar   | Slocum, Ernest      |
| Jacobsen, Gust. E.  | Shallies, K. G.     |
| Johnson, Karl E.    | Schneider, Fritz    |
| Jespersen, Martin   | Sorensen, Jorgen    |
| Johnson, E. D.      | Shea, Oscar         |
| Jorgensen, Robert   | Schacht, H.         |
| Johnsen, A.         | Schultz, John N.    |
| Jensen, Christ      | Salmelin, H.        |
| Jensen, Wm.         | Tully, Alex         |
| Johnson, Nils       | Tuhkanen, J. J.     |
| Jonsson, Karl       | Vellenger, Louis    |
| Karlson, Ingvald    | Vinx, H.            |
| Kronstrand, H. T.   | Wheatcroft, L. E.   |
| King, J. L.         | White, Harry        |
| Kelly, Patric       | Westengren, C. W.   |
| Kjer, Magnus        | Zunk, Bruno         |
| Knudsen, Richard E. |                     |

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209 First Street, Raymond, Wash.

## INFORMATION WANTED.

Wilhelm Ekelund, a native of  
Sweden, is inquired for by his  
brother, Axel Ekelund, New Harbor  
Hotel, Drumm street, San Francisco,  
Cal. Anyone knowing his where-  
abouts please notify the above ad-  
dress.

3-10-15



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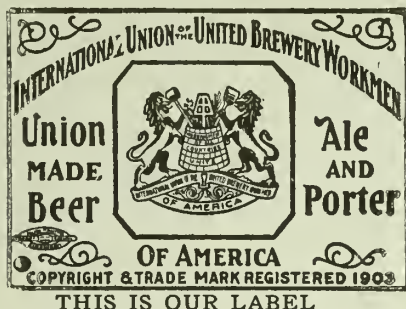
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## Aberdeen, Wash., Letter List.

|                    |                     |
|--------------------|---------------------|
| Andersen, -1118    | Norling, Reinhold   |
| Andersen, Andrew   | Paaso, Andrew       |
| Burmeister, T.     | Pettersen, Karl     |
| Bjorklund, G.      | Petersen, J.        |
| Biele, Ernest      | Peterson, Nels      |
| Carlson, Sven      | Peterson, Hans      |
| Christiansen, Did- | Risenius, Sven      |
| rich               | Rudd, Walter        |
| Clifford, Pat      | Schmidt, Heinrich   |
| Crantz, F.         | Simensen, Isak      |
| Davis, Frank       | Scheftner, Bernhard |
| Gronros, Oswald    | Sandqvist, Gunnar   |
| Gueno, Pierre      | Skottol, A.         |
| Geschwendt, W.     | Steinhauer, Alvin   |
| Holmroos, W.       | Stenwall, Sigurd    |
| Hansen, Ove Max    | Thorn, A. L. -70    |
| Hylander, Gustaf   | Toves, H. C.        |
| Johnson, Alex      | Toren, Gustaf A.    |
| Karlson, Victor    | Udby, Harold        |
| Ludtke, Emil       | Walder, Olsen N.    |
| Lindholm, John     | Wendt, Walter       |
| Lindgren, Ernst    | Westerlund, Albert  |
| Machado, Henry     | Williams, T. C.     |
| Magnusson, Walde-  | Packages.           |
| mar                | Glazer, Y.          |
| Munsen, Fred       | Gorgensen, Olaf     |
| Nilsen, Harry      | Hansen, John        |
| Nordgren, Chas.    | MacGuire, O. F.     |
| Nielsen, C.        | Stanners, W. S.     |

## INFORMATION WANTED.

George Barrett, who, on November  
12, 1912, left the ship "Port Logan"  
at Newcastle, of which he was an  
apprentice, is inquired for by his  
mother, his father having died. Any-  
one knowing the whereabouts of this  
lost son please at once communi-  
cate with Amelia Barrett, 1 Wood-  
land Place, East Greenwich, Lon-  
don, England.

3-3-15

John Edstrom, alias Brynjulf Ed-  
strom, born in Norway in 1879, was  
last heard from at Mobile, Ala.,  
where his address was Norwegian  
Chapell, is inquired for. Anyone  
knowing his whereabouts please no-  
tify his mother. Address, 22 Pile-  
stradet, Kristiania, Norway.—12-22-15

George Alexander Sharman, a na-  
tive of Brooklyn, N. Y. About 28  
years of age, height 5 feet 9 inches,  
supposed to have sailed on the Great  
Lakes in 1907, is inquired for by  
M. L. Kinvan, 1211 Mosher street,  
Baltimore, Md.

7-14-15

Patrick McFee, who was cook on  
board the schooner "Robert Henry"  
on a voyage to Mexico last year, is  
inquired for by the U. S. Shipping  
Commissioner, at San Francisco, Cal.

9-15-15

When making purchases from our  
advertisers, always mention the Coast  
Seamen's Journal.

## Home News.

The Kentucky State Senate passed  
the suffrage bill giving women the  
right to vote on all State issues.

Vermont voted against State-wide  
prohibition by a vote of 32,110 to  
18,530, and in favor of direct pri-  
maries by 24,937 to 20,968.

Thomas Taggart was appointed by  
Governor Ralston of Indiana as  
United States Senator to fill the  
vacancy caused by the death of Sena-  
tor Shively on March 14.

The first State-wide preferential  
primary in Indiana has been held.  
Without opposition the Republicans  
endorsed ex-Vice-President Fairbanks  
for President, and the Democrats,  
President Wilson.

The 1915 report of E. I. du Pont  
de Nemours & Co., powder manu-  
facturers, shows a net gain in earn-  
ings of \$52,237,605 over 1914. New  
employees to the number of 56,868  
have been taken on.

At the annual meeting of the  
board of directors of the Ameri-  
can Woolen Company it was stated  
that the net profits for this concern  
last year were \$5,160,294, out of  
which a dividend of \$2,800,000 was  
paid on preferred stock.

By a vote of 58 to 3 the United  
States Senate has passed a bill  
authorizing the construction or pur-  
chase of a Government armor plate  
plant at a cost of \$11,000,000. Debate  
on the bill was marked by much  
bitterness. Senator Ashurst attacked  
"certain Presidential candidates" for  
defending the "most outrageous  
monopoly in the United States."

Congress has been asked to extend  
for two years the life of the War  
Risk Bureau which expires by limita-  
tion in September. So far the Bureau  
has written policies amounting to  
\$110,000,000 for war risks on Ameri-  
can ships and cargoes and has earned  
premiums of \$2,200,000. All losses  
have been paid out of the premiums  
and the \$5,000,000 appropriated by  
Congress for that purpose remains  
untouched.

A mounted State Constabulary for  
New York to relieve the National  
Guard from doing strike duty was  
urged at a conference in Governor  
Whitman's office by a delegation that  
insisted the State "should lift the re-  
striction that now keeps so many  
young men out of the militia." It is  
stated that Governor Whitman sug-  
gested a State police bill be in-  
troduced in the legislature to "test  
public opinion."

The annual report of the United  
States Steel Corporation shows that  
during 1915 this concern earned  
\$140,250,000, or an increase of \$58,-  
503,548 over the previous year. The  
annual report of the Bethlehem Steel  
Company shows a net income for  
1915 of \$17,762,812.12, as against  
\$5,590,020.18 in 1914. This is equal,  
after preferred dividends have been  
paid, to 112 per cent. on the common  
stock, as against 33 per cent. in  
1914.

When bids were opened by the  
Navy Department for the transporta-  
tion of coal to the Pacific Coast,  
there was but one bid, that of the  
Pacific Mail Company for one cargo  
in the steamship "Ecuador," April  
loading, about 4500/5000 tons, at  
\$12 per ton, Government paying  
Canal tolls. It is provided in the  
offer that in case the Canal is not  
open to traffic at time vessel is ready  
to pass through, the coal is to be  
delivered at Colon at a freight rate  
of \$6 per ton.



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## Domestic and Naval.

The new steamships building at the plant of the New York Shipbuilding Company will be named "Standard Arrow" and "Royal Arrow."

During the month of February, 44 vessels of 33,303 tons gross were built in the United States, of which 5 of 28,099 were steel steamers, all built at Atlantic coast yards.

The steam schooner "Mary Olsen," 504 tons net, and "Rosalie Mahony," 539 tons, have been transferred to Marden, Orth & Hastings, New York, by their San Francisco owners.

In order to supply the deficiency in the number of vessels needed in the coastal and fishing carrying trade, agents from leading Newfoundland fish trading concerns have been sent to various seaports in Canada and the United States to purchase sailing vessels. The agents will try to buy between 40 and 50 sailing vessels.

Battleship No. 40, building at the New York Navy Yard, which had already been named the "California," will have her name changed to "New Mexico," the name "California" having been reserved for battleship No. 44, which is to be laid down at Mare Island Navy Yard, Cal. Battleship No. 43 is to be named the "Tennessee" and the cruiser of that name will be renamed "Memphis." Battleship No. 43 is one of the two capital ships authorized last year and is to be laid down at the New York Navy Yard.

Another order has been booked by Lake shipbuilders for Atlantic Coast account. The Mallory line has placed an order with the American Shipbuilding Company for the construction of four new steamers of full canal size. The vessels are to be delivered by the close of the present year. This order will fill up the last berths of the shipbuilding company as well as the last available tonnage space on the Great Lakes for 1916 delivery. The four ships to be built for the Mallory line will cost in the neighborhood of \$1,300,000.

The White Star line denies that the suspension of passenger bookings during the past month was the result of action on the part of the British Admiralty. The suspension of bookings, it explained, was to avoid the necessity of having set times for sailing and to facilitate the handling of freight. The passenger trade pays little and a great gain is obtained if the ships can sail without delay as soon as they have taken cargo. Circulars are out announcing passenger sailings after April 1. There will be no change in the plans outlined in the circulars.

The United States Senate has passed the bill reported from the Committee on Commerce by Senator Ransdell, of Louisiana, providing for the construction of eight new boats for the revenue-cutter service. One of the new cutters is for use in New York harbor and will replace the old cutter "Manhattan," now in service there. It is to cost \$125,000 and is to be especially equipped for breaking ice in the Hudson River. Two of the new boats are to be assigned to the Pacific Coast, in addition to one harbor boat for San Francisco. Three are to be used on the Mississippi and Ohio Rivers, and these will be equipped with four life boats each. A fast motor boat is to be built for use at Key West. The total appropriation carried in the bill is \$1,100,000.

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#### San Francisco Letter List.

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Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abrahamson, Anton  
Adams, Hugo  
Adderman, Ernst  
Adolfson, John  
Albrecht, Chas. M.  
Albright, Emil  
Alexanderson, Char-  
ley  
Alexanderson, Paul  
Alfredson, Adolf  
Altonen, Karl  
Andersen, A. -1776  
Andersen, A. M.  
Andersen, Hilding  
Backstrom, Folke  
Bassen, George  
Bang, Maurice  
Beckstrom, F.  
Behne, W. A.  
Beltoma, Werner  
Benson, John  
Berg, Charles  
Bergholm, Erward  
Bergstrom, A.  
Bertelsen, Kristian  
Berthelsen, Charles  
Beschoner, Robert

Bjork, R. -2206  
Bjorkstrom, Artur  
Blair, Frank  
Bobb, Romolo  
Bohm, August -1421  
Boylan, C. J.  
Brandt, Birger  
Brekke, Hans  
Brevick, Johan  
Bruce, A.  
Buas, Thomas  
Byglin, O. O.

Christensen, Laurits  
Christensen, Otto  
Christensen, Viggo  
Christensen, W.  
Christiansen, L. P.  
Clark, J.  
Comstedt, Ernst  
Cook, Harry  
Courtney, Ed.  
Christensen, H. M.

Dahl, H. A.  
Dahlkvist, Fred  
Dalstrom, H.  
Davis, Frank A.  
Day, William  
De Bruin, B.

Eckart, T. G.  
Eckoff, Otto  
Edman, O.  
Eggers, J. O. V.  
Ekberg, Hugo  
Eklof, John  
Eklund, S. W.  
Ekstrom, George  
Ellefsen, Otto

Falcon, M.  
Farmdey, E.  
Faridan, P.  
Ferguson, B.  
First, Frank  
Fischer, P.

Gabrielson, Peter  
Gardell, Crist  
Gartman, Herman  
Gedneky, Hans  
Geiger, Joe  
Gerber, Fritz  
Gibbons, J.  
Gibbs, James  
Gillgren, Tom  
Gillholm, Albin  
Gilljere, I.  
Gotz, Rudolph  
Grabower, Martin  
Grant, Dave  
Grantstrom, Nestor  
Gauda, C.

Graes, E. L.  
Greenbeck, Jack  
Grinhol, Arthur  
Gronman, H. R.  
Grothman, H. H.  
Grundberg, F.  
Grunberg, Tom.  
Grundman, J.  
Gulexson, A.  
Gulleksen, G. A.  
Gulliksen, A.  
Gunderson, J. C.  
Gustafson, Charles  
Gustafsen, Chas. P.  
Gutmann, Paul

Haaak, Reinhold  
Haave, Norvald  
Hacklin, Ragnar  
Hammerquist, Aug.  
Hannus, A.  
Hanis, Peter  
Hanonen, Kusta  
Hansen, Erick  
Hansen, M. -968  
Helander, John  
Hellman, W. H.  
Henry, H. A.  
Isakson, Karl  
Jacklin, Chas.  
Jacobsen, Joakim  
Jakobsen, Jacob  
Jakobsen, Valdemar  
Jacobs, Fred  
Jade, Hans  
Jahriling, Herman  
Janson, H. W.  
Janson, August  
Jensen, Jack  
Jensen, Just  
Jensen, P.  
Jespersen, Martin

Johnsen, J. -2369  
Johnsen, S.  
Johnson, A. -2077  
Johnson, A. M.  
Johnson, C. A. -2016  
Johnson, C. -2094  
Johnson, Emil  
Johnson, F. -1723  
Johnson, John  
Johnson, Peter  
Johnson, R. W.

Kalasman, E.  
Kargan, P.  
Karlsen, Martin  
Karlsen, John  
Kaspersen, H. -1100  
Kehol, Louis I.  
Kennedy, James R.  
Kesber, Carl  
Kingstrim, G. G.  
Klaus, K.  
Knut, Alex

Laaksonen, Jacob  
Laine, Alex V.  
Lala, August  
Larsen, C. A.  
Larsen, Charles  
Larsen, K. L.  
Larsen, L. K.  
Larsen, Martin  
Larsen, Pete  
Larsson, Charles E.  
Lauritsen, Carl A.  
Lebrun, Ernst  
Leekahn, Martin  
Lekschass, H. F.  
Leonhard, George  
Lewis, Peter  
Ligocki, Joseph

Maberg, A. W.  
MacCoy, Jack  
Madson, Peter  
Magnusen, M. B.  
Maislan, Hans  
Makela, G. W.  
Mallkoff, Peter  
Mans, Fred  
Mardison, Andrew  
Markman, Berni  
Markman, Henry  
Martin, Alfred  
Martens, H. -1892  
Martens, H. H. F.  
Martens, P. -2262  
Martin, H.  
Matson, Viktor  
Mattson, Morris  
Mauler, U. R.  
Mayers, Paul M.  
McGlashan, W. T.  
McKeating, R.

Nelson, H.  
Nelson, John  
Nelsen, A.  
Nelsen, A. C.  
Neuman, Fred. G.  
Nielsen, E. S. -1116  
Nielsen, E.  
Nielsen, Jess  
Nielsen, C. C.  
Nilsen, Charles

Oberg, Harry  
O'Brien, R. F.  
Ohlsson, E. V.  
Odeen, Per.  
Olango, J.  
Olson, A. -1303  
Olson, A. -1327  
Olson, A. -1244  
Olson, C. -1315  
Olson, Fred  
Olson, H. C.  
Olson, Martin  
Olson, O. -1179  
Olson, O. E. -901  
Olson, O. J. -1020  
Olson, Olaf  
Olson, Olaf I.  
Olson, Olaf S.

Padock, W. H.  
Pash, Paul  
Patrick, Fred  
Pattage, Charles  
Paul, George  
Paulsen, M.  
Paulsson, Herman  
Paultin, Martin  
Pedersen, P. -896  
Pedersen, C. A. -1653  
Pedersen, Louis  
Pedersen, P.  
Pera, Gust  
Perrien, H.  
Petersen, Aage  
Petersen, A.

Quinlan, Thos.  
Raum, Henrik  
Rundropp, Johan  
Rasmussen, Emil  
Rasmussen, Jacob  
Rasmussen, L.  
Rautio, Jaakko  
Reinhold, Ernst  
Renstrom, Axel  
Retall, Otto  
Riegel, Willie  
Ries, Robt.

Samuelson, Ingvald  
Sanne, Rudolf  
Sanger, E.

Schelenz, Charles  
Schmidt, E. R.  
Schmidt, George  
Schneider, E.  
Schroder, Peter  
Schultz, Axel  
Schwenke, C. -2904  
Seberg, G.  
Seiffert, Johannes  
Senberg, John  
Shultman, J. H.  
Simonsen, Carl  
Simonsen, Oskar  
Simonsen, Sigvart  
Siwertsen, Martin  
Siogren, E.  
Skuanes, Egil  
Sloman, Harry  
Smedswig, O. B.  
Smith, Donald  
Smith, J.

Takkanen, Joosep  
Thomas, Paul  
Thompson, A. -853  
Thompson, Chr.  
Thompson, G. E.  
Thomsen, Max  
Thorsen, Herman  
Thorsen, Otto  
Thoren, Wictor  
Thygesen, Ole

U'lappa, K.  
Van Frank, W. A. -269

Waaln, John  
Walsh, M.  
Wang, E.  
Wemmers, Herbert  
Wetland, John  
White, J. D.  
Wick, John  
Wikstrom, Carl  
William, John

Zabel, Carl  
Zankert, Carl  
Ziehr, Ernst  
Ziesenberg, Fritz

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Hansen, Nicolai  
Hollen, Carl  
Jacobson, Karl  
Jansson, A. L.  
Larson, John -1804  
Lorsen, Crist  
Mathisen, H. -1759

McNeill, Ross  
Nielsen, E. S. -1116  
Olson, Carl -1101  
Olson, H. C.  
Olson, James  
Olson, O. J. -1020  
Opderbeck, Eugen  
Penningrud, Ludw'k  
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Reserve & Contingent Funds 2,008,962.64  
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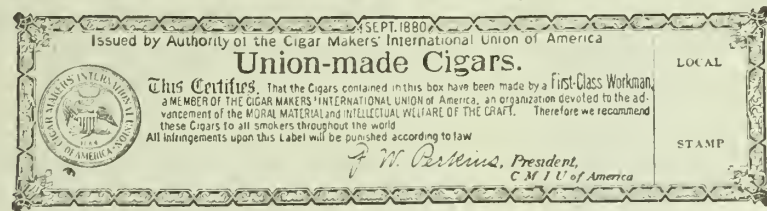
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### INFORMATION WANTED.

J. F. Joseph, supposed to be sailing mate on some schooner on the Pacific Coast, is inquired for by his sister. Any one knowing his whereabouts, please notify Mrs. Josie Jantzen, nee Langhorne, 196 Tenth street, Oakland, Cal. 3-29-16

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

## News from Abroad.

Roumania is said to have seized 50,000 car-loads of cereals purchased by Germany for her army.

The Swiss Government is now sending Swiss-United States mail through Germany, instead of through the Allied countries, claiming Allied interference with neutral mail.

A Swedish Government book states that insurances on ships during the war have risen by considerably over a thousand million kroner, and insurances on goods by 833 million kroner.

Rumors are rife of open revolution raging in Constantinople, where, since the attempted assassination of Enver Pasha, the peace and anti-German parties are said to have been growing hourly.

German and Austrian ships interned in Brazil may be used for coastal service in Brazil. Doctor Wenceslau Braz, President of Brazil, has decided to enter into negotiations with the governments concerned, it is said.

A Berlin message says Dr. Helfferich, Secretary of State for the imperial treasury, informed the Reichstag that, according to the latest returns, the subscriptions to the last German war loan totaled 10,000,000,000 marks, not including subscriptions from troops and foreign subscriptions.

Mail advices relate that in New South Wales, Australia, recently, 14,000 recruits in two large training camps went on strike and ran riot, looting and wrecking Sydney and several other towns. The cause of the strike was the addition of an hour and a half to their daily drill.

Manitoba Province has approved the provincial temperance act by a vote of two to one. The act, which goes into effect May 31, allows liquor to be imported for individual use, and its manufacture within the province is permitted for export. Winnipeg gave the "drys" a majority of 4468, out of a vote of 23,876.

News received at London indicates that Sir Ernest Shackleton's relief ship "Aurora," which was to have brought home the Shackleton expedition, has gone adrift in the Antarctic Ocean, leaving on shore four members of the party. There will thus be no ship to meet Sir Ernest Shackleton if he has succeeded in crossing the continent from Weddell Sea.

The story of one of the most thrilling naval fights of the war was told in a British Admiralty statement announcing the sinking of the German commerce raider "Greif" and the British auxiliary cruiser "Alcantara" in the North Sea on February 29 with a loss of 254 lives. One hundred and twenty German prisoners were taken. The "Greif" slipped out of the Kiel Canal, bent on a mission of commerce raiding similar to that of the famous "Moewe." She was disguised as a Norwegian tramp and flew the Norwegian flag. The "Alcantara" sighted the stranger and was about to send a boarding party to examine the tramp's papers. Suddenly the crew of the tramp whisked away masks which had concealed large guns and ran up the German flag. Before the "Greif" sank she fired a shot from one of several torpedo tubes mounted on her deck, which struck the "Alcantara," and she went to the bottom after an interval of several minutes.

### INFORMATION WANTED.

Anyone knowing the whereabouts of Thomas Rowe (now aged about 74), who was at one time a seaman and longshoreman on the Pacific Coast and also served in the Pacific Coast Navy Yards, will greatly oblige inquiring relatives by supplying such information. Address, Editor, Coast Seamen's Journal. 1-5-6

Any information regarding Wilhelm Kuhme, age 27, a native of Germany, who was supposed to have been drowned in the wreck of the steam schooner "Francis H. Leggett," September 18, 1914, will be thankfully received by the German Consul, San Francisco, Cal. 1-19-16

Iwar Westerberg, age about 50, sailing second mate on some steam schooner on the Pacific Coast, is inquired for by Gus Englund. Any information regarding the above named will be gladly received at 214 Jackson street, San Francisco, Cal. 1-27-15

Olof Pedersen, a native of Norway, age about 60, supposed to be sailing on the Pacific Coast, is inquired for. Anyone knowing his whereabouts please notify J. T. Miles, 761 Greenwich St., New York, N. Y. 2-16-16

Knut Jensen, No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Tangemunde, A/Elbe Ostenerweg, No. 7, Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis. 4-14-15

Adolph Godfred Eriksen, born in Moss, Norway, is inquired for by his brother, Herman Eriksen. Any one knowing his whereabouts please notify W. Nielsen, 206 Moravian St., Philadelphia, Pa. 5-26-15

When making purchases from our advertisers, always mention the Coast Seamen's Journal.



### With the Wits.

Young Wisdom.—A fair young girl of sixteen can say, "All my life!" in a more impressive way than can an old man of eighty.—Puck.

Fond.—"Why all these toots as you pass that village?" inquired the fireman.

"Toots is my wife's pet name," explained the engineer.—Kansas City Journal.

Appropriate.—"Some people are humorous without even knowing it." "As when, for instance?"

"Here's a man advertises a lecture on 'The Panama Canal,' illustrated with slides."—Chicago Herald.

The Worm Turned.—Corporal (instructing the awkward squad in rifle practice)—I told you to take a fine sight, y' dub; don't you know what a fine sight is?"

Rookie—Sure! A boat full of corporals sinking.—Judge.

He's an Anti.—"Women have queer ways."

"How now?"

"The styles call for mannish hats. So my wife bought a mannish hat for eighteen dollars."

"Well?"

"She could have bought a man's hat for four dollars."—Louisville Courier-Journal.

A Passport.—The Archbishop of Canterbury was to officiate at an important service in London. The main entrance to the Abbey was opened, and a great space roped off so that the dignitaries might alight from their equipages unmolested. When a dusty four-wheeler crossed the square, driven by a fat, red-faced cabby, bobbies rushed out to head him off.

"Get out of 'ere," one of them called briskly. "This entrance is reserved for the Archbishop."

With a wink and a backward jerk of his thumb the irrepressible cabby replied cheerfully:

"I 'ave the old duffer inside."—Christian Register.

### An Invitation

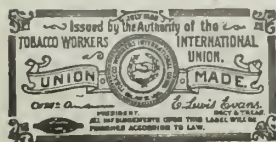
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this always in view, studied several years the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

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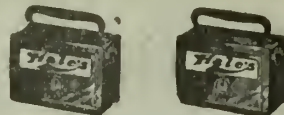
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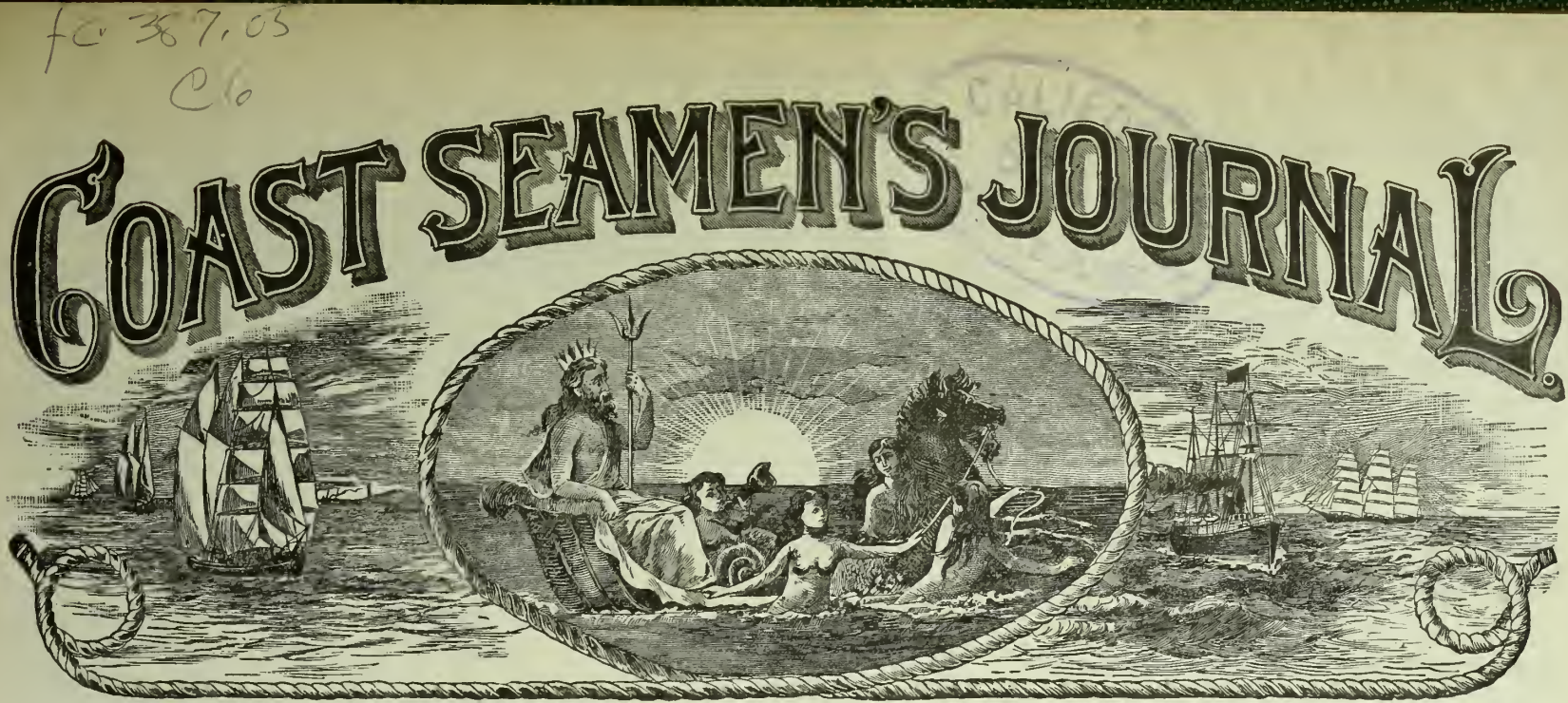
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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXIX, No. 31.

SAN FRANCISCO, WEDNESDAY, APRIL 12, 1916.

Whole No. 2377.

## "MADE TO ORDER" STATISTICS.

### Opponents of Seamen's Law Juggle With Figures.

The foreign trade department of the San Francisco Chamber of Commerce has again proved that "figures can lie and liars can figure."

The proof consists in the following compilation of statistics just issued to the press by the aforesaid Chamber of Commerce:

#### THE EFFECTS OF THE SEAMEN'S BILL ON SAN FRANCISCO.

To give an idea of how the Seamen's bill hurts American shipping in favor of Japanese the foreign trade department of the San Francisco Chamber of Commerce gives the following figures covering steamers arriving in the port of San Francisco from Oriental and Japanese ports for the year ending December 31, 1915, compared with the period from January 1 to March 24, 1916. This report does not include vessels of the Standard Oil Company:

| January 1, 1915, to December 31, 1915. |                |              |             |                         |
|--|----------------|--------------|-------------|-------------------------|
| Nationality                            | No. of Vessels | No. of Trips | Net Tonnage | Percentage of the Total |
| Japanese .....                         | 20             | 37           | 178,723     | 47.5%                   |
| British .....                          | 10             | 15           | 44,229      | 11.8%                   |
| Other foreign.....                     | 4              | 4            | 12,013      | 3.2%                    |
| AMERICAN .....                         | 8              | 24           | 141,264     | 37.5%                   |

| January 1, 1916, to March 24, 1916. |    |    |        |       |
|-------------------------------------|----|----|--------|-------|
| Japanese .....                      | 16 | 16 | 64,758 | 71.9% |
| British .....                       | 1  | 1  | 2,798  | 3.1%  |
| Other foreign.....                  | 6  | 6  | 17,007 | 18.9% |
| AMERICAN .....                      | 2  | 2  | 5,504  | 6.1%  |

Figures speak louder than words and these figures are taken from the Register of the Marine Department of the Chamber of Commerce.

Needless to state, the statement issued by the San Francisco Chamber of Commerce, "to give an idea of how the Seamen's bill hurts American shipping in favor of Japanese," is open to question upon several grounds.

First, the statement presents figures for the past **three months** of the present year, as compared with the figures for the **twelve months** of last year. Evidently the well-known danger of generalizing upon insufficient data has no terrors for the Chamber of Commerce.

The "idea" most strongly suggested by the statement is that of fear lest the figures for the **whole** of the present year might not "compare" quite so well for the purpose in view.

The Panama Canal will shortly be reopened. Possibly, the war will end before the year is over. There is no saying what may happen in the near future to re-establish something like normal conditions of shipping. Hence the haste to "get out the figures" while conditions are favorable for purposes of "comparison"!

A brief examination of the statement produces some curious results. For instance, we find that in 1915 twenty Japanese steamers made thirty-seven voyages. That is to say, each vessel occupied on the average more than six months on the voyage. In the first three months of the present year sixteen Japanese steamers made sixteen voyages, or one voyage each in three

months—less than one-half the time occupied by each ship during the preceding year.

Has the speed of Japanese ships been more than doubled in the interim? Or, has the distance between the United States and Japan been reduced more than one-half? After all, the explanation may lie in the simple fact that the two sets of figures cover two widely different periods of time. In other words, the figures do not afford any real basis of comparison.

It is not surprising that the results thus obtained show a marked falling off in the proportion of trade carried in American vessels—i. e., from 37.5 per cent. during the year 1915, to 6.1 per cent. during the first three months of the present year. Parenthetically, it may be pointed out that the figures of American shipping during the present year fall far below the facts. This, presumably, is an oversight due, perhaps, to zeal in the cause. The really surprising feature of the statement lies in the fact that it shows **any** American vessels still in the transpacific trade.

In the latter respect the statement of the Chamber of Commerce proves a great deal more than is intended. The fact that certain American vessels still remain in the transpacific trade, operating under the Seamen's Act, proves that the other American vessels which were recently withdrawn from that trade were not forced to withdraw by reason of the new law.

Further, it appears from the statement that the proportion of British shipping in the transpacific trade has decreased from 11.8 per cent. to 3.1 per cent. The Seamen's Act did not become effective on foreign vessels until March 4 of the present year. Consequently it can not be said that the decrease of British shipping is due to that measure. The real cause of that decrease must be sought in other and more obvious connections, and these are not very far to seek.

It is probable, and in fact certain, that the real cause of decrease both in American and British shipping in the transpacific trade is to be found in the same connection, namely, the war. At any rate, it is quite clear that the statement of the Chamber of Commerce not only proves more than is intended, but actually disproves the main point sought to be established.

Of course, the tonnage of American shipping in the transpacific trade has decreased, due chiefly to the withdrawal of four vessels formerly owned by the Pacific Mail Steamship Company. The determining causes of withdrawal are apparent at a glance.

The Panama Canal Act, which prohibits the use of the new waterway by vessels owned by railroad corporations, is the original cause. This

much we have upon the authority of the General Manager of the Mail Company. The demand for vessels in the transatlantic trade, due directly to the war, is the secondary cause.

The vessels of the Mail Company were sold at a price greatly in excess of their value in normal times, and are now employed at profits compared to which the "dreams of avarice" are modesty itself, and in which the former stockholders of the Mail Company are participants.

The withdrawal of American vessels from the Pacific is not limited to the vessels formerly engaged in the trade to the Orient. Vessels of all descriptions have been withdrawn. Even the humble steam-schooner has responded to the demand for bottoms in the transatlantic trade. No one has suggested that the abandonment of the coastwise trade on the Pacific is due to the Seamen's Act.

For the first time in the history of San Francisco this port is at present without water communication with the Atlantic Coast ports, a condition which may not be relieved even by the reopening of the Canal.

The withdrawal of American shipping from the Pacific is a general condition, due to general causes—i. e., the Panama Canal and the war. The charge that this condition is due to the Seamen's Act is clearly a case of "straining at a gnat and swallowing a camel." The results would have been the same even though the Seamen's Act had never been passed.

But for the Canal and the war, American shipping would still be engaged in the transpacific trade, as is proved by the fact that a certain proportion of such shipping is still so employed.

The continued operation of the Mail Company's vessels in the transpacific trade, in compliance with the terms of the Seamen's Act, would have involved at most an increase of about five per cent. in the operating expenses of the Company. This increase would have been more than offset by the higher freight rates prevailing in the Pacific as well as elsewhere.

The Mail Company saw fit, for sound financial reasons, to abandon the transpacific trade. In doing so it has taken advantage of the Seamen's Act as a cloak to disguise its real motives. Meanwhile the American flag is still afloat in the transpacific trade—kept there by a Chinese corporation!

The idea that the Chinese corporation is more patriotic than the Mail Company is not exactly the idea which the Chamber of Commerce means to convey to the American public, but that is the idea which actually is conveyed by the attempt to attribute certain facts to a cause which has no bearing upon the issue, and this in the face of the real causes which stare us squarely in the face.

The Chamber of Commerce statement reminds us that "figures speak louder than words." Quite true. The figures given in the statement speak louder of the fact that the Mail Company was actuated by financial motives than of the fiction that it was "driven out of business" by the Seamen's Act.



## LAND AND LABOR.

The endorsement by the Committee on Industrial Relations of the Crosser bill, now pending in Congress, is an important step. That bill, if passed, will open opportunities for the unemployed on the public lands. It provides for a government board to supervise the placing of men seeking jobs on the land, to employ them at regular wages in irrigation, draining and other work needed to make the land fit for use, and to instruct them in how to properly make the land productive.

Chairman Frank P. Walsh has issued the following statement in regard to it:

"The bill invokes and applies to the lands of the public domain the absolutely right doctrine that the title to land shall depend on its productive use.

"The Crosser bill is not only right in itself. It points the way that legislation should go to prevent speculation and private monopoly in natural resources. It recognizes as far as it goes the inalienable right of the community to take for the welfare of all the values that the community creates; and it recognizes the equally divine right of the producer and toiler to get and keep that wealth which his own labor has produced.

"The most searching and widespread investigations of the United States Commission on Industrial Relations into the frightful and preventable evils of unemployment and tenant farming and the bad distribution of wealth make the following recommendations of the main or Manly report of the Commission unanswerable to all fair-minded men:

"1. The revision of the taxation system so as to exempt from taxation all improvements and tax unused land at its full rental value.

"2. Vigorous and unrelenting prosecution to regain all land, water power and mineral rights secured from the Government by fraud.

"3. A general revision of our land laws, so as to apply to all future land grants the doctrine of 'superior use,' as in the case of water rights in California, and provision for forfeiture in case of actual non-use.

"We would go far toward the solution of our industrial problems if there were printed in letters of gold and hung in the halls of Congress and in every legislative hall of our American republic these words of Joseph Fels:

"I believe that all are violating the divine law who live in idleness on wealth produced by others, since they eat bread in the sweat of their brothers' brows.

"I believe that involuntary poverty and involuntary idleness are unnatural and are due to the denial by some of the right of others to use freely the gifts of God to all.

"Since labor products are needed to sustain life and since labor must be applied to land in order to produce, I believe that every child comes into life with divine permission to use land without the consent of any other child of God."

"The enormous incomes and inheritances that imperil our republic and the enormous power over others that go with these fortunes are based on the unnatural possession by a comparative few of our mines and our highways of commerce and of most of our city and of much of our richest farming lands.

"The iniquitous mother of poverty is

privilege. To abolish poverty, privilege must be killed. Power in the hands of the producers and toilers, through organization and collective bargaining, is one necessary weapon with which to kill privilege. Power in the hands of the people, through laying such burdens on privilege that privilege shall be abolished and be taken off the back of labor, is the other necessary weapon for destroying it."

Congressmen should hear promptly from their constituents that this bill deserves their attention, before any of the comparatively trifling matters toward which the reactionary press is frantically trying to divert public attention.

**WANTED! "MORE IMMIGRANTS."**

(From "The Survey," New York)

Seventy-five miles north of Duluth, Minn., lies a group of low hills extending about fifty miles east and west, known as the Mesaba Range. Along the southern slopes of these hills there is clustered a group of villages and cities which are in the heart of the greatest iron ore deposits in the United States. Of this country as it really is, most people know but little. Even in Minnesota the residents of the older part of the State have vague and variant ideas of what the ranges are. That there exists a group of cities and villages so closely connected that they form one big community of 60,000 people, is just beginning to become apparent. . . .

Half of the residents of these mining towns have come from Europe and 40 per cent. are the sons and daughters of immigrants. According to the Minnesota Abstract of the Thirteenth Census (pages 625-6), native born of native stock form but 10 per cent. of the population. Of these immigrants only 35 per cent. are from Scandinavia, Germany or Great Britain. The remaining 65 per cent. come from Russia, Italy, Austria or the Balkan countries. . . .

Those who came from the region of the Balkan states live very much like cattle. The typical privately-owned boarding camp has a long table in a room downstairs with a stove near one end. The food, seasoned liberally with garlic, is placed on the table and the men bring out their eating utensils, like as not, from under the bed clothing, and devour the food. The walls may be lined with bunks, one over the other. All the beds are always kept warmed, the day and night shifts alternating with each other. . . .

These people send most of their surplus money home, and when they have accumulated enough they expect to return. They are mostly illiterate, and may never learn the English language. They do not and will not enter agriculture. The inadequate scale of wages which prevails is riches to them, and they can afford to loaf through the winter months for the prospects of summer work. Sunday is no different from any other day, and they prefer seven days' work to six. Of such matters as sanitation or proper respect for women, and other factors of American progress which we deem vital, they know nothing.

With such people acting as a dead weight pulling down the wage-scale, is it any wonder that labor receives an insufficient return to support an American standard of living? With this rough labor overabundant, employers cannot be expected

to keep wages high. When a representative of a lumber company was asked how much they paid their lumber jacks in the camps, he replied, "That depends upon the supply of labor." When these immigrants are pouring in, in a never-ending stream, the available supply will be large, and wages correspondingly low.

Moreover, this ever-ready supply of labor is an invitation to make industry more seasonal than it needs to be, and thus aggravate unemployment. Employers have not needed to look to the morrow. It has been taken for granted by everyone that when labor is wanted it will be on hand. Why should they bother about keeping men employed the year around, especially when many of them are men without family and only the despised "Bohunks," anyhow? If nine-tenths of all workmen of marriageable age on the Range had families, the companies would have done much more than they have to relieve this situation; else they would have soon found themselves short-handed when the rush season came on. . . .

There is much evidence at hand just now to substantiate this point. Immigration has practically come to a standstill since the war broke out, and with a busy winter behind and the prospect ahead of a boom year in mining this spring as a result of the great activity of the steel trade, brought on by the war, there is much talk of an expected labor shortage. The lumber companies have paid practically 100 per cent. more for men in the woods this past winter than the year before, and have had difficulty in securing sufficient numbers. Miners' wages have advanced, and yet the mining concerns are wondering if they will be able to get the labor they need this summer.

Of course, the steel "boom" is partially responsible for this. But another explanation clearly is that the hundreds of men left idle winter after winter, and practically destitute in the winter of 1914-1915, have been gradually drifting out; and now with immigration cut off, there is not the customary influx to take their place.

When the unemployment problem is keen, as it was two years ago, there is everywhere much discussion of sending all the surplus labor supply of our cities to the farms. And there are hundreds of thousands of acres in northern Minnesota that still are to be cleared. But the truth is many of these foreign people do not and will not enter farming. The employers of labor, the landed men, contractors and a few others profit by the arrival of these rough laborers from Europe and can always be expected to preach that America, as the land of opportunity, should not close its door to its brothers from Europe. And others, secure from the deteriorating influences, may regard the immigration movement with tolerance.

But unless we wish to see workmen suffer, and our standards of living pulled down, we must stem or control this tide of immigration. For the present, at least, the European war is doing this. Partly as a result there have been no wage reductions in the lumber mills, lumber jacks have been well paid, the workingmen have for the most part been engaged throughout the winter, and miners' wages have advanced. . . .



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## Must Check Immigration.

"The situation which formerly brought aliens to this country in quest of religious and political liberty have most disappeared, and the flow of immigrants has become largely a purely economic phenomenon," declared Prof. E. A. Ross, University of Wisconsin, in a speech in Milwaukee, Wis. He said that those who come to America without their families and return after they have enjoyed for a time the high wages of the American labor market are continually increasing.

"The great influx of immigrants from southern Europe, with their standards of lower living than those who formerly constituted the bulk of immigrants to this country, have caused acute industrial, social and political problems, particularly in American cities," continued Prof. Ross. "The influence of immigrants, as a whole, in recent years, has been to delay the advance toward the best things of public life, and in politics has given the bosses an opportunity to intrench. Whatever it may have been in the past, immigration has grown to be a problem affecting the very soul and perpetuity of the American people. No other problem before us compares with this problem.

"Since the beginning of the century, immigrants have been coming at the average rate of 1,000,000 a year, and at least 10,000,000 of them have remained. The sources of immigration have greatly changed in the course of 25 years. Formerly the bulk of the immigrants that came from the British, Scandinavian and Germanic countries possessed much of the background we possess and blended readily with one another and with the native Americans.

"The sources have shifted eastward until Constantinople has been about the center of the field supplying immigrants.

"The only two ways to restrict immigration are by numerical restriction, or by the literacy test. The only practical test is one that can be applied by the immigrant himself before he sells out and transports his family to this country."

## Accidents Cause Dependency.

Industrial accidents and preventable diseases outnumber all causes of dependency on our list, says the Mothers' Pension Board, in a report just published at Portland, Ore.

"Proper safeguarding by the different industries," continues the report, "would have prevented a number of these families from becoming dependent on the community, and the enactment of new laws or enforcement of the old laws by the State would have prevented a number of industries from wastefully using up the human material and throwing the wreck aside as remorselessly as though it were inanimate machinery, leaving society to furnish the reserve while they shirk their just responsibility.

"Proper sanitary surroundings will prevent industrial health hazards, such as dust and chemical irritants, the trade poisons and micro-organisms, such as anthrax,

caisson disease, etc., which are directly disseminated through industry.

"There are also certain diseases, of which tuberculosis and rheumatism are examples, wherein the occupation itself is not so important as the conditions under which it is conducted—dampness, darkness, devitalized air, physical inactivity and fatigue are illustrations of such conditions."

## Miners' Chief Protests.

President White of the United Mine Workers' Union has issued a public statement in protest against claims of certain newspapers that the miners' wage demands mean an additional tax of \$23,000,000 on the public.

"I want to protest against the constant repetition of this statement," says President White. "The miners know it is not true, and the object of repeatedly publishing it can only be to attempt to prejudice the public against the claims of the men who are trying to better their condition.

"I could cite facts at great length to prove that the anthracite operators and anthracite railroads are both earning very large profits. The statement filed by the operators with the Interstate Commerce Commission, in their capacity as owners of anthracite railroads in the anthracite rate case, decided within the past year, asserts that the mine operators are making very large profits, and proves conclusively that wages can be increased without inflicting hardship on the coal-using public."

## Efficiency Defined.

At the anniversary dinner of the Federal Department of Labor, Secretary of Labor Wilson said:

"The only limitation which the American labor movement undertakes to place upon the productive capacity is that it must not be artificially compelled or induced; that you must not make a study of man and man's energy for the purpose of forcing him to do more than he normally would; that you must not so construct compensation system that man will be induced to do more than he normally would do. If you take either of these courses it can only exist for a brief period of time and your workers will come back to the normal condition. But every step you take by which the brawn and the brain of the workers can produce more material within a given length of time, with proper surroundings, with safety, and with these safeguards relative to limitations which will enable a man to protect himself against himself, then the better the entire community will be."

## Scranton Builders Accept Union Shop.

The Scranton, Pa., Builders' Exchange has discarded its non-union shop theory and joined the union shop ranks.

For a quarter of a century this contractors' organization favored the "free and independent workman," but it now realizes "there ain't no such animal" in the local building industry, and that the Builders'

(Continued on Page 10.)

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

## AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

## GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeld Bldgs., 22 Canning Place, Liverpool.

## BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

## GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

## FRANCE.

Federation National des Syndicats des Inscriptions, Maritimes de France, 33 Rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

## NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

## SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgaten 1 B., Sweden.

## DENMARK.

Somandenes Forbund, Toldbogade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

## HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katcnburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

## ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

## AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

## SPAIN.

Sociedad Sindicate de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

## URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

## ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

## BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

## SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



## World's Workers.

It is reported in Australian papers that the curtailment of railway works by the Victorian Railway Commissioners is likely to throw 1000 men out of employment.

The "Huddersfield Worker" (England) explains, in reference to certain labor leaders and their conduct in connection with the Munition Act: "We have never, however, charged them with selling the workers; our charge has been that the leaders gave them away!"

In view of the increased cost of living, the finance committee of the Board of Works of Melbourne has recommended that the wage of laborers be increased from 8s. to 9s. a day, and that an increase of 6d. a day be granted to employees receiving up to 11s. a day. The increases affect laborers, navvies, miners, and men at the pumping station. The total sum involved is £4593 a year.

In the opinion of a British officer, the best soldier is the miner. He is strong in the back, used to cramped position, familiar with danger and explosions, and is said to put two and two together much quicker than men from other trades. This has evidently been recognized by the Canadian military authorities, who have sent out a special appeal to all the mining camps for men for a proposed pioneer battalion.

A conference of trade union leaders in Chile representing practically all the employees of the four zones of the national railways made demands on the minister of railways recently for wage increases varying from 10 to 50 per cent. and for various other improved conditions of work. The unionists' memorial contains no hint of the course contemplated in case the proposals are refused. It has been made known, however, that a general strike is the threatened alternative, and the government, the press and the public are considering the issue in that light. More than half the railway mileage of the country, which amounts altogether to something over 5000 miles, is government owned and directly concerned in the controversy.

The British Columbia Federationist learns that skilled Canadian workers who last year were called to England for employment in munition factories have been deceived about the positions and the pay waiting for them. Many of these workers, it is claimed, are now receiving hardly enough to feed themselves and are unable to send any money back home to Canada for their families. Charity organizations have received many applications from such families for help. Says the labor organ: "It is certainly a crying shame that the civic authorities of Vancouver and New Westminster have been obliged to take up the complaints of the munition workers in the form of consideration of applications for relief from the families of the men. Now that the subject has been brought forward, even in this regretful form, it is trusted that the public will be so aroused as to 'raise a holler' which will reach the ears of the proper officials and lead to the altering of the conditions to such an extent as will enable these skilled munition workers to provide for their families and make it unnecessary for them to apply to charity in order to provide for the absolute necessities of life."

## SAN PEDRO, CAL.

C. B. CANNON

A. E. BLAIZE

### CANNON & BLAIZE

Headquarters for  
UNION-MADE CLOTHING FOR SEAFARING MEN

Special Low Price on  
SEA BOOTS AND OIL CLOTHING

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SAN PEDRO

### HOUSEKEEPING ROOMS

PHONE 187 J

### NATIONAL HOTEL

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### FURNISHED ROOMS

50c Per Day and Up—\$2 Per Week and Up  
No. 270 FOURTH STREET SAN PEDRO, CAL.

### REMOVAL ANNOUNCEMENT.

**S. G. SWANSON** for **BEST** there **TAILORING** Less the  
who has been established since 1904 on Beacon Street, between 6th and 7th  
IS NOW located on the 2nd floor **BANK OF SAN PEDRO BLDG.**,  
entrance 110 WEST 6th STREET, SAN PEDRO, CAL.,  
Where he is better prepared, because of Much lesser rent, to give the trade the  
advantage of lower prices and as formerly, special care is given to garments entrusted to him for Cleaning, Repairing and Pressing.  
Note—Clothes also cut, trimmed and made from your own cloth with the  
Union Label too. The new woollens are now ready for your inspection, how about your order?

### San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

DEALERS IN ALL KINDS OF  
STATIONERY

Los Angeles Examiner and All San  
Francisco Papers on Sale. Agents  
Harbor Steam Laundry

### Mills, Elbert & Nash

SIXTH AND BEACON STREETS  
FIFTH AND BEACON STREETS

— Dealers in —

EDGEWORTH TOBACCO AND  
UNION LABEL CIGARS

GIVE US A TRIAL

### ALASKA FISHERMEN.

San Francisco.

Bergman, John Johnsen, Aug.  
Blom, Ernest Konig, D.  
Christiansen, Anton Nielsen, Harold  
Christiansen, A. Olander, Ed  
Doris, Geo. Thomson, John  
Eckart, T. G.

### INFORMATION WANTED.

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio.

4-14-15

### M. BROWN and SONS

have moved to

109 SIXTH STREET

Opposite Sailors' Union Hall

SAN PEDRO, CAL.

### INFORMATION WANTED.

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash.

1-27-1915

Vencelus Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolamo Durbich, Zurich, Switzerland.

7-28-15

Peder Bjorback, supposed to be a sailor on the Pacific coast, and a native of Norway, is inquired for. Anyone knowing his whereabouts please notify Mrs. Mildred Baxter, Box 27, R. F. D. No. 5, Seattle, Wash.

2-2-16

Adolph Krakan, last heard of at Port Pirie, January, 1912, and again in March, 1913, from Warumbo, 118 miles from Adelaide, South Australia, is inquired for by his mother at Hamburg, Germany.

8-25-15

### San Pedro Letter List.

|                      |                     |
|----------------------|---------------------|
| Andersen, Albert     | Leldeker, Elith     |
| Andersen, Ernst. J.  | Lalan, Joe          |
| Andersson, Oskar     | Lindholm, Chas.     |
| Andersen, Sven       | Mansen, Peter       |
| Alexander, P.        | Miller, W.          |
| Anderson, Martin     | Melson, Wm. E.      |
| -1894                | Mikalsen, Andreas   |
| Bentsen, Hans B.     | Malm, Gustaf        |
| Brein, Hans          | Mesak, E.           |
| Bergman, Leo         | Naylor, Harry       |
| Benrowitz, Felix     | Olsen, Andreas -759 |
| Crawford, F.         | Olsen, E. F.        |
| Carlson, Gus         | Olson, Olof. S.     |
| Danielson, Dave      | Ophaug, W.          |
| Ellwes, John         | Orwold, Jack        |
| Evans, John          | Owen, Fred          |
| Eriksen, Lars        | Palmquist, Albert   |
| Eklund, Sven         | Petrow, A.          |
| Frost, Hans          | Pintz, Johan        |
| Fjellman, Jonas      | Peterson, N.        |
| Gunderson, Christ    | Peterson, Hugo      |
| Gilholm, Albin       | Rand, Jacob         |
| Gronlund, O. -414    | Smith, Johan        |
| Heesche, Henry       | Schroeder, Ernst    |
| Hansen, B.           | Stenros, John       |
| Hendrikson, Henry    | Sorensen, Jorgen    |
| Holmstrom, Fritz     | Svenningsen, S. N.  |
| Haake, Max.          | Skaanes, Elgil      |
| Haupt, Fritz         | Sivers, Fred        |
| Hansen, Charly       | Sjoberg, Gustav     |
| Illig, Theo.         | -1542               |
| Johnson, John        | Soderlund, Anton    |
| Johnson, Gust.       | Schmidt, Lauritz P. |
| Janson, Dick         | Shalles, Gust       |
| Johnson, Chas. A.    | Sievers, G. P.      |
| -2074                | Trovik, Harald      |
| Janson, Oscar        | Thlig, Richard      |
| Jensen, Hans -1555   | Vernoy, A.          |
| Johnson, J. A. -1659 | White, Robert       |
| Johansson, Victor    | Woldhouse, John     |
| Kashlund, Frank      | Warkkala, John      |
| Lorenz, Bruno        | Widin, Andrew       |
| Larsen, Hans -1611   | Zayan, G.           |
| Lybeck, Thos.        | Newspapers and      |
| Lundin, Chas. -1054  | Packages            |
| Lindberg, G. W.      | Miller, W.          |
| Lindberg, Ernst      | Schmidt, Lauritz P. |
| Larson, Hans -1677   |                     |

### Honolulu, H. T.

|                      |                   |
|----------------------|-------------------|
| Anderson, John E.    | Neisen, C. F.     |
| Burk, Harry -1284    | Petersen, Carl    |
| Crantly, C. W.       | Peters, Walter    |
| Eugenio, John        | Reither, Fritz    |
| Ekelund, Rickhard    | Solberg, B. P.    |
| Ivertsen, Sigvald B. | Strand, Conrad    |
| Lengwenus, W. L.     | Thompson, Emil N. |
| Moller, F.           |                   |

### INFORMATION WANTED.

Carl Fritjof Johansson Lind, age 39, a native of Souderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio.

3-24-15

Anders C. Anderson, a native of Norway, who left his personal effects at Port San Luis, Cal., after leaving a ship at that place, is inquired for. Anyone knowing his whereabouts please notify D. R. Jacks, Deputy Collector of Customs, Port San Luis, Cal.

12-22-15

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Any one knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St.

8-11-1915

Olai Ingebrigtsen (Brock), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American bark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469—49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Stewart street, San Francisco, Cal.

8-4-15

Oscar Olsen, age 37, a native of Hallerna, near Gothenborg, Sweden, who was sailing on the Great Lakes about three years ago, is inquired for by John V. Olsen, Sun Company, Marcus Hook, Pa.

5-26-15

Hugo Carlson Ljung, age 29, a native of Gothenborg, Sweden, was last heard from in a Cable Boat on the Atlantic Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Carlson Ljung, Jungmansgatan 5, Gothenborg, Sweden.

1-12-16

## A SAILOR'S BANK.

With Branches Throughout the World  
In the Philippines, Japan, China, Straits Settlements, India,  
London, Mexico and Panama, the  
INTERNATIONAL BANKING CORPORATION  
is particularly well equipped to give service to  
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### SAVINGS DEPARTMENT of its San Francisco Branch

it gives "Personal Service" and courteous treatment to all its customers. Four per cent. per annum is paid on Savings Deposits, computed semi-annually.

In 1910 it purchased and took over the business of the  
**SWEDISH AMERICAN BANK**

and for the accommodation of its Scandinavian customers, the bank carries on hand at all times an ample supply of Swedish, Norwegian and Danish 5Kr. and 10Kr. bank notes.

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Open Saturday Evenings, 6 to 8

E. W. WILSON, Manager



## Pacific Coast Marine.

Captain W. H. Rhodes, Federal Lighthouse Inspector, has returned to San Francisco after a two-weeks' inspection trip. Captain Rhodes visited and inspected fifteen stations in his district.

The motor-boat "Miduena" was sold at auction at San Francisco for \$3350 by United States Marshal James B. Holohan to V. J. B. Cheda, a banker of San Rafael. The little vessel was recently libeled for supplies.

In reply to a request of the Fish and Game Commission of California, the United States bureau of fisheries probably will allow the Commission to secure each year 15,000,000 salmon eggs of the annual take from the Klamath and Sacramento rivers. The Commission plans to use the eggs in the State fish station at Sisson.

Oliver H. Cline, cashier of the Pacific Coast Company in Seattle, has fled the city following the discovery of a shortage in his accounts, which the officers of the concern say may reach \$50,000. Cline had been with the company for seventeen years. He had no bad habits, was a model husband and maintained only a moderate home.

The well-known British bark "Antiope," which was sold some time ago to New Zealand interests to be converted into a hulk, will again sail the seas as a cargo carrier, after being given a thorough overhaul. She recently left Wellington for Kaipara to load lumber for Melbourne. It is now reported the vessel may be taken over by the Commonwealth authorities to carry wheat to the United Kingdom.

The San Francisco and Portland Steamship Company, owners of the steamship "Bear," began suit in the United States District Court for \$15,000 salvage against the owners of the schooner "Hugh Hogan" for assistance rendered to the schooner off Point Reyes. The "Bear" towed the schooner down the coast. A tug brought the "Hogan" through the Golden Gate. Knight & Heggerty filed the suit for the steamship company.

The British Columbia lighthouse tender "Quadra" has been purchased by Captain A. R. Bissett, of Vancouver. The "Quadra" lies partly submerged on the beach at Gallows Point, entrance to Nanaimo Harbor, where she was sunk in collision Feb. 26. Captain Bissett is associated with the Vancouver Dredging and Salvage Co., which concern purchased and salvaged the Pacific Coast steamer "Curacao," wrecked at Warm Chuck, Alaska, in 1913.

The Schultze Shipyard Company, South San Francisco, has received an order to construct a power schooner 85 by 24 feet, to be known as the "Terza Italia," ordered by the Angelo Fasce Company, Callao, Peru, and to be used for cargo between Peruvian ports. It will be equipped with one 120 B.H.P. Skandia oil engine to be supplied by J. H. Hansen & Co., San Francisco, representative of the Marine Oil Engine Co., Inc., of New York.

The Grand Trunk Pacific Steamship Co. will operate its steamships from Prince Rupert, B. C., to Ketchikan, Wrangell, Juneau and Skagway, Alaska, the coming summer. The steamship "Prince John" will leave Prince Rupert on Thursday of each week for Alaska, returning to Prince Rupert the following Tuesday. A through service from eastern Canada and the United States to southeastern Alaska via Grand Trunk Pacific is thus inaugurated.

The latest extension of the lumber interests of the Charles Nelson Company has been in Contra Costa County, Cal. Yards have been established at Concord and Martinez. At the county seat the new concern will be known as the Contra Costa Lumber Company. The interests of the Martinez Lumber Company were acquired. J. C. Pitcher, the corporation manager, announces that he has been directed to select other locations to supply the local trade.

The astonishing speed of Japanese shipyards is illustrated by the freighter "Kosoku Maru," which arrived at Victoria, B. C., on March 29, on her maiden voyage from Kobe. She was laid down at Osaka Iron Works November 11 and launched January 15. The steel plates and frames were purchased in England and assembled in Osaka in three months. Japanese built the engines and boilers. The vessel, with 400 men working on her, was completed interiorly one month after launching.

An option for the construction of a Norwegian steel steamship which was held by the Willamette Iron and Steel Works and the Northwest Steel Co., Portland, has expired, and consequently the plan of these companies to operate a large steel shipbuilding plant will be abandoned. High cost of materials is believed to be responsible for the Norwegian firm's decision not to build. Negotiations are pending for the construction of a number of composite steamers at the new shipbuilding plant at Linton.

C. P. Doe, of the North Pacific Steamship Company, is reported to have acquired an interest in the California South Sea Navigation Company. The latter bought the steamer "Alliance," leaving the North Pacific with only the "Breakwater" and the "F. A. Kilburn," as the

"George W. Elder," "Yucatan" and the "Roanoke" are already under charter. The price announced as given for the "Alliance" was \$50,000, and the new company is to pioneer the west coast as far as Valparaiso.

On a cruise of three months to waters of Southern California, the United States fishing steamer "Albatross" left San Francisco during the week in command of Captain Hannigan. The vessel is to operate between San Diego and Catalina in research work, after spending several seasons in Alaskan waters. The "Albatross" was completely overhauled at Oakland during the winter and has just been put back in regular commission, being anchored at Sausalito for several days before proceeding south.

The steamer "Corwin," which has been tied up at San Pedro since the suspension of the Southwestern Steamship Company's service to Mexican ports, has been towed to the plant of the Fellows Yacht and Launch Company. Her cargo capacity will be enlarged at the expense of passenger accommodations and she will resume service to Mexican ports under new management. Swayne & Hoyt, it is understood, will act as agents for the Seattle owners of the steamer.

The State Board of Harbor Commissioners has made the following assignments of San Francisco pier space: California-South Sea Navigation Company, 500 feet of berth space at Pier No. 17, formerly occupied by the West Coast Steamship Company; Charles Nelson Company assigned all of north side of Pier 22; Sudden & Christensen all of south side of Pier 22; space formerly occupied by Charles Nelson Company at Pier 38 assigned to Hobbs, Wall & Co.; space formerly occupied by Sudden & Christensen at Pier 19 to W. P. Fuller & Co. The board approved \$55,000 worth of estimates on contracts for wharf construction.

The Matson steamer "Enterprise" broke down Sunday morning (April 2) when about 450 miles from San Francisco. With her intermediate shaft broken the vessel was practically helpless. The report of her condition was made to Captain C. W. Saunders, port captain of the Matson Company, by wireless, and he ordered the "Manoa" to pick up the vessel in distress, also by wireless. The "Manoa" picked up the "Enterprise" Sunday night after she had been helpless for twelve hours. From the time the vessel was taken in tow until Tuesday afternoon everything went smoothly and then the towing cable parted. After three hours she was picked up again and the trip to San Francisco continued without incident, both vessels arriving on Wednesday, April 5.

The Standard Oil tanker "Los Angeles" was given her test run over the measured course in San Francisco Bay off California City, on April 6, and did twelve knots. The "Los Angeles" is a sister ship of "La Brea," which recently went into commission, both vessels having been built at the Union Iron Works. While "La Brea" is driven by turbine engines, and the engines of the new tanker are of the reciprocating type, there was little difference in the speed developed. Engine reports of both vessels will be kept to test the efficiency of the two types of engines for tankers. The new tanker was in command of Captain Carl Alberts during the speed test and the compass adjusting run. The Standard Oil Company is building a dozen tankers on this coast and as many more in the East, and naval architects will watch with interest the performance of these twins as a test of the efficiency of the two types of engines.

The harbor of the City of Oakland was formally established during the past week by the final passage of the ordinance prepared by City Attorney Paul C. Morf and recommended, with a few slight changes, by the harbor development committee of the Oakland Chamber of Commerce. The ordinance was passed unanimously, and there was no protest from any of the many landowners on the estuary. According to a statement made by Harbor Manager W. W. Keith after the first reading of the ordinance, the city will augment its present revenue from the waterfront by about \$50,000 yearly, owing to the fact that the new ordinance, while establishing the harbor, also gives a monopoly on rates and tolls to the city. Following the passage of the ordinance, Commissioner of Public Works Harry S. Anderson announced that Keith would be sent to Los Angeles to inspect the San Pedro harbor and make a study of the revenue collected by the city there. Commissioner Anderson has introduced a resolution creating a harbor fund, providing that the revenue of the city harbor will be used exclusively for the maintenance and improvement of the city's holdings. This resolution was recommended by the Chamber of Commerce committee.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

## International Seamen's Union of America

Affiliated with  
AMERICAN FEDERATION OF LABOR  
and  
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary.  
570 West Lake St., Chicago, Ill.

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ATLANTIC DISTRICT.

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Branches:  
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TACOMA, Wash., 2218 North 30th St.  
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.  
ABERDEEN, Wash., P. O. Box 6.  
PORTLAND, Ore., 44 Union Ave., North.  
EUREKA, Cal., 227 First St., P. O. Box 64.  
SAN PEDRO, Cal., P. O. Box 67.  
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

(Continued on Page 11.)



## Coast Seamen's Journal

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BY THE

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Established in 1887

PAUL SCHARRENBURG .....Editor  
I. M. HOLT.....Manager

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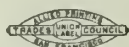
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### NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, APRIL 12, 1916.

### SEAMEN'S "WELFARE WORK."

In order "to provide for the social and religious welfare of the sailors of all nations" whose ships call at the Atlantic end of the Panama Canal Zone, the U. S. Government, through Governor Goethals, has set aside a plot of land near the docks at Cristobal, for the use of the American Seamen's Friend Society, and it is reported an effort will be made at once to secure funds from private sources for a suitable building to serve as a sailors' club house.

Funds "from private sources" built many so-called sailors' club houses which are in reality nothing but scab procuring agencies.

It was for this reason that the Lake Carriers' Association's attempts at welfare work earned the contempt of all self-respecting seamen about the Lakes. And for similar sound and sufficient reasons much of this sort of "welfare work" has been dubbed as "Hellfare work."

Let us hope that Governor Goethals will see to it that this new club house at Cristobal will never be used as a club to lower wages.

### AN UNEMPLOYMENT REMEDY.

To furnish a place where those who cannot find work in the industries may find a chance to exist during times of industrial stress is the object of a bill introduced in Congress by Representative Robert B. Crosser of Ohio. An argument for the bill by Frank P. Walsh, Chairman of the Committee on Industrial Relations, will be found on page 2 of this issue.

In brief, the bill aims to put in operation the recommendation of the Department of Labor "to create new opportunities for the unemployed." The measure provides for formation of "the National Colonization Board," to consist of the Secretaries of Labor, of the Interior and of Agriculture. Any of the Secretaries may designate an Assistant Secretary in his department to act on the board in his stead. The board will be required to se-

lect portions of the public domain or adjoining privately owned lands suitable for farming, grazing, lumbering or other industry for colonizing purposes. It is furthermore empowered to withdraw from entry any public lands, including those in Alaska, and including timber, coal, water power sites and other resources and reserve them for colonies. No land now withdrawn from entry may be restored without the approval of the colonization board. After selecting areas for colonization the board is to draft detailed plans for development, including clearing of the land and construction, maintenance and operation of the roads, ditches and other works necessary to make it accessible and cultivable.

Provision is made for a rotary fund of \$50,000,000 for individual loans to colonists. The fund is to be obtained through treasury certificates in denominations as low as \$20, bearing interest at 3 per cent. As fast as colonists repay their indebtedness to this fund the board may use the money over again indefinitely for like purposes. After selecting locations for the colonies, the board is authorized to employ laborers to do the necessary clearing and other preparatory work.

Not the least interesting parts of the proposed law read as follows:

"Eight hours shall constitute a day's work.

"The minimum wage per day of eight hours' duration for any class of labor shall be not less than the average wage per day of average duration received in the locality by the respective class of labor working under conditions equivalent to those prevailing in operations conducted under this Act.

"No person under the age of sixteen years shall be employed for any purpose whatsoever."

The Crosser bill is a most commendable effort to deal intelligently with the great problem of unemployment. It is deserving of immediate attention and prompt action. Let us see to it that this measure will not meet with the usual fate of meritorious labor bills, which means twenty or thirty years of "big talk" without any serious intent to act.

### A BRITISH "DOLLAR."

America has her Robert Dollar, known far and wide as the chief advocate of a coolie-manned "American" merchant marine. But England can boast (or weep) over her own worthy pocket edition of the illustrious American Dollar in the person of William H. Raeburn, the newly-elected president of the "Chamber of Shipping of the United Kingdom."

Said Mr. Raeburn at a recent gathering of pro-Chinese shipowners:

Every important strike that has taken place since war commenced has been hailed in Germany as a hopeful sign for them, and nothing I know has disgusted our Allies more than the delays that have occurred in the output of necessary war material through labor disputes, often over trivial questions, such as the dismissal of a workman, or as to whether some man belonged to this union or that, or to none. I am convinced that these troubles are the work of a comparatively small minority, but such is the tyranny a union can exercise, a handful of men in it can make it both impossible and dangerous for the majority to resist. My own belief is that if the Government had taken a very strong stand at the beginning with the paid agitator, it would not have been necessary for Mr. Lloyd George to have gone on a mission hat in hand to beg that work should be continued without any interruption.

Oh, what a price these patriotic coolie-loving shipowners would pay to see every "paid agitator" dangling from a lamp-post.

Mr. Raeburn himself, so we are told by

our London contemporary, "The Seaman," is the leader of the noble band who by encouraging the employment of Chinese on British ships would drive their own countrymen off the seas.

But it was ever thus. Whether it be in these United States, Great Britain, France or Germany there will be found self-styled and talkative patriots of the Dollar and Raeburn type. For, in the language of the renowned Samuel Johnson, "Patriotism is the last refuge of a scoundrel."

### A PAIR OF BUCKOS.

Because he ventured to express the opinion that the scraping out of paint spots was not work "necessary for the safety of life, cargo or the ship," when ordered to do this work on his watch below, John Johnson, a seaman on the American bark "Belmont," was cruelly beaten and triced up by his wrists for four and a half hours.

When the Seamen's bill was pending in Congress shipowners argued that there was no need to amend the old law relating to corporal punishment of seamen because the days had long since passed when seamen on American ships were ill-treated or abused. It was even charged that the Seamen's Unions knew this to be the case but insisted upon an amendment to this section of the statutes only in order to gain popular support for the Seamen's bill as a whole. Now it has been demonstrated that all buckos are not dead and that the change in the law was needed for other than sentimental reasons.

Under the old law it was the duty of the master "to surrender" the officer who had ill-treated seamen to the proper authorities. Failure to do so rendered the master liable in damages.

Under the new law the "vessel or the owner of the vessel" as well as the master are held liable if the bucko mate is not surrendered for trial and punishment.

In the case of the "Belmont" the master as well as the mate have been ordered held pending the action of the Federal grand jury in New York, and it is confidently expected that this pair of brutes in human shape will receive punishment to the limit of the law—which is unfortunately only two years' imprisonment.

Everything in the line of "necessities," from rags to gasoline, is moving upward. Everything, except wages. Wages move upward only when the wage-earners themselves know enough to take the initiative in framing and presenting a convincing argument. And then only when their argument is ably supported by worthwhile "preparedness," i. e., a compact organization with loyal members and an ample war chest. That, by the way, is the only kind of "preparedness" over which wage workers have a right to become enthused.

At the time of going to press the interesting news has just leaked out that the Pacific Mail Steamship Company (the self-proclaimed victim of the Seamen's Act) is about to re-enter the trade to the Orient. This fact should be considered in connection with the "made to order statistics" by the San Francisco Chamber of Commerce which are dealt with on the first page. Further comment is mercifully withheld until Messrs. Kruttschnitt, Schwerin and company have sufficiently recovered to "explain."



## IMMIGRATION RESTRICTION.

Many hypocritical pleas have been made in the name of freedom, liberty and "Americanism." But never was there a greater display of hypocrisy than in the many fervent appeals made for the poor illiterate immigrants who would be barred from our shores if the immigration restriction bill, now pending in the United States Senate, were enacted into law.

A writer in "The Survey," who made a careful investigation among immigrants working in the great iron ore mines under control of the steel trust, points the searchlight of labor conditions in that industry. After reading the few passages which are reprinted elsewhere in this issue from the lengthy "Survey" article it is easy to account for the steel trust's disinterested (?) efforts in behalf of illiterate and oppressed toilers in other lands who desire to come to our shores to enjoy the freedom of the greatest nation on earth.

Unfortunately, there is a serious conflict of opinion regarding the correct definition of the words "Freedom" and "Americanism." There are those who contend that true "Americanism" means an industrial democracy in which Labor has the right and the opportunity to determine for itself what are fair wages and reasonable working conditions.

To the steel trust, however, the words "Americanism" and "Freedom" have only one meaning—It is "freedom to exploit the workers of the world." And, of course, neither the steel trust nor the lesser octopi of American industry desire any change in the present arrangement which enables them to exploit the workers of the world by keeping a constant and large surplus of imported ignorant pauper labor right at the gates of their respective plants. Hence the strenuous opposition to any immigration restriction.

## SHALL TRUTH BE SUPPRESSED?

Whether or not the truth about industrial conditions in America is to be suppressed depends now on the United States Senate.

The fate of the resolution ordering the printing of 100,000 copies of the final report of the Commission on Industrial Relations and 10,000 copies of the testimony now hangs in the balance.

Unless an aggressive fight is made, it will be defeated by a handful of reactionary Senators, led by Hoke Smith of Georgia. They will accomplish this by taking advantage of Senatorial red tape, and particularly of the vicious system known as "Senatorial courtesy" by which one Senator can often block action.

Whether or not the interests that want the report suppressed succeed will depend largely on the pressure brought to bear on the Senate by those who want the facts about American industrial conditions known.

An aggressive demand for action will cut through all the red tape and win speedy favorable action on the resolution to print the report.

Write your Senator to-day!

In proportion as the workers help themselves by the power of trade unionism there is the less need of help from the law-making powers and the less disappointment because of failure on the part of the latter.

## SAVAGE SURVIVALS.

Is Patriotism a Lofty Sentiment or is it Merely an Expression of the Old Tribal Instinct?

The lowest savage has no domesticated plants nor animals. He is a hunter. Like the wild dog and wild cat, he has in his nature an instinct urging him when he is hungry to go out and seek prey. But the savage never hunts for pastime. He hunts for a living. He takes the lives of the beings around him in order to use their bodies for food and clothing.

The higher races of men get their necessities of life by agriculture, mining, manufacturing, and the like. The hunting instinct is not exercised in the ordinary duties of life. But it exists. And on holidays and vacations, when we are relieved from work and can do as we please, we arm ourselves and go out and kill and kill, until we are satisfied. We kill, not because we are hungry, but in order to exercise or express an instinct which survives in us from our wolfish ancestors. We hunt because our ancestors were hunters. We kill other animals for the same reason that the dog kills sheep—in obedience to an urge within us, which has survived from the time when our ancestors were human wolves.

The hunting instinct is very strong in all the higher races of men. It is especially strong in boys.

The hunting instinct is closely related to the fighting instinct. Primitive man made war on the universe, human and non-human alike. To the savage, all those who did not belong to his crowd and were not on his side were enemies.

Owing to the general preference for peace among higher peoples, and the resulting scarcity of opportunities for killing men, many men to-day satisfy the fighting or war instinct by "hunting." War is not common enough to suit their natures. And since they are deprived of the privilege of warring on others of their own kind, they go on occasional expeditions against "the animals."

The hunting and fighting instincts combine to furnish the fascination which atrocity has for many minds even yet. Why do newspapers teem with accounts of murders and blood-lettings of various kinds? Because people like to read about them. Why do we like to read about such things? Because our ancestors were beasts of prey. The thirst for blood is very old—one of the oldest cravings of our nature. And this is why it is so slow in passing away—because it is so deep-seated and fundamental.

If the hunting instinct is not exercised, it soon dies out. And if the sympathetic instinct is cultivated by pets and by moral teaching, the individual will in time lose his desire to kill. He will come to derive greater pleasure from the care and study of wild beings than he will from taking their lives.

As time passes the instinct of sympathy and humanity will grow stronger, and will become more and more dominant in human nature, and the vestigial savage instincts will grow correspondingly feebler. The hunter, who kills for pastime, is a connecting link between the savage, who hunts for a living, and the civilized man, who does not hunt at all. The hunter, like the warrior, will finally pass away for ever.

Savages live in tribes. The prevailing relation of one tribe to another is that of war. The moral feelings and ideas of the savage are, therefore, purely tribal in their extent. The members of his tribe are to the savage for the most part his kinspeople. They are the beings with whom he has lived all his life, and they are to him the only real and important beings in the world. All others are enemies, to be attacked, robbed, deceived, murdered, eaten, or enslaved, as he chooses or is able to do.

There is always a tendency in us to think of the members of our own crowd as more real and important than other beings, and to consider our part of the world as the center and hub of the universe. This is especially true of simple-minded people. The bigger and broader we are, the less inclined we are to be that way.

The Spanish people look to Madrid as the center of the world, and regard other peoples as inferior to themselves.

Americans are somewhat the same way. They look with a kind of pity on the other nations of the earth, many of whom are recognized by everybody to be in reality superior.

The ancient Greeks divided mankind into two classes—"Greeks" and "barbarians." The Greeks were the inhabitants of Greece and the "barbarians" occupied the less centrally-located remainder of the world. The earth was supposed to be shield-shaped, with Mount Olympus in Thessaly in its exact center. This mountain, which is 9700 feet high, was believed by the Greeks to be the highest mountain in the world. On top of this mountain the Greek gods were supposed to live. The Greeks believed that they were the descendants and favorites of the gods, and that the "barbarians" were mere nobodies and intended to serve as conveniences to the Greeks.

The ancient Romans also considered all non-Romans as "barbarians"—including the Greeks. Many of the so-called "barbarians" were superior to the Romans, but they were always treated by the Romans with contempt. The "barbarians" were the "agricultural implements" of the Romans, and the butchers who killed each

(Continued on Page 10.)

## OFFICIAL.

## SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Apr. 10, 1916.

Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping good for steam-schooners and sailing vessels. A vote was taken on the new wage schedule and working rules to go into effect on May 1.

JOHN H. TENNISON, Secretary pro tem.  
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., April 3, 1916.

No meeting. Shipping medium, prospects uncertain.

REGINALD TOWNSEND, Agent.  
Room 11, De Cosmos Block, 1424 Government St.

Vancouver, B. C., April 3, 1916.

Shipping fair, prospects uncertain.

W. S. BURNS, Agent.  
213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, April 3, 1916.

No meeting; no quorum. Shipping fair; no members ashore.

H. L. PETTERSON, Agent.  
2218 North 30th St. Tel. Main 808.

Seattle Agency, April 3, 1916.

Shipping good in offshore vessels.

P. B. GILL, Agent.  
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, April 3, 1916.

Shipping and prospects fair.

J. PEARSON, Agent.  
P. O. Box 6. Tel. Main 557.

Portland Agency, April 3, 1916.

Shipping dull; prospects uncertain.

JACK ROSEN, Agent.  
44 Union Ave. North. Tel. East 4912.

Eureka Agency, April 3, 1916.

Shipping dull; prospects uncertain.

OTTO DITTMAR, Agent.  
227 First St. P. O. Box 64. Tel. 159.

San Pedro Agency, April 3, 1916.

Shipping fair; prospects uncertain.

HARRY OHLSEN, Agent.  
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, March 27, 1916.

Shipping dull; prospects poor.

JACK EDWARDSON, Agent.  
P. O. Box 314. Tel. 2526.

## MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., April 6, 1916.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping improving slightly. The full Shipwreck Benefit was ordered paid to one member wrecked on the schooner "Oakland."

EUGENE STEIDLE, Secretary.  
42 Market St. Phone Kearny 5955.

Seattle Agency, March 30, 1916.

No meeting. Shipping fair.

LEONARD NORKGAUER, Agent.  
Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, March 29, 1916.

Shipping slow; many members ashore.

HARRY POTHOFF, Agent.  
P. O. Box 54.

Portland Agency, March 27, 1916.

No meeting. Shipping improving.

THOMAS BAKER, Agent.  
89 Second St. N. Phone Broadway 2306.

## DIED.

S. S. Erickson, No. 416, a native of Finland,

age 50, died at San Francisco, Cal., April 10, 1916.

C. J. Nordling, No. 730, a native of Finland,

age 36, died at Portland, Ore., March 25, 1916.

Thomas Johnson, No. 1981, a native of Sweden,

age 40, died at San Francisco, Cal., April 5, 1916.

John Jacobson, No. 1043, a native of Sweden, age 44, was drowned from the gasoline-schooner "Magnolia" at Eureka, Cal., April 8, 1916.

What is said to be the largest sugar cargo ever landed at San Francisco on one steamer was brought to port from Hawaii by the American-Hawaiian freighter "Mexican," which came in from Hawaii on April 5. In her holds were 14,051 tons of sugar, destined to be shipped overland to Eastern refineries.



## THE WORLD WAR.

Few, if any, of the JOURNAL's seafaring readers have had the time or the inclination to follow the succeeding declarations of war sufficiently close to arrive at a clear understanding of "how it all started" and "how it has progressed" to date.

For the information of these busy readers the up-to-date résumé, which follows, will be interesting as well as instructive:

A pistol shot fired one day, in the late July of 1914, in the streets of Serajevo, exploded the powder magazine of the world. All that really took place, as the proverbial inhabitant of Mars might have seen it through his telescope, was that one fanatical and irresponsible human being out of the millions inhabiting the earth assassinated another of these millions. Yet, nominally on that account, for something approaching two years, blood, money, and passion have been pouring out in an incessant flood from the world's reservoirs. Now if a Serbian peasant had shot an Italian prince nothing would have followed, except an effort to bring the perpetrator of one outrage to justice. It was not, of course, the individual who was assassinated in Serajevo that caused the outburst. It was the fact that this individual stood for the interests of one great power, whilst the assassin represented the interests of another great power. In plain English, Serbia was the bone of contention between Austria and Russia. Austria believed that Serbian intrigues were sapping her empire, much of which had been annexed, without any questions being asked. On the other hand Russia stood as the protector of the Serbs. When, therefore, political demands of a drastic character were made by Austria on Serbia it was felt that they were aimed not at the little Balkan kingdom, but at the Great White Tsar. These, it must be insisted once more, were not the real reasons of the outburst, but the interlacing of the political skein in the Balkans produced a Gordian knot which certain powers believed themselves unable to untangle except with the sword.

In a moment the tangle of the whole world's skein was exposed. France was allied to Russia, and Germany to Austria. But Belgium barred Germany's most direct route to Paris, and the posposed invasion of Belgium revealed another knot in the skein, in the shape of the treaty between the United Kingdom, France and Germany, which could only be disentangled with the sword. Then, again, the German political understandings extended to Constantinople, and on Constantinople, equally with Belgrade, Petrograd had an eye fixed. When, therefore, the Turks fired on the Russian ships in the Black Sea the peninsulas of Gallipoli and Thrace became new knots which had somehow or another to be untied or cut. But Turkey meant not merely the Ottoman empire. It meant the Muhammadan world, just as the United Kingdom had not meant the two islands in the North Sea, but the British empire, including the Dominions of Australia, Canada, and South Africa, to say nothing of the Indian empire, and a mass of minor possessions. The further effect of all this was that the Muhammadan world was stirred up, for whilst the Kalif in Constantinople took the side of the Central German powers, the United Kingdom, as the largest of the Muhammadan powers, drew many of Muhammadans towards the Allies. In this way

Asia Minor became as much, and more, involved than the continent of Asia, where already Germany was fighting Japan, the ally of the United Kingdom, for the possession of Kiao Chau.

Meantime the intrigues of certain members of the old Boer party in South Africa with the governors of the German provinces of East and West Africa had involved all South Africa in actual hostilities, whilst the efforts of the Allies to acquire the Kameruns and Togoland had involved war in North West Africa. Every day some of the threads of the world's skein, violently dragged at, in the way of political intrigues, developed new knots, which had to be attacked with the sword. Italy's long cherished desire, for instance, to acquire Italia Irredenta, to secure the Dodecanesos, and to establish herself, across the straits of Otranto, in Albania, brought her into the war in direct opposition to her own allies in Central Europe. Simultaneously she was involved with the Muhammadan Turks in Tripoli who, under German officers, made an attempt to invade Egypt, which was crushed back by an expedition composed largely of British South African troops. At the same time, Asia Minor, from which the Turk was attempting to reach the Suez Canal and the headwaters of the Persian gulf, became in a moment one of the principal battlegrounds of the war, and when this attempt led inevitably to the invasion of Persia and the successive effort to line up the Persian gendarmerie, under their Swedish officers, with the Turkish forces commanded by Germans, the neutral territory of Persia was in a moment overwhelmed.

It did not seem as if there was much more territory which could be involved, but at this moment Bulgaria suddenly decided to throw in her lot with her hereditary enemy the Turk and the Central European powers against her hereditary protector, Russia. It was one of the most curious of all the many tangles of the political situation for it all arose out of the fact that Bulgaria, sore from her defeat by Serbia and Greece, in the second Balkan war, was seeking revenge against the former, without being able to attack the latter, which was still at peace with both the principal belligerents. Finally a dispute between Germany and Portugal, as to the right of the latter to impress interned boats, has led to a declaration of war by the central powers, which involves the republic of Portugal and its possessions in Africa and elsewhere.

In conclusion, it should be said that one or two minor declarations of war are now believed to be pending. So it may be necessary, a year or two hence, to bring this résumé of "declarations" up to date. For the present, however, the foregoing should make it perfectly clear how it all happened.

## THE EMANCIPATION OF LABOR.

The emancipation of labor depends primarily on the organization of labor on trades union lines; safeguarded with a sound financial system, embodying a chain of protective and fraternal features. It also depends upon widening the scope and usefulness of the movement, by the addition of the well tried plans of co-operative production and distribution of the products of industry, that will insure to labor, as far as possible, their full share of profits. — Cigarmakers' Journal.

## BELLING THE EMBARGO CAT.

Once upon a time, says the ancient fable, the mice in convention assembled held a conference to devise ways and means for stopping the devastations of the cat. Finally, it was unanimously agreed that a bell should be suspended from pussy's neck to give warning of her approach, but on further discussion it was found that no mouse could be got to volunteer for the purpose, and so the meeting adjourned.

The fable is strongly suggestive of the effort of those futile persons—Congressional and other mice—who every now and then rise up to demand an embargo on the export of munitions of war. Not that it isn't desirable, of course, but that the question of its possibility is never considered.

There are many reasons why such an embargo should not be decreed. We will not contend that they are "good" reasons, but, rather, powerful ones. The newspapers relate them every day, and we select a few from a recent issue of our esteemed contemporary, the Journal of Commerce.

The Steel Trust has declared a quarterly dividend of \$75,000,000. Bethlehem has quadrupled its output. Practically all the export of war munitions is controlled and operated financially by J. P. Morgan.

Down in Gravesend Bay the other day the steamship "Lepanto," for Hull, England, took aboard 45,438 cases of loaded shells from Bethlehem; 8,334 cases of shells from the Johnson works; 10,000 cases of cordite, 295 cases of trinitrotoluol and 7,563 cases of gunpowder. Alongside of her, the "California," for Bordeaux, hoisted aboard 1,400 tons of gunpowder and 3,015 reels of barbed wire for the trenches. Both ships also carried between them a huge miscellaneous assortment of "hardware" and chemicals for use at the front. That was the record for one day.

The Holt Steamship Line has declared a dividend of 106 per cent. for 1915; the China Mutual Line, 105 per cent.; the Cairn Line, 30 per cent., and the Moor Line, 25 per cent. The latter lost five vessels sunk by submarines, which, says the report, cut deeply into the profits. The Cairn Line lost three, or it also would have made a much better showing. And in connection with these figures it must be remembered that the British government takes half the profits of the shipping companies, but these percentages are of dividends "declared."

We could fill this page with similar items easily, but we will only add that so immense are the profits that all international law goes to the scrap heap in face of them. Italy has seized the German ships detained in her ports, though she is not at war with Germany; Portugal, at peace with Germany, did the same thing, and it is now reported that Brazil has followed her example. There is about 500,000 tons of German and Austrian shipping detained in American ports. They have not been seized yet, but they are a million times more likely to be seized than that an embargo will be put upon the export of munitions of war.—New York Call.

The dilettante reformer would administer the truth to the "upper classes" as we administer medicine to a child—with a good deal of sweetening. But the man of sense knows that a dose of facts, to be efficacious at all, must be taken in all its unpalatableness.



## THE KAISER'S CONTRIBUTION.

It is interesting to note (says the Hobart "Post"), that the West Australian Government owe something to the Kaiser, and find the "Prinz Sigismund" a particularly valuable addition to their fleet. The interned vessel has been alphabetically christened "N2," and under that name is doing excellent service.

The Imperial Government have chartered the "Western Australia," which was misplaced in Westralian waters. For months before "N2" came into the trade freight had to be shut out from the "Western Australia" on every trip north. Whereas the "Western Australia" could only take 450 tons of general cargo, the "N2" is capable of taking 2,000 tons of similar freight. She is carrying a monthly average of £2,000 freight, against the "Western Australia's" £1,400, and is costing less.

The increasing popularity of the service was strikingly exemplified in the last trip of the "N2," when she reached Fremantle "a full ship" in all parts. She brought 247 passengers to that port from the north; 211 head of stock, 400 sheep, 280 bales of wool, 218 bags of pearl shell, and 250 bags of ore, and a large assortment of sundries.

Freights have gone down; the shipping combine have left the field—or rather the water—for watery paradises where the State does not compete. As a business proposition, the corner has been turned.

## PENNY ECONOMY.

(From "Freedom," London, England.)

Lord Devonport, retired grocer, has again come forth in his role of guardian of the State. It was in 1912, during the Transport Workers' fight against the Port of London Authority and the Shipping Federation, that this man exhibited to an admiring world those qualities which have contributed so undeniably to the commercial "greatness" of England. Unable for a moment to forego the policy which had raised him from an obscure grocer to a seat in the House of Lords, he evidently found the job of crushing the Transport Workers very much to his taste. We all of us remember the poor, heroic, futile fight led by Ben Tillett and that worthy's engaging prayer that the Lord from whom no secrets are hidden should see fit to order the early demise of Devonport. That the Almighty either did not hear or heeded not, is evidenced by the present increased liveliness of the transgressor. The Transport Workers lost their fight because they had not learnt to distrust leadership, and because they had not realized that we have long since left the holy days recorded in the Bible behind us, when the Lord saw fit to hearken to the prayers of his devotees. The Transport Workers, starved into submission, have proved themselves only too anxious to enlist and so help to save England for oppressors like the noble Lord. And in the House where the Lords Temporal and the Lords Spiritual sit check by jowl, and unanimously pass laws for enslavement of the toilers, this particular luminary has been helping to save the Empire by his keen insight and business acumen. For he "urged that the Government should allow no family to continue in the enjoyment of a greater income, as a result of a man enlisting, than

they enjoyed when the man was at home and following civil employment." He mentioned cases of agricultural laborers who earned £1 a week at home, but who had enlisted, and as a consequence the family income had jumped up to 30s. or 35s. a week.

Would this guardian of Empire, in his zeal for national economy, produce a statement of weekly expenditure in his own household? Will he further cause an inquiry to be held into those cases of gigantic pensions granted to judges, lawyers, and other notorious gaolers of the State "prison," who after a few years of so-called service lighten the National Exchequer by several thousand pounds yearly? But Devonport's brain, it seems, cannot wrestle with pounds sterling; the few poor shillings paid by the robber State to the exploited is all that his mental capacity can successfully negotiate.

## LIFE BUOY REQUIREMENT.

A favorable report on the Alexander bill to amend section 14 of the Seamen's Act has been authorized by the House Committee on Merchant Marine and Fisheries. The amendment was suggested by the Department of Commerce to correct a hardship which the law imposes on small vessels.

Under the terms of the present law all vessels of 400 ft. in length or less are required to carry twelve life buoys. The bill offered would amend this section by providing:

"Vessels under one hundred feet in length, minimum number of buoys, two; vessels one hundred feet and less than two hundred feet in length, minimum number of buoys, four; of which two shall be luminous; vessels two hundred feet and less than three hundred feet in length, minimum number of buoys, six, of which two shall be luminous; vessels three hundred feet and less than four hundred feet in length minimum number of buoys, twelve, of which four shall be luminous; vessels four hundred feet and less than six hundred feet in length, minimum number of buoys, eighteen, of which nine shall be luminous; vessels six hundred feet and less than eight hundred feet in length, minimum number of buoys, twenty-four, of which twelve shall be luminous; vessels eight hundred feet and over in length, minimum number of buoys, thirty, of which fifteen shall be luminous.

"Fourth.—All the buoys shall be fitted with brackets securely seized. Where two buoys only are carried, one shall be fitted with a life line at least fifteen fathoms in length, and where more than two buoys are carried, at least one buoy on each side shall be fitted with a life line of at least fifteen fathoms in length. The lights shall be efficient self-igniting lights which cannot be extinguished in water, and they shall be kept near the buoys to which they belong with the necessary means of attachment."

## TRUE BRAVERY.

True bravery is shown by performing without witness what one might be capable of doing before all the world.—La Rochefoucauld.

## NOTICE TO SEAMEN.

### IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,  
V. A. OLANDER, Secretary.

## LAKE DISTRICT, I. S. U. of A.

### HEADQUARTERS:

LAKE SEAMEN'S UNION,  
570 West Lake Street, Chicago, Ill.

### BRANCHES AND AGENCIES:

BUFFALO, N. Y. .... 55 Main Street  
Telephone Seneca 936 R.  
CLEVELAND, O. .... 1401 W. Ninth Street  
Telephone Bell Main 1842.  
MILWAUKEE, WIS. .... 133 Clinton Street  
Telephone South 240.  
ASHTABULA, O. .... 21 High Street  
Telephone 552.  
NORTH TONAWANDA, N. Y. .... 152 Main Street  
Telephone Bell 2762.  
DETROIT, MICH. .... 15 Twelfth Street  
Telephone 3724.  
SUPERIOR, WIS. .... 1721 N. Third Street  
Telephone, New, Broad 385.  
BAY CITY, MICH. .... 108 Fifth Avenue  
OGDENSBURG, N. Y. .... 70 Isabella Street  
CONNEAUT, O. .... 922 Day Street  
SOUTH CHICAGO, ILL. .... 9142 Mackinaw Avenue  
PORT HURON, MICH. .... 517 Water Street  
ERIE, PA. .... 107 E. Third Street

### MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

#### HEADQUARTERS:

71 Main Street, Buffalo, N. Y.  
Telephone Seneca 48.

#### BRANCHES:

CLEVELAND, O. .... 1185 W. Eleventh Street  
CHICAGO, ILL. .... 445 LaSalle Avenue  
MILWAUKEE, WIS. .... 151 Reed Street  
DETROIT, MICH. .... 27 Jefferson Ave., East  
SUPERIOR, WIS. .... 1814 Fourth Street  
OGDENSBURG, N. Y. .... 70 Isabella Street  
BAY CITY, MICH. .... 108 Fifth Avenue

### MARINE COOKS AND STEWARDS' UNION.

#### HEADQUARTERS:

406 N. Clark St., Chicago, Ill.  
Telephone Main 365.

#### BRANCHES:

Buffalo, N. Y. .... Toledo, O.  
Cleveland, O. .... North Tonawanda, N. Y.  
Milwaukee, Wis. .... Superior, Wis.  
Ashtabula, O. .... Erie, Pa.

### UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

#### MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

#### RELIEF STATIONS:

Ashland, Wis. .... Ogdensburg, N. Y.  
Ashtabula Harbor, O. .... Oswego, N. Y.  
Buffalo, N. Y. .... Port Huron, Mich.  
Duluth, Minn. .... Manitowoc, Wis.  
Escanaba, Mich. .... Marquette, Mich.  
Grand Haven, Mich. .... Milwaukee, Wis.  
Green Bay, Wis. .... Saginaw, Mich.  
Houghton, Mich. .... Sandusky, O.  
Ludington, Mich. .... Sault Ste. Marie, Mich.  
Menistee, Mich. .... Sheboygan, Wis.  
Erie, Pa. .... Superior, Wis.  
Menominee, Mich. .... Toledo, O.



**WEEKLY NEWS LETTER.**

(Continued from Page 3.)

Exchange would be forced to disband if it did not change front.

In announcing the new policy, President Williams pledged his loyalty to non-unionism—he calls it "The open shop"—but acknowledged that self-preservation and continuance of their identity as contractors have been the forces that have moved the exchange members to switch their principles.

He bemoaned that union labor has become so firmly grounded in Scranton that it is almost an impossibility for a contractor aligned with the exchange to obtain a contract.

"We will simply give the people what they want," declared the philosophic Mr. Williams, who was threatened with business annihilation if he and his colleagues persisted in looking backward.

**Colorado Law Discussed.**

In a recent issue of the *Tailor*, official magazine of the International Journeymen Tailors' Union, Organizer Biggs of that organization charges Chairman McLaughlin of the Colorado State Industrial Commission with attempting to have Denver journeymen tailors accept the non-union shop.

Under the Colorado law workers cannot strike until they give 30 days' notice to the commission. After the tailors gave this notice it was several months before the commission indorsed their demands, which were later accepted by many of the larger employers.

The tailors have been conducting a spirited agitation against the law, and even though they have secured better working conditions they give credit to no one but their organization.

In recounting the forces that confronted them, Organizer Biggs writes:

"Recently the chairman (of the commission) had been around to some of our shops interviewing the members of our unions, and asked them, 'which would you rather have, recognition of the union or more money?'"

"That was an attempt to undermine the loyalty of our members. When men in legislative halls are offered money to vote against their principles it is called bribery. McLaughlin, chairman of the commission, is for the non-union shop. We told him that to his face. Also that he himself did not respect the law he had sworn to honestly administer. 'This bosses' man tried several times to get us to submit the union shop to arbitration. We always declined. We know now what would have happened if we had been so foolish as to trust so sacred a thing in his hands.'"

**Occupational Ills Cause Heavy Loss.**

Deaths from preventable causes among the working men alone in this country total 250,000 yearly, according to Dr. E. R. Hayhurst, who spoke at the State health exhibit at Westerville, Ohio. He is a specialist on this subject, and investigates occupational diseases for the board of health and the State Industrial Commission.

Dr. Hayhurst defined "occupational disease" as ill-health which results from working. Ordinarily, work should make good health and lengthen life, but work under bad conditions, or in the wrong way, or

when exposed to poisons has the opposite effect.

He emphasized the point that more than half of the people who work for wages or salary lose their lives from causes which may and should be prevented—enumerating as the chief factors, tuberculosis, pneumonia, typhoid fever, accidents and poisoning. There are 3,000,000 cases of industrial illness annually.

Dr. Hayhurst enumerated as the chief causes of occupational diseases: Dust, continual breathing of which leads to tuberculosis, pneumonia and like diseases, causes eczema and sore eyes, and which could be prevented in most work places by change of methods, installation of vent pipes, wet sweeping and the like; dirt and disorder, which breed uncleanness, depression and immorality; improper illumination, which produces a vast amount of headache and fatigue, the true cause of which is generally never suspected—bad air, which usually can be labeled as too warm, too dry and too dead or motionless, and sometimes also loaded with dust, smoke, fumes, gases, or vapors; exposure to high temperature, which causes early old age and which in up-to-date factories is no longer a risk; cold, where the worker is not properly clothed, or works in damp air, or passes from hot to cold places; fatigue of body, hands or eyes, which is the most common cause of occupational diseases, and inactivity, on the other hand, where the worker sits steadily at a machine or a desk, both of which are dangerous from the viewpoint of over or under-exercise.

**Rubber Stamp Juries Denounced by Judge.**

"Any grand juror who acts as a rubber stamp for the district attorney ought to get off the panel as soon as possible," said Judge Mulqueen of the Court of General Sessions at a meeting of the New York Association of Grand Jurors. The speaker had been asked by a member of the association if it was proper for a grand juror to implicitly obey the instructions of the prosecuting officer in the matter of indictments.

"Certainly not," replied the Judge. "A grand juror must keep in mind that he and his associates are the judges of the facts, just as a jury is at the trial of a case. The district attorney has no business to make any suggestions as to the facts. His duty is simply to advise as to the law."

"District attorneys have no right to insist on the indictment of an accused person unless the evidence brought before the grand jury is as conclusive as that which he expects to produce at the trial. Don't be persuaded to indict unless the facts amply justify such action."

After the meeting Judge Mulqueen declared that frequently the courts were congested because over-zealous prosecuting officers influenced grand juries to indict when the chances of getting convictions were slight.

Liberty, with all its drawbacks, is everywhere vastly more attractive to a noble soul than good social order without it, than society like a flock of sheep, or a machine working like a watch. This mechanism makes of man only a product; liberty makes him the citizen of a better world.—Schiller.

**WHERE WAR IS UNKNOWN.**

There is one place in the world which has probably not yet heard of the war. This is the British island of Tristan de Cunha, in the South Atlantic, the Secretary to the British Postmaster-General recently stating that the island has not received a mail since the outbreak of hostilities. The island is dependent on chance communications from the Cape of Good Hope, 1,500 miles away. The inhabitants number about eighty, and are mainly descendants of shipwrecked sailors. They are of mixed origin—English, Scotch, Irish, American, Dutch, Italian, Asiatic, and negro.

**WHO GETS THE WAR PROFITS?**

Labor does not participate to any appreciable degree in the huge profits earned by hundreds of corporations engaged in making articles for war purposes. The metal prices have been raised from 15 to 100 per cent.; with quotations still climbing up higher. The United States Steel Corporation and other concerns have granted an increase of only ten per cent. This small increase was allowed only after the non-union workers of East Youngstown, Ohio, had entered a rather violent protest against the slavery of low wages and long hours.

**STEAMBOATMEN WINNING.**

According to a Seattle contemporary the strike of Puget Sound steamboatmen continues unabated. Each day sees the men secure a number of new recruits from among the older workers on the various boats, while the employers are filling their places with unskilled strikebreakers. The boats are running in most cases, but at a disadvantage that will result in the capitulation of the employers sooner or later.

**SAVAGE SURVIVALS.**

(Continued from Page 7.)

other for the pastime of the Romans on Roman holidays. A Roman could take the life of his "barbarian" slave as freely as we to-day kill cows.

Moral feeling has developed very greatly during the period of human history. Men to-day include within the range of their moral obligations many thousand times more human beings than the lowest known men do. This moral expansion has been brought about by the improved means of travel and communication, by railroads, telegraphs, telephones, and newspapers. When people get to mixing with other peoples, they find out that other peoples are much more like themselves. They are in this way led to put themselves in the place of other peoples, and to treat them as they would themselves be treated.

The tribal instinct is the instinct to stand by one's group and to exaggerate the importance of one's place of living. It is the instinct of partiality—the instinct which prompts one to say: "My country! May she ever be right. But right or wrong, my country!" "Patriotism," as it is usually understood, is an expression of the tribal instinct. The true patriot does not believe that his country is the only country in the world, nor necessarily the best country; but he wants it to be a better country than it is, and he works to make it so.

"The world is my country," said Thomas Paine. Such words come from men whose sympathies are too big to be limited to any particular group of human beings. Anyone who is completely recovered from the tribal instinct does not stop even at the bounds of his species, but is a brother of all that feel.—By Prof. J. Howard Moore.

The greater the American army, the greater the American navy will be, the smaller will be the American people.—Meyer London.



## A QUEER PROCEDURE.

Melbourne, Australia, Feb. 18, 1916.

Editor, COAST SEAMEN'S JOURNAL:

On the 23rd day of December, 1915, three seamen aboard the American schooner "J. W. Clise" were in the Court of Petty Sessions at Port Melbourne, in the State of Victoria, Australia, before the justice of the peace, charged separately on the information of the master with wilful disobedience to lawful commands of the master on the 23rd day of December, 1915, and the American Vice-Consul, Mr. C. Hartlett, having signed a written consent to proceedings, which was produced in court, the said seamen were each found guilty and sentenced to four weeks' imprisonment without costs; said seamen to be taken out of jail and aboard the ship in case she was ready to sail before the sentence was served in full.

Notwithstanding the order of the court, the master, when the ship was ready to leave, signed on a new crew and left the imprisoned seamen, yet on the ship's articles, to serve their sentence out in full and charged up the cost of proceedings—i. e., fee to captain's lawyer and sundry other items—to the imprisoned seamen and left the balance of the amount due to them with the American Vice-Consul.

The list follows:

|   |        |        |
|---|--------|--------|
| Melbourne, Dec. 30, 1915.   |        |        |
| Amount paid on behalf of owners and captain of American schooner "J. W. Clise": |        |        |
| The captain's solicitor's fee.....  | £3.    | 3. 0.  |
| Boat hire.....  |        | 10. 0. |
| Cab .....   |        | 15. 0. |
| Services of assistance (1) man.....   |        | 15. 0. |
| Expenses incurred by captain.....   | 2. 00. | 0.     |
|   | £7.    | 3. 0.  |

The above expenses incurred in court case with the arrest of the three seamen whilst in Port Melbourne.

The master also fined each man four days' double time, or eight dollars. Now if any more high-handed method could be conceived than this action of the master (with the Vice-Consul's consent, if you please) I should like to know what it is. First having the seamen pay for the lawyer to prosecute them, being a case paralleled only with the act of a delinquent boy having to go out and cut a cane for his own chastisement, thereto forced by an irate parent. The delinquent seamen had no lawyer to defend them, and the Consul being conspicuous by his absence from court during the proceedings, the seamen were absolutely ignorant of their own rights in the matter.

With regard to the charge for a cab (being the expense for transferring the imprisoned seamen's effects from the ship to the city jail in Melbourne—15s.) from my experience in Melbourne I can say that one crown or five shillings would have been ample compensation for said services.

Then there is the charge for the services of an assistance man. Now if a full-grown man of over twenty-one years of age and presumably a seasoned traveler round the seaports of the world, cannot find his way in a city like Melbourne without having to be guided by the hand like a five-year-old child, it speaks volumes for his capabilities. But I will let the facts speak for themselves. I am absolutely convinced that the owner of the ship, the Port Blakely Mill Company, would have done very well from a business point of view to engage an assistance man for Captain Jacobs to take the ship from Cape Flat-tery to Melbourne, as it took him 115 days to complete the passage with fair winds all the way down with the exception of the usual

calm encountered when crossing the line. Other schooners made the passage in seventy days and even less. Captain Jacobs has been complaining about seamen causing great expense to the ship, but I am afraid that Captain Jacobs incurred a greater expense for the ship than any man aboard could possibly have done or even more than the whole ship's crew combined. However, Captain Jacobs is a businessman of no mean ability as is shown by the bill he presented to the seamen for their own imprisonment and prosecution.

The last item of the bill says: "Expenses incurred by captain, £2." Captain Jacobs had to go ashore twice in a launch for the sake of having the three seamen arrested and prosecuted, and the expenses for that I understand to be included in boat hire; so the £2 mentioned must have been expended for the sake of Captain Jacobs' own physical comfort, and if I know Captain Jacobs at all, he would never, never spend the above mentioned sum merely in the matter of meals, etc., etc.

Now it is apparent, that the ship's master, whether he had rebellious seamen or not, would sooner or later have to go to the American consul and introduce himself, and if he needed assistance to find the jail he would also need assistance to find the Consul, and consequently the pay for assistance should have been paid by the ship. However, I suppose Captain Jacobs, being evidently very much of a believer in "Safety First," would not have dared to put such an item on the ship's expense account.

Trusting that you will find time to look into this matter, I am,

Fraternally yours,

(Signed) A. S., No. 2725.

## RETURN OF THE BUFFALO.

Bison seem to be increasing rapidly in northwestern Canada in open lands thoughtfully provided for them by the Dominion government. According to H. R. Charlton, a prominent railroad man of Canada who has taken a keen interest in the restoration to the plains of these picturesque animals, there are now in captivity in that country 1760 head. He calculates that this number may be increased in the next few years to 20,000 head. At present the bison, or buffalo, as they are commonly but incorrectly called, are distributed rather unequally in the national parks of Alberta and British Columbia. The northern herd of bison on this continent, be it remembered, is said to have numbered at one time 4,000,000 head. The animals are coming back on both sides of the international boundary, but it would be too much for this or later generations to expect to see them blacken the plains "as far as the eye could see," as in the days of Capt. Mayne Reid, or even in the earlier days of Col. William F. Cody.

## DOWN WITH THE HYPHENATES!

The first man to die in the skirmish at Columbus, on the Mexican border, was Fred Griffin, U. S. A., the son of Irish parents. Another, of the few enlisted men who sacrificed their lives in the first round, was born in Germany. Down with the hyphenates!

For fair products of all kinds consult the JOURNAL'S ad columns.

## Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

## International Seamen's Union of America

(Continued from Page 5.)

### MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

#### Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

#### Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.

PORTLAND, Ore., 242 Flanders St.

SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

### MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

#### Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

#### Branches:

SEATTLE, Wash., Room No. 203, Grand Trunk Dock. P. O. Box 214.

PORTLAND, Ore., 89 Second St. N.

SAN PEDRO, Cal., P. O. Box 54.

### ALASKA FISHERMEN'S UNION.

#### Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

#### Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

## The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.



## Labor News.

Several hundred employees of the Pullman Car Company at Pullman, Ill., struck to raise wages. They are demanding 25 cents an hour. They have been receiving 20 and 21 cents. These workers are unorganized, but are being aided by trade unionists.

After a six weeks' strike New York embroidery workers have secured union shop conditions. The Embroidery Manufacturers' Association has signed contracts to this effect. This settlement will have an influence on the Jersey City strike and also on the independent shops in New York, unionists say.

Miners are not impressed with pleas of business men in the anthracite region that coal operators and their employees sign long time contracts. Reports from New York indicate that delegations of business men will urge the miners' scale committee to favor long contracts on the ground that scale renewals "disturb business." To this claim the miners reply: "If those merchants will agree to go back to the 1912 prices for their goods and also agree not to increase the price for 10 years, we will drop our demand for advanced wages and make a 10-year agreement."

Unorganized employees of the Bristol (Pa.) mills are striking to enforce a wage demand of \$11 a week. They have been receiving \$9.34 a week and declare it is impossible for them to support a family on these rates. The mills are owned by Joseph R. Grundy, president of the Pennsylvania Manufacturers' Association. Mr. Grundy led the fight against the child labor law, passed by the last legislature, and the strike he now faces would indicate he has other reasons to oppose child labor legislation than the fear that children will acquire bad habits if they are taken from mills, mines and factories.

Spying on postoffice employees from secret overhead galleries and speeding tests unknown to these workers is practiced by the Postoffice Department, according to Secretary Thomas Flaherty of the National Federation of Postoffice Clerks, who appeared before the House Committee on Labor in behalf of the Nolan bill, which provides for a \$3 minimum wage for Government employees. Secretary Flaherty insisted that the ordinary surveillance maintained by other establishments could detect wrongdoers, without maintaining the present espionage system. The unionists produced correspondence to prove that speed tests, unknown to the men, are taken at their work.

The wage agreement accepted in New York by the scale committee of the United Mine Workers union and the bituminous coal operators of western Pennsylvania, Ohio, Indiana and Illinois, was ratified by the union's policy committee and it will now be submitted to a referendum vote of the mine workers. The following are features of the new scale: Universal mine run, Illinois, 3 cents per ton increase for machine and pick mining. Indiana, 3½ cents per ton increase machine mining; 3 cents pick mining. Western Pennsylvania, 5.39 cents increase machine and 3 cents pick mining. Ohio, 3 cents per ton machine and pick mining. Five per cent. increase on yard and dead work. Day scales increased 5 per cent.

## SEATTLE, WASH.

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## Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

|                    |                     |
|--------------------|---------------------|
| Alton, N.          | Macfarlane, Jas.    |
| Anderson, Frank    | Morgan, W.          |
| Allen, Hans        | Mynkmeier, H.       |
| Ackerson, A. R.    | McManigal, T. E.    |
| Augustin, Herman   | Mattson, Hilding    |
| Bakstrom, P.       | McLean, H.          |
| Boisen, J.         | Nelson, Ed.         |
| Berg, Johamus      | Nolin, Geo.         |
| Bohn, Franz        | Nasse, A. W.        |
| Brokow, Albert     | Nielsen, J.         |
| Borgen, Arne       | Nielsen, C. -1544   |
| Christensen, Hans  | O'Brien, J. S.      |
| Christensen, Lairs | Olsen, Ed.          |
| Camozi, M.         | Olsen, O. J. -542   |
| Connouton, T. H.   | Olsen, Harald       |
| Daniels, Chas.     | Olsen, Herman       |
| De Groot, Geo.     | Olsen, E. -2376     |
| Dazell, James      | Olsen, A. M. -944   |
| Dyrnes, L. C.      | Olsen, Hans -563    |
| Erikson, Otto      | Olsen, Frank        |
| Eugh, I.           | Olsen, Johan Gre-   |
| Haring, A.         | garlsen             |
| Hansen, Johanus    | Olsen, Andy         |
| Halvorsen, John L. | Olsen, C.           |
| Hein, Paul         | Oseberg, A.         |
| Hernes, John       | Paulson, A.         |
| Hunter, Ernest     | Persson, Jakan      |
| Hansen, Charlie    | Palenz, Adolf       |
| Hansen, Hans T.    | Ramberg, E. A.      |
| -1536              | Rosnes, C. B.       |
| Harknes, A. C.     | Robertson, P. R.    |
| Hollison, H.       | Stein, Eric         |
| Jacobson, Johan    | Schweilstous, W.    |
| Jensen, Hans       | Smith, John         |
| Jones, J. H.       | Salversen, Sverdrup |
| Jorgensen, Fred    | Samuelsen, W. L.    |
| Junge, Hanwick     | Sehny, C. H.        |
| Johnson, Jack      | Schauman, W.        |
| Johnson, Karl      | Seddon, R.          |
| Kopper, Jack       | Soderberg, Albin    |
| Kustel, V. J.      | Strasdin, A. W.     |
| Kylander, H.       | Thorsen, Andrew     |
| Karell, J.         | Trabaut, M.         |
| Krohn, Heinrich    | Ursen, J.           |
| Larsen, J. E.      | Welli, Max          |
| Lersten, J. O.     | Westerlund, Albert  |
| Lundgren, Carl     | Werner, Paul        |
| Lorentsen, Karl    | Wiekblad, Victor    |
| Mathisen, Axel     | Wick, John          |
| Mattson, Rudolf    | Wennecke, A.        |
| Markman, Henry     |                     |

## INFORMATION WANTED.

Anyone knowing the whereabouts of Thomas Rowe (now aged about 74), who was at one time a seaman and longshoreman on the Pacific Coast and also served in the Pacific Coast Navy Yards, will greatly oblige inquiring relatives by supplying such information. Address, Editor, Coast Seamen's Journal.

1-5-6

Phone Main 1202

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## Tacoma Letter List.

|                    |                      |
|--------------------|----------------------|
| Burke, Andrew      | Olsen, Martin E.     |
| Farrell, William   | Olsen, Ole -288      |
| Hunter, Gilbert H. | Paterson, John       |
| Johannsen, Chris-  | Persson, Fritz Leon- |
| tian               | ard                  |
| Johnson, Hans      | Persson, Herman      |
| Kathy, Albert      | Pettersson, Charles  |
| Linea, W.          | -1287                |
| Line, Victor       | Rimmer, C. M.        |
| Murphy, Daniel     | Schultz, M.          |
| Nielsen, Alf. W.   | Schaeht, H.          |
| -1054              |                      |

## INFORMATION WANTED.

Fred Marjama, a native of Russia, age 36, has not been heard from since 1908, at Buffalo, N. Y. Anyone knowing his whereabouts please notify his brother, J. Marjama, 51 South St., New York, N. Y. 9-1-15

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

Knut Jensen, No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Tangemunde, A/Elbe Ostenerweg, No. 7, Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis. 4-14-15

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BARBER SHOP

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## Eureka, Cal., Letter List

|                  |                   |
|------------------|-------------------|
| Contreras, Julio | Kustel, Victor J. |
| Kyrkslatt, Lars  | Kinowsky, A.      |
| Lawrence, Harry  | Ingebretsen, Alf. |
| Melander, G. L.  |                   |

## INFORMATION WANTED.

Ingvald Andreas Hansen, alias Andrew Hansen, a native of Norway, age about 36; tall, dark; last heard of July, 1905. His address then was, Andrew Hansen, Karluk, Kodiak Island, Alaska. He is inquired for by his mother. Anyone knowing his whereabouts please notify Staff Captain Robert Smith, district officer, native work, Alaska, Box 925, Wrangell. 4-13-15

Iwar Westerberg, age about 50, sailing second mate on some steam schooner on the Pacific Coast, is inquired for by Gus Englund. Any information regarding the above named will be gladly received at 214 Jackson street, San Francisco, Cal. 1-27-15

Olof Pedersen, a native of Norway, age about 60, supposed to be sailing on the Pacific Coast, is inquired for. Anyone knowing his whereabouts please notify J. T. Miles, 761 Greenwich St., New York, N. Y. 2-16-16



## Portland, Ore.

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## Portland, Or., Letter List.

|                     |                     |
|---------------------|---------------------|
| Andreasen, N. S.    | Larsen, H.          |
| Anderson, N. P.     | Lindberg, A. C.     |
| Anderson, John      | Mattson, Hilding    |
| Andersen, Otto      | Miller, Winford     |
| Anderson, Nils      | Martin, J. C.       |
| Anderson, Rasmus    | Moen, T.            |
| Andersen, Hans      | Munchmeier, H.      |
| Adolfson, John      | Morgan, Tlm         |
| Anderson, John E.   | Muller, P.          |
| Eiele, Ernest       | Metts, John         |
| Backman, P. J.      | Moller, L. D.       |
| Benson, S.          | McConnell, David S. |
| Bartells, S.        | Meckermann, Ernst   |
| Bernhardsen, Chas.  | Nielsen, M. P.      |
| Bugge, Mr.          | Ohlsson, J. W.      |
| Christensen, H. P.  | Osterberg, Henry    |
| Carey, A. L.        | Ogilve, Wm. A.      |
| Dahlstrom, Gust     | Paulson, Herman     |
| Drosbeck, Karl      | Petterson, Mauritz  |
| Dybdal, Olaf        | Palm, F. A.         |
| Erickson, Eric      | Roos, Oscar         |
| Edstrom, John       | Rabel, John         |
| Farrel, W.          | Reskran, George     |
| Gundersen, F. M.    | Schaab, Anton       |
| Gundersen, Fredrik  | Samuelson, S.       |
| Hoten, J.           | Storvick, Ingvald   |
| Henriks, Waldemar   | Slocum, Ernest      |
| Jacobsen, Gust E.   | Shallies, K. G.     |
| Johnson, Karl E.    | Schneider, Fritz    |
| Jespersen, Martin   | Sorensen, Jorgen    |
| Johnson, E. D.      | Shea, Oscar         |
| Jorgensen, Robert   | Schacht, H.         |
| Johnson, A.         | Schultz, John N.    |
| Jensen, Christ      | Salmelin, H.        |
| Jensen, Wm.         | Tully, Alex         |
| Johnson, Nils       | Tuhkanen, J. J.     |
| Jonsson, Karl       | Vellenger, Louis    |
| Karlson, Ingvald    | Vinx, H.            |
| Kronstrand, H. T.   | Wheatcroft, L. E.   |
| King, J. L.         | White, Harry        |
| Kelly, Patric       | Westengren, C. W.   |
| Kjer, Magnus        | Zunk, Bruno         |
| Knudsen, Richard E. |                     |

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## HUOTARI &amp; CO.

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212 Eighth Street, Hoquiam, Wash.

209 First Street, Raymond, Wash.

## INFORMATION WANTED.

Wilhelm Ekelund, a native of Sweden, is inquired for by his brother, Axel Ekelund, New Harbor Hotel, Drumm street, San Francisco, Cal. Anyone knowing his whereabouts please notify the above address. 3-10-15



Named shoes are frequently made in Non-Union factories

## DO NOT BUY ANY SHOE

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Chas. L. Baine, Sec.-Treas.

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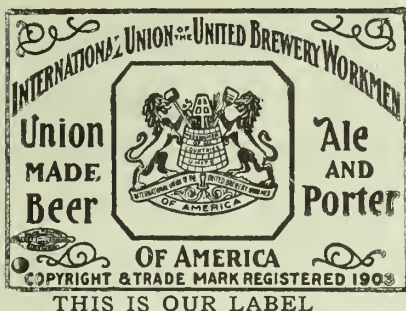
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## PERSONAL LIBERTY

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|                    |                     |
|--------------------|---------------------|
| Andersen, -1118    | Norling, Reinhold   |
| Andersen, Andrew   | Paaso, Andrew       |
| Burmeister, T.     | Petterson, Karl     |
| Bjorklund, G.      | Petersen, J.        |
| Bleibe, Ernest     | Peterson, Nels      |
| Carlson, Sven      | Peterson, Hans      |
| Christiansen, Did- | Risenius, Sven      |
| rich               | Rudt, Walter        |
| Clifford, Pat      | Schmidt, Heinrich   |
| Crantz, F.         | Simensen, Isak      |
| Davis, Frank       | Scheftner, Bernhard |
| Gronros, Oswald    | Sandqvist, Gunnar   |
| Gueno, Pierre      | Skottol, A.         |
| Geschwendt, W.     | Steinhauer, Alvin   |
| Holmroos, W.       | Stenwall, Sigurd    |
| Hansen, Ove Max    | Thorn, A. L. -70    |
| Hylander, Gustaf   | Toves, H. C.        |
| Johnson, Alex      | Toren, Gustaf A.    |
| Karlson, Victor    | Udby, Harold        |
| Ludtke, Emil       | Walder, Olsen N.    |
| Lindholm, John     | Wendt, Walter       |
| Lindgren, Ernst    | Westerlund, Albert  |
| Machado, Henry     | Williams, T. C.     |
| Magnusson, Walde-  | Packages.           |
| mar                | Glazer, Y.          |
| Munsen, Fred       | Gorgensen, Olaf     |
| Nilsen, Harry      | Hansen, John        |
| Nordgren, Chas.    | MacGuire, O. F.     |
| Nielsen, C.        | Stanners, W. S.     |

## INFORMATION WANTED.

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

John Edstrom, alias Brynjulf Edstrom, born in Norway in 1879, was last heard from at Mobile, Ala., where his address was Norwegian Chapell, is inquired for. Anyone knowing his whereabouts please notify his mother. Address, 22 Pilestradet, Kristiania, Norway.—12-22-15

George Alexander Sharman, a native of Brooklyn, N. Y. About 28 years of age, height 5 feet 9 inches, supposed to have sailed on the Great Lakes in 1907, is inquired for by M. L. Kinvan, 1211 Mosher street, Baltimore, Md. 7-14-15

Patrick McFee, who was cook on board the schooner "Robert Henry" on a voyage to Mexico last year, is inquired for by the U. S. Shipping Commissioner, at San Francisco, Cal. 9-15-15

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## INFORMATION WANTED.

Theodore Krakan, last heard of in September 1911, at New Orleans, La., is inquired for by his mother. Any one knowing his whereabouts please notify Mrs. Ad. Krakan, Langenvehm 38 I, Hamburg 22, Germany.—8-25-15.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Hans Nilson, a native of Tonsberg, Norway, was last heard from at Mobile, Ala., is inquired for by his mother. Anyone knowing his whereabouts kindly notify Louis Donald, Norwegian Vice Consul, 77 St. Francis St., Mobile, Ala. 12-22-15

Any information regarding Wilhelm Kuhme, age 27, a native of Germany, who was supposed to have been drowned in the wreck of the steam schooner "Francis H. Leggett," September 18, 1914, will be thankfully received by the German Consul, San Francisco, Cal. 1-19-16

Adolph Godfred Eriksen, born in Moss, Norway, is inquired for by his brother, Herman Eriksen. Any one knowing his whereabouts please notify W. Nielsen, 206 Moravian St., Philadelphia, Pa. 5-26-15

Familiar Banalities—Musical burglary—breaking into song.

Mental hospitality—entertaining an idea.

Spiritual pagantry—parading one's virtues.

Moral harvesting—reaping one's reward.

Social cannibalism—living on one's friends.

Undesirable generosity—giving one-self away.

Philosophical etiquette—bowing to the inevitable.—Boston Transcript.

## Home News.

Henry Gassaway Davis, former United States Senator from West Virginia, and Vice-Presidential candidate with Alton B. Parker on the Democratic ticket in 1904, died in Washington, at the age of 93. Senator Davis' fortune is estimated at \$30,000,000.

Major General Leonard Wood has written to the New York State Police Committee of the State Legislature that he is thoroughly in favor of the bill now pending which provides for a State constabulary. He believes the State police would be of great benefit in removing the friction that might occur if the National Guard were called out on strike duty.

Hubert Eaves, an eleven-year-old negro boy of Des Moines, Ia., was ordered excluded from the public schools by Juvenile Judge Charles A. Dudley on March 22, and his parents given the choice of sending him to the State Reformatory or to a private school. The boy's offense was that he had refused to salute the flag, explaining that his religion requires that he salute no one but God.

Harrison Gray Otis and the Los Angeles Times may slander the trade union movement and its members with impunity, but the gallant general is beginning to realize that these campaigns are costly, when practiced on other folks. Since a jury has awarded Attorney Joseph Scott \$37,500 damages in his suit for libel. This is the third time Attorney Scott has started a damage suit against Otis, and, in each instance he has been successful. The three awards total \$68,500.

On May 11, 12 and 13, the City of Sacramento will execute a splendid event to celebrate the completion of the 16,000-foot cement causeway across the Yolo Basin, connecting the East and West sides of the great Sacramento Valley. This causeway opens a magnificent automobile road from Sacramento to San Francisco, shortening the distance between the two cities by 35 miles, and is one of the important links of the Lincoln Highway between New York and San Francisco.

The immediate sale of the cargo of the German prize "Appam" because of its daily depreciation in value is recommended in the report made to Federal Judge Waddill by C. J. Hargraves, surveyor to the Board of Underwriters, New York, and Dr. H. Froehling, expert chemist, of Richmond, who surveyed the "Appam's" cargo. The report said the cargo consists among other things of 19,812 bags of cocoa, 1080 bags of cocoa kernels, 250 cases of niger oil, 250 cases of shad butter, 3000 bags of maize and 727 sacks of palm oil.

There were shipped from the United States 678,443 horses and mules worth \$131,914,000 to Europe for the allied armies in the last year and a half, according to statistics made public by the Bureau of Foreign and Domestic Commerce. During the whole of 1913 only a few more than 30,000 horses and mules went to Europe from the United States, but three months after hostilities began they were going at the rate of 30,000 a month. The steady flow reached its height last October, when 56,000 were shipped. The average price of animals supplied to the Allies was upward of \$200.



## Domestic and Naval.

The four-masted schooner "Pendleton Sisters," which recently was sold to W. & S. Job & Company, of New York, has been renamed the "Rostellon." She is taking a cargo of case oil to France.

In connection with the announcement of the forthcoming sale of the New York harbor police boat "Patrol," it is stated that the matter has been reconsidered and the boat is to be kept in service until a new one can be built, which will be five or six months at the earliest.

Articles of incorporation have been filed at Wilmington, Del., for the United States Mercantile Marine Corporation, capital \$5,000,000. It is stated that the corporation is one of the many growing out of the war, and according to present plans will try to do business with Russia. It is intimated that there is some Russian capital pledged to the undertaking.

It is predicted that the Canadian government is about to commandeer a large number of lake vessels at, or before the opening of navigation. A great many of the larger ships have already been placed in ocean service, many of them in the service of the Canadian Government, and a further withdrawal would have a serious effect on lake shipping during the coming season.

The U. S. S. "Maumee," which is being towed from Mare Island, Cal., to New York via Panama Canal, will be equipped with the Diesel engines which have been built at the New York Navy Yard. These engines, which are of 5200 horsepower, are the largest of their type in the world and are of the make patented in this country by the New London Ship & Engine Co., Groton, Conn.

After being tied up to a wharf at Philadelphia for several years, the old steam yacht "Mermaid," which the University of Pennsylvania purchased two years ago to take a party of scientists to Brazil, has been sold to Pacific Coast purchasers. The yacht, after her purchase had her name changed to "Pennsylvania," and will have it changed again to "Flora" before she leaves for the coast. She will be converted into a fuel oil burner. The yacht is of about 200 tons register and is built of wood.

The Department of Commerce at Washington has issued a report that places the loss of ships from the beginning of the war at 2000, of nearly 4,000,000 tonnage. Germany's loss, sunk, captured, or detained in foreign ports, heads the list with 600. Great Britain has lost 500, of which 225 were sunk by submarines. Her allies lost 167. Austria lost 84, and Turkey 124. Ninety-two neutral vessels have been submarined, and ninety-four sunk by mines. Twenty-three have been damaged by submarines and mines.

The Dominion Government has passed an order-in-council under the War Measures Act, prohibiting vessels of 500 tons and over from trading between Canadian and foreign ports, other than ports in the United States, except by license. The prohibition became effective April 1, and all vessels failing to obey the new regulation will be subject to forfeiture. This action follows upon a step taken some months ago by the Imperial Government for the purpose of conserving British shipping for British trade.

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Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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| Qunilan, Thos.     | Quinn, William   |
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| Schwenke, C. -2904 | Smith, Max        |
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| Thomas, Paul      | Tillus, Victor     |
| Thompson, A. -853 | Toberg, Viktor     |
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| Thoren, Wiktor    | Tuppitz, C.        |
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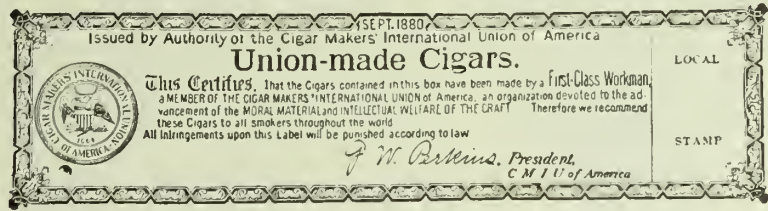
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## News from Abroad.

The Persian Premier, Firman Firma, has resigned, and is succeeded by Sipah Salar, who is said to be a pronounced Russophile.

The sinking of the Dutch steamship "Tubantia," though disclaimed by Germany, seems to have brought about strained relations between that country and Holland.

Rotterdam states that Germans between the ages of eighteen and forty, engaged in Government work and hitherto exempt from military service, are being called to the colors.

The American punitive expedition in quest of General Pancho Villa and his band of outlaws, is well advanced in Mexican territory. A strict military censorship over all dispatches from the front reduces actual information to a minimum.

Sir George Paish, a well known British financial authority, says that Great Britain's annual income amounts to \$15,000,000,000; and in spite of the withdrawal of 4,000,000 men from the industries the country has almost maintained its productive power.

The sentiment of labor in Great Britain on the subject of conscription of wealth has been summed up in a bill which W. C. Anderson, M. P., proposes to introduce at the first possible moment. The bill is designed "to make available for the successful conduct of the war all the material resources of the nation."

A proclamation has been issued as from March 30 prohibiting the importation into the United Kingdom of cement, chinaware, earthenware and pottery, excepting cloisonne ware, cotton yarn, cotton piece goods and manufactures of all kinds, excepting hosiery and lace, cutlery, acids, furniture, manufactured joinery and other wood manufactures, except lacquered wares, hardware and hollow ware, oilcloth, soap, toys, games and playing cards, beech, birch, elm and oak woods and timbers, woolen and worsted manufactures of all kinds, except yarns.

German attacks on Verdun continue, but with apparently decreasing force, and with smaller results. North of the Fortress the Germans appear to control the village of Vaux, but have been unable to take the fort of that name. West of the Meuse the fighting has been heaviest, but with no substantial gain in ground. The Germans claim to have taken French prisoners in the Verdun attack to the number of 430 officers and 26,042 unwounded men, with 189 guns and 232 machine guns. Paris declares that the Germans have already lost in this attack the 200,000 men they were reported willing to pay for Verdun.

Greater activity on the eastern battle front is manifested, particularly in Galicia, where the Russians have made gains from the Austrians on the Stripa River. Heavy assaults have been made by the Russians on the Riga-Dvinsk front, but apparently with small results. Berlin claims heavy losses on the part of the Russians. Unrest appears to be increasing in the Balkans. Roumania has been suppressing pro-German agitation, even to the extent of executing some of the leaders. Clashes between Greeks and Bulgarians grow more frequent on their frontier. Telephone and telegraph wires out of Greece have been cut, which is taken to mean some action on the part of the Germanic forces.

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912, of Coast Seamen's Journal, published weekly at San Francisco, Cal., for April 1, 1916.

State of California, County of San Francisco—ss.

Before me, a Notary Public in and for the State and county aforesaid, personally appeared I. M. Holt, who, having been duly sworn according to law, deposes and says that he is the Business Manager of the Coast Seamen's Journal, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in Section 443, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are:

Name of— Postoffice address—  
Publisher, Sailors' Union of the Pacific, San Francisco.  
Editor, Paul Scharrenberg, San Francisco.  
Managing Editor, Paul Scharrenberg, San Francisco.  
Business Manager, I. M. Holt, San Francisco.

2. That the owners are: (Give names and addresses of individual owners, or, if a corporation, give its name and the names and addresses of stockholders owning or holding 1 per cent. or more of the total amount of stock.)

Sailors' Union of the Pacific, San Francisco; not a corporation. Principal officers of the Sailors' Union: Andrew Furuseth, Secretary; Ed. Andersen, Treasurer, San Francisco.

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent. or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.)

None.

4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

5. That the average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the six months preceding the date shown above is: (This information is required from daily publications only.)

I. M. HOLT,  
Sworn to and subscribed before me this 30th day of March, 1916.

(Seal) MARGUERITE S. BRUNER,  
Notary Public in and for the City and County of San Francisco, State of California.

(My commission expires January 8th, 1918.)



## With the Wits.

Admitted It.—Waiter (in German)—Wasser?  
American Girl (flustered)—No; Wellesley.—Williams Purple Cow.

Slight Slip.—In an address at a concert for wounded soldiers, the chief speaker of the evening said:

"I am indeed glad to see so many of you present this evening."—Edinburgh Evening News.

A Large Dose.—Oswald—My love for you is like the deep blue sea—Clarissa (for such was her name)—And I take it with the corresponding amount of salt.—University of Michigan Gargoyle.

A New Attack.—"Excuse me, sir," said the panhandler, shuffling up to Dubbleigh's side, "but you couldn't let me have \$15, could you?" "Fifteen dollars?" echoed Dubbleigh. "Great Scott, man; do you for one moment suppose I'd be fool enough to give you \$15?"

"No, chief—I didn't," said the panhandler, "but I sort o' hoped you'd regard it as a kind of personal assessment and swear off fourteen ninety, leavin' me with a dime to the good!"

He got it.—Chicago Herald.

Too High a Flight.—Mr. Stretcher—Yes, it's cold, but nothing like what it was at Christmas three years ago, when the steam from the engines froze hard and fell on the line in sheets.

Mr. Cuffer—And yet that wasn't so cold is in '87, when it froze the electricity in the telephone-wires, and when the thaw came all the machines were talking as hard as they could for upward of five hours.

"Well, gentlemen," said Mr. Longbow, "the coldest year that I can remember was in the Christmas week in '84, when the very policemen had to run to keep themselves warm."

But that was too much, and with silent looks of indignation the other two left to his own reflections the man who treated the truth so lightly.—Tit-Bits.

## Children's Accounts

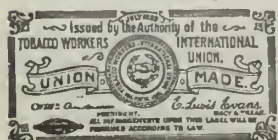
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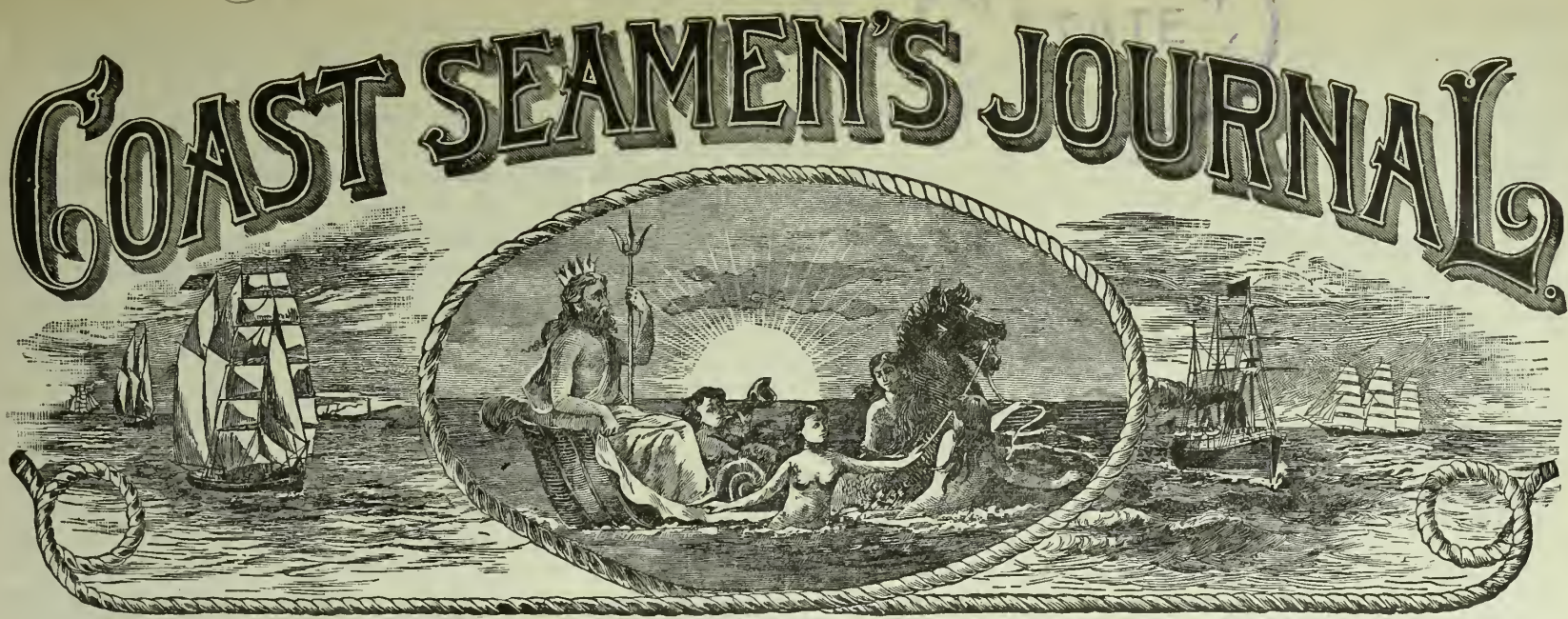
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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXIX, No. 32.

SAN FRANCISCO, WEDNESDAY, APRIL 19, 1916.

Whole No. 2378.

## THE U. S. NAVAL RESERVE.

### Some Plain Talk on "The Price of Sea Power."

In these days of "preparedness" there is no need to argue for the creation of an effective Naval Reserve. All classes and factions seem to have agreed that our Navy must have an ample and dependable reserve, and that we can ill afford to continue postponing action upon this all-important and vital part of national defense.

There is a pronounced difference of opinion, however, upon the merit of the various methods advanced and by which it is proposed to achieve the same general results.

The Navy Department's efforts to create a reserve may be summarized as follows: First, of the officers and men who have had actual experience in the navy and who have returned to private life; secondly, all the naval militias of the various States, amounting now to over 8000, and thirdly, all those citizens who because of their occupation or training would be available for the Navy in time of war. The last would, of course, form the great bulk of the reserve forces.

In connection with the plan furthered by the Navy Department the Journal is pleased to be able to submit some constructive criticism by Andrew Furuseth, President of the International Seamen's Union of America, as follows:

#### Furuseth's Constructive Criticism.

Hon. Josephus Daniels,  
Navy Department,  
Washington, D. C.

My dear Mr. Secretary:

Agreeable to your suggestion of this date that I write you with reference to the proposed Naval Reserve Bill, which it is intended to attach to the Navy Bill, and which is found in what seems to be Hearing No. 21 of the Naval Committee, I beg to call your attention to Section 19, found on page 1878.

This section provides for the appointment of cadets to the number of one for each Senator, Representative, and Delegate in Congress, and five annually from among the apprentice seamen at each of the naval training stations.

These cadets are to be trained to become officers in the Naval Reserve and licensed officers in the Merchant Marine. Their training is to take place on naval training stations and on board naval vessels.

Of course the purpose is to bring the young American to sea. I doubt most seriously if it could be possible to find a proposition that would have a greater tendency to keep the young American from the sea. The inevitable result would be to block every road to advancement beyond that of able seaman or boatswain, to any American boy who could not be one of these selected few and who therefore would have to begin sea life in the fore-castle, as a ship's boy. If the proposition is successful at all it will furnish enough men from whom to make officers. Having had this special and somewhat expensive training they would be selected in preference to anybody else unless the person in question should happen to be the son of a shipowner or of some particular friend of a shipowner. The young fellow who cannot become a cadet and who has

no special pull, goes to sea, if at all, to remain in the fore-castle or perchance to become a boatswain. The American boy who would do that wouldn't have the stuff in him out of which seamen are made. For the honor of the American boy I prefer to believe that none of them would go.

#### The "Boy That Goes to Sea."

A boy that goes to sea with the idea that he could never become anything more than an able seaman or a boatswain would be a curiosity. The average boy that goes to sea from any country, where there is a common school education, and who does not hope to become an officer, is the kind of a boy that I have very seldom met in my travels and I have sailed under five different flags. Of course, it is impossible for every boy to become an officer and comparatively few of them become masters, but to become an officer or a master is usually their ambition on entering sea life.

The boy begins as a deck boy. After about a year's experience he becomes an ordinary seaman, and after two years as ordinary seaman he becomes an able seaman. That is assuming that he is an average boy, and has in him the makings of a seaman. After sailing as able seaman for some time he saves together a few dollars, goes to navigation school, and then presents himself for examination as a third or second mate. After having passed, he sails as third mate for some time; then as second mate for some time; then as mate for some time; whereupon he passes another examination, continues to sail as first mate until he gets a vessel as a master.

Thus is the road open for the son of the shipowner, the son of the fisherman, or the street arab, and from amongst them, step by step, are developed and selected the officers and finally the masters of every merchant marine worthy of mention. Thus are developed and thus were developed nearly all efficient seamen that the world has seen. Of course a large number never get beyond what is sometimes called a petty officer's position, that is to say, a carpenter, sailmaker or boatswain. A larger number never get beyond the grade of able seaman, and wherever the compensation of the able seaman, which is always the unit of efficiency, is not sufficient upon which to live and raise a family in humble—very humble—condition, the sea is deserted by the citizenship or the subjects of the nation in question, and its sea power passes to others amongst the nations who have a better and clearer realization of fundamentals with reference to sea power.

#### A Pertinent Question.

But suppose the purpose be to have the American as an officer and to draw upon European and Asiatic Nations for sailors and firemen, and suppose it could be made successful, a contingency almost unthinkable, what kind of officers would the Naval Reserve and the Merchant Marine of the United States have? I am not prepared to say what kind of man-of-war's men these cadets would make. I am not a navy man. I know next to nothing about

practical navy life. But it seems to me that they would be spoiled as bluejackets. They would bar the way of bluejackets to petty officers and warrant officers' positions, and they certainly would not be naval officers, but this is a question for naval men to consider and determine.

As officers of merchant vessels nine out of every ten would be a joke. An overgrown pride, an absurd feeling of superiority, partly because of their nursing, partly because of their nationality; they would have nothing but contempt for the men whose officers they are to be. And the men, knowing them for what they are, would have nothing but contempt for them. They would not be efficient officers of merchant vessels. They would come on the merchant vessels without knowing anything about their real duties. The seamen on board of the vessel would know them for what they are within 24 hours. Their orders would be grudgingly obeyed because the able seaman, if he be really one, would consider himself their superior as a seaman, and he would be entirely correct in so doing. The training obtained on a shore station and on a war vessel would leave him innocent of the real work on a merchantman, and it would take such a third mate, even if he is fairly bright, a couple of years before he can pick up sufficient knowledge of sea life on a merchant vessel to gain the respect and confidence of the men over whom he holds command.

#### Merchant vs. Naval Seamen.

The average merchant seaman goes in all classes of vessels, sail and steam, all sizes, and the small number of crew that is carried teaches him to do the work with a small number of men and to do it rapidly and efficiently. On a merchant vessel six men do what is done by twelve or even twenty on a man-of-war. The merchant seaman is accustomed to a small number; the man-of-war seaman to a large number, and everything that is done on the two different vessels, if it requires more than one man, is done differently. The man trained in a merchant vessel sufficiently to become an actual able seaman on a merchant vessel will become a fairly good man on a man-of-war in three months; a first class man in a year. The man trained on a man-of-war has to learn everything over again.

These proposed officers will not only bar the way to officers' rank of the man trained in the fore-castle, but he will himself be an inefficient man.

But the Navy needs a large number of sailors and firemen. Sailors and firemen are the large number of men on the auxiliaries. Where are they to come from? Is the European or the Asiatic going to serve? Can he be trusted to serve? If so, why does England intern all the Austrians and Germans that were sailing in her merchant fleet? If we unfortunately were to get mixed up in the present war the United States would probably have to intern about 30 per cent. of its merchant seamen. If we were to join the side of the Allies and Spain were to join the Central Powers, about 60 per cent. of the sailors and firemen on the Atlantic



Coast might have to be interned. But why pursue this any further?

Some European nations, such as Norway, will not permit a naval officer to become either mate or master of a merchant vessel until he has had at least one year's training on such vessel.

I desire to call your attention to Section 21, in which it is stated:

"No person shall be enrolled in this class who is less than eighteen or more than forty-five years of age nor unless he furnishes satisfactory evidence as to his ability and character from previous employers."

I talked with some seamen about this, both on the Lakes and on the Atlantic, and the invariable remark was, "Uncle Sam wants us to get a recommendation from the shipowner before he will permit us to fight and die for him. Well, he can go to —." "What do they think we are, anyway?"

In some European countries a master of a vessel is not permitted to give any character for ability or conduct to any seaman under his command. That is to say, he is not permitted to place it either on his discharge or his continuous service book. It is recognized that it is too liable to be dictated by personal like or dislike.

In conclusion permit me to suggest that if you will gradually exclude from American vessels those who cannot understand the language of the officers, and thus leave opening for the young American to come, if you will permit the young man after having served 24 months on deck at sea or on the Great Lakes to join the Navy for one year, then to be discharged with an able seaman's certificate if he shall deserve it and thus go back to the merchant marine with such a certificate and be enrolled in the Naval Reserve, if you will do something similar for the firemen, you will get the American to sea, you will gradually prepare and develop an efficient and reliable personnel for the merchant marine, and a really valuable and dependable Naval Reserve for emergencies.

Of course this presumes that the life at sea shall become again what it was once, an honorable life, an honorable way of obtaining a living, with sufficient remuneration to sustain a family in an humble way. This is the price that you will have to pay for a fair share of the world's sea power. This is the condition, as I understand it, upon which you can get the American to sea and retain him there after you get him.

Respectfully yours,

(Signed) ANDREW FURUSETH.

Washington, D. C., March 31, 1916.

### STRAIGHT TALK!

(From the New York "Marine News.")

Mr. Frederick S. Samuels, of the American Oceanic Steamship Company, of San Francisco, Cal., of which J. D. Spreckels & Bros. Company are general agents, has kindly favored us with the statistics printed below, and invites our attention to "the phenomenal growth of the trade under the Japanese flag," and he adds: "Within one year from now the Japanese flag will be dominant in the Pacific, as a result of the Seamen's bill and the subsidies paid to Japanese vessels." The statistics are for the customs district of San Francisco, and they show:

|                  | American vessels. | British vessels. | Japanese vessels. |
|------------------|-------------------|------------------|-------------------|
| Exports          |                   |                  |                   |
| January, 1915... | \$3,261,970       | \$2,978,041      | \$ 546,883        |
| December, 1915.. | 2,796,579         | 1,300,159        | 1,873,403         |
| Imports          |                   |                  |                   |
| January, 1915... | 3,921,534         | 1,198,905        | 784,041           |
| December, 1915.. | 3,310,952         | 1,224,246        | 3,022,678         |

Mr. Samuels truly says that "these comparisons between first and last months of the year 1915 illustrate the remarkable growth of the Japanese carrying trade." They do more, they show the British ships lost more, proportionately, of the carrying than American ships did, and we do not attribute that loss to the Seamen's Act.

The "Marine News" regrets the retirement of American ships from transpacific trade. But we do not regret the language test provision of the Seamen's Act, except insofar as it falls short, just 25 per cent., of what it should provide. We are hopeful of the early resumption of an American transpacific steamship line—indeed, this is not wholly a hope, it is an expectation, based upon reasonable grounds. When American ships do

resume operations in trade with Asiatic ports we hope that none of them will carry a less number of American seamen and firemen than the ships of the Spreckels line now carry. And, if we were connected with the Spreckels line, as we are not, we would be extremely proud of the fact that it now runs American ships, manned by Americans, diagonally clear across the Pacific, and that it has increased the number of ships in its line 50 per cent. since the Seamen's Act was passed.

### MERCHANT SHIPPING LOSSES.

Admiral Sir Cyprian Bridge, in a report on merchant shipping losses, gives a statement of the losses to shipping from the beginning of the war to March 23. The list totals 980, including 254 trawlers, and is as follows:

#### Losses to Belligerents.

##### STEAMERS.

| Nationality.   | Number. | Tonnage.  |
|----------------|---------|-----------|
| British .....  | 379     | 1,320,000 |
| French .....   | 41      | 140,000   |
| Belgian .....  | 10      | 30,000    |
| Russian .....  | 27      | 42,000    |
| Italian .....  | 21      | 70,000    |
| Japanese ..... | 3       | 19,000    |

Total ..... 481 1,621,000

##### SAILING VESSELS.

| Nationality.  | Number. | Tonnage. |
|---------------|---------|----------|
| British ..... | 31      | 19,000   |
| Russian ..... | 8       | 7,000    |
| French .....  | 12      | 18,000   |
| Italian ..... | 6       | 3,000    |

Total ..... 57 47,000

Trawlers—British, 237; French, 7; Belgian, 2.

#### Losses to Neutrals.

##### STEAMERS.

| Nationality.       | Number. | Tonnage. |
|--------------------|---------|----------|
| Norway .....       | 50      | 96,000   |
| Denmark .....      | 18      | 33,000   |
| Holland .....      | 22      | 74,000   |
| Sweden .....       | 33      | 42,000   |
| United States..... | 6       | 16,000   |
| Greece .....       | 11      | 22,000   |
| Spain .....        | 4       | 9,000    |
| Persia .....       | 1       | 750      |
| Portugal .....     | 1       | 625      |

Total ..... 146 293,375

##### SAILING VESSELS.

| Nationality.       | Number. | Tonnage. |
|--------------------|---------|----------|
| Norway .....       | 22      | 20,000   |
| Denmark .....      | 10      | 1,600    |
| Sweden .....       | 7       | 2,000    |
| Holland .....      | 2       | 225      |
| United States..... | 1       | 176      |

Total ..... 42 24,001

Trawlers—Denmark, 1; Holland, 7.

The loss to British steam shipping, says the report, is less than 4 per cent. of the total number of vessels under the British flag and slightly over 6 per cent. of their total tonnage. The French loss in steamers is about 7 per cent. of the total French tonnage, while the Russian loss is 5 per cent., and the Italian 4½ per cent. In further comment, Admiral Bridge details the amount of merchant shipping built in France and Great Britain since the beginning of the war, and shows that the war losses have virtually been made good thereby. "In 1915," says the report, "after more than a year of the war, the steam shipping of Great Britain increased 88 vessels and 344,000 tons. France at the end of 1915 was only short nine steamers and 12,500 tons of the previous year's total. Italy and Russia both show an increase in tonnage. It is, therefore, clear that the present shortage of tonnage is due not to the action of submarines, but to the great requirements of the military and naval forces. The latest published statement of these show that they are demanding 3100 merchant vessels."

Demand the union label upon all purchases!

### THE USE OF ALUMINUM.

Aluminum is the most abundant of all the metals. In the form of its oxide, alumina, it constitutes about 15 per cent. of the earth's crust, according to the United States Geological Survey. Yet until recent years it was a curiosity; there were only a few hundred or few thousand pounds in existence, and its value was \$14 or \$15 a pound. Within a generation it has become very useful, now selling at about 20 cents a pound. The entry of aluminum into the field of useful metals came with the discovery that it could be extracted from the mineral bauxite, a clay-like substance. This mineral itself is by no means plentiful, but known deposits are sufficient to make aluminum an important competitor of certain metals, such as copper and tin, in a good many lines of work.

Already aluminum has displaced steel in certain classes of construction where strength is required in combination with extreme lightness, such as in the manufacture of flying machines. An alloy known as duralumin, containing about 95 per cent. of aluminum, is claimed to have qualities as good as those of good Bessemer steel, although it is only one-third as heavy. This alloy possesses great hardness when annealed, and its melting point is above 1,200° F. The great future of aluminum lies in the perfection of a process whereby it can be commercially extracted from the unlimited deposits of alumina—rich clays and rocks, which exist in all parts of the world. The day which shall yield really cheap aluminum holds out boundless possibilities. The chemist or investigator who can devise the needed process of extraction will not be forgotten by succeeding generations.

### NATIONAL HONOR.

President Wilson has taken a dangerous stand in his letter to Senator Stone. He intimates that he would sacrifice peace to avert "the loss of honor." He construes as an assault on national honor a repetition of the barbarous submarine attacks on ocean liners. How that can be, the President fails to make clear. It is easy to see how such a massacre as the one at Ludlow, Colorado, was an injury to American honor, since it took place within the jurisdiction of the United States and had the approval of the government of the State within which it was committed. It is easy to see how the massacre at New Orleans, 25 years ago, of Italian citizens was an affront to American honor only. And so the attack on the "Lusitania" injured the honor of no other nation than Germany, since the German government was responsible for the deed. A professed intention to repeat the act would be equivalent to an expression by the German government of renewed contempt for the honor of the German nation. It could dishonor no other. To nations as well as individuals apply the words of the poet Cowper: "No gentleman will insult me, no other can."—The Public.

The initiative and referendum is now in force in the following States: Arkansas, Arizona, California, Colorado, Maine, Michigan, Missouri, Montana, Nebraska, Nevada, Ohio, Oklahoma, Oregon, South Dakota and Washington.



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## Political and Religious Refugees Not Barred

The Burnett Immigration Restriction bill makes clear provision for the continued admission of political and religious refugees to this country.

Opponents of the bill evade discussing the main purpose of this legislation—to maintain American living standards of workers by debarring illiterates.

As it is unwise to combat this principle, the trusts and other cheap labor advocates insist that the act would change America's traditions and policy toward those who are forced to leave the old world because of political or religious beliefs.

The following sections of the bill, however, completely refute these claims:

"That the following classes of persons shall be exempt from the operation of the illiteracy test, to wit: All aliens who shall prove to the satisfaction of the proper immigration officer or to the secretary of labor that they are seeking admission to the United States to avoid religious persecution in the country of their last permanent residence, whether such persecution be evidenced by overt acts or by laws or by governmental regulations that discriminate against the alien or the race to which he belongs because of his religious faith.

"Nothing in this act shall exclude, if otherwise admissible, persons convicted, or who admit the commission, or who teach or advocate the commission, of an offense purely political."

Congressman Burnett, author of the bill, and chairman of the House Committee on Immigration, has repeatedly stated that the friends of immigration restriction would not support legislation that would debar these refugees.

Other advocates of restriction have taken a similar position, which is in line with the innumerable humanitarian declarations of the American Federation of Labor, and which was pointed out by Congressman Meeker of Missouri who made this answer to the claim of anti-restrictionists:

"You speak of the political refugee. If the language is not distinct and plain on that one issue, then I cannot understand how it is to be written. The revolutionist, your Kosciuszko, and all those men to whom reference has been made, could enter this country under this provision. This country will always remain the home of the religious and the political refugee, but we would just as well begin now to face that other problem of imported ignorance."

## What Labor Expects From Our Courts.

As society and industry are organized today the individual is helpless. The problems which affect the several groups in society can only be worked out through collective effort, and labor has the right to expect that as the industrial problems are being worked out, no right or privilege will be allowed to any one group which is not fully granted to the others.

Labor believes that the courts should set aside as antiquated, impractical and unjust much of the common law based upon judicial precedents which were established at a time when the conception of the relationship be-

tween employers and workmen differed from what it is at present.

We have passed the time of owner and slave; the implication contained in the term "master and servant," as applied years ago is repugnant to our present conception of the workers' rights as free men and citizens.

The industrial condition to-day, which forces the workmen to depend upon the owners or controllers of tools and capital, for labor and wages differs as much from the former condition which existed, as our steam railways contrast with the period when overland transportation was by stagecoach and turnpike. Instead of depending upon precedents handed down at a period when conditions were far different than at present, labor expects of the American courts that they shall first of all make a study of the actual conditions affecting labor to-day, and if necessary have the courage to establish precedents by their present decisions which will aim towards establishing equality of rights, privileges and opportunities under conditions which affect the workers to-day.

If the workers who compose the great mass of our people are to make progress, they must work out their salvation largely through their own initiative. They must abandon the individual effort as wholly inadequate, and instead use their efforts collectively. If they are to have an adequate voice in regulating the terms and conditions under which their labor is to be performed, they must do this through collective action; they must establish democracy in the industries so that government in the shop, like government in the nation, shall be through and by the consent of the governed.

Three great struggles have taken place among mankind to establish those conditions of liberty which would make men truly free. Religious liberty and political liberty have been firmly established in the progressive and civilized nations of the earth. Industrial liberty still remains more of a shadow than a substance for a large portion of the wage-earners, and it is unfortunate that many of the wage-earners' efforts to establish a necessary degree of industrial liberty have been frustrated through judicial decisions which seemingly have for their foundation the belief that what labor desired to accomplish in freeing itself was an interference with or an injury to some property right of capital. Industrial democracy or industrial liberty, call it by any term we wish, the condition where the workmen's rights will be as sacredly protected as the rights of capital or property, is coming. It is at hand. Labor has the right to expect that our courts will assist rather than retard the growth and the application of the true principles of democracy in the industries.—John P. Frey.

## Steel Indictments Quashed by Court.

Judge D. S. Anderson of the Common Pleas Court at Youngstown, Ohio, has quashed indictments against the United States Steel Corporation and five other steel companies who were charged with conspiring to regulate the price of common labor in violation of the Ohio anti-trust law.

The Court ruled that the indictments

(Continued on Page 10.)

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

### AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

### GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

### BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

### GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

### FRANCE.

Federation National des Syndicats des Inscriptions, Maritimes de France, 33 Rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

### NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

### SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgaten 1 B., Sweden.

### DENMARK.

Somandenes Forbund, Toldbogade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

### HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

### ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

### AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

### SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

### URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

### ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

### BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

### SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



## World's Workers.

The Victorian Trades Hall Council has sent a circular to the organizations affiliated with it, asking them to support a movement for a 44-hour working week.

The crews of steamers of the Holland-American line, which arrived at Rotterdam recently, have joined the ranks of the striking seamen. The strikers now number 450. The liner "Ryndam" of the Holland-American line is said to be held on account of the strike.

According to the British Labor Gazette the high level of employment was fully maintained in February, and the percentage of unemployed among the trade union members was the lowest ever recorded by the department. Owing to the number of male workers now in the forces, the labor requirements are not being met, and special steps are now being taken to increase the number of women workers both in industry and agriculture.

Says the Queensland Worker: Assuming that 8,000,000 soldiers are in the European conflict, each man provided with 400 rounds of rifle cartridges, estimates show that 44,800 tons of copper are accounted for. If we add to this amount the quantity included in shells, the consumption is figured at 230,000 tons per year, or about one-fifth of the world's production. Say the cost is £17,000,000 for copper alone: How many workers could be housed in model homes for the money?

The British Board of Trade reports that the supply of seamen for mercantile ships during February was again not quite equal to the demand. Shortage of men was reported from Newcastle, Sunderland, Avonmouth and Portishead, Newport (Mon.), Barry, Penarth, Poplar (London), and Dock Street (London), but at all the other ports the supply was quite equal to the demand. Returns received from certain selected ports show that 29,492 seamen shipped on foreign-going vessels during February, a decrease of 5116 (or 14.8 per cent.) on January, and of 3891 (or 11.7 per cent.) on the total for the corresponding period of 1915.

A French journal publishes information from its correspondent in Minsk to the effect that on the proposal of the Governor-General of Mitau, a scheme is being drafted in Germany which provides that all the populations of conquered territories, both men and women, shall be obliged to give their labor for the profit of the German government. The Tilsitter Zeitung gives a brief account of the terms of the proposed law. The war has taken on such proportions, says the German paper, that it has extended far beyond anything that could be imagined. Laws no longer meet the situation and they must, therefore, be changed. The life of the German empire must be preserved above all else. The Tilsitter Zeitung goes on to own that to force civilians to work, especially when they are obliged to take part in the erection of fortifications and defense works, is not in conformity with the laws established at international congresses. But the situation which the war has brought about renders invalid all rules, which, the paper adds, are not kept by any of the belligerents.

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Blom, Ernest      Konlg, D.  
Christiansen, Anton      Nielsen, Harold  
Christiansen, A.      Olander, Ed  
Doris, Geo.      Thomson, John  
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|                       |                     |
|-----------------------|---------------------|
| Andersen, Albert      | Leideker, Elith     |
| Andersen, Ernst. J.   | Lalan, Joe          |
| Andersson, Oskar      | Lindholm, Chas.     |
| Andersen, Sven        | Mansen, Peter       |
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| -1894                 | Mikalsen, Andreas   |
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| Evans, John           | Owen, Fred          |
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| Illig, Theo.          | -1542               |
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| Anderson, John E.    | Nelsen, C. F.     |
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| Eugenio, John        | Reither, Fritz    |
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| Ivertsen, Sigvald B. | Strand, Conrad    |
| Lengwenus, W. L.     | Thompson, Emil N. |
| Möller, F.           |                   |

## INFORMATION WANTED.

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio. 3-24-15

Anders C. Anderson, a native of Norway, who left his personal effects at Port San Luis, Cal., after leaving a ship at that place, is inquired for. Anyone knowing his whereabouts please notify D. R. Jacks, Deputy Collector of Customs, Port San Luis, Cal. 12-22-15

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Any one knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St. 8-11-1915

Olai Ingebrigtsen (Brock), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American bark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469—49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Steuart street, San Francisco, Cal. 8-4-15

Oscar Olsen, age 37, a native of Hallarna, near Gothenborg, Sweden, who was sailing on the Great Lakes about three years ago, is inquired for by John V. Olsen, Sun Company, Marcus Hook, Pa. 5-26-15

Hugo Carlson Ljung, age 29, a native of Gothenborg, Sweden, was last heard from in a Cable Boat on the Atlantic Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Carlson Ljung, Jungmansgatan 5, Gothenborg, Sweden. 1-12-16



# Pacific Coast Marine.

Among Seattle arrivals during the past week were the steam schooner "Lakme" towing the steam schooner "Bee," which broke her tail-shaft off the cape.

The well known hoodoo vessel, "Mackinaw" is now known as the "Osawa Maru." It remains to be seen whether or not the "hoodoo" was included in her sale to Japanese ownership.

Five of the crew of the power schooner "Magnolia," capsized off the Klamath River, are believed to have been drowned, according to a dispatch received by the marine department of the San Francisco Chamber of Commerce.

The Honolulu service of the Hill lines is to be a regular winter proposition, according to the announcement of Cal E. Stone, passenger traffic manager of the Great Northern Railroad, before he left for St. Paul. The "Great Northern" will go on the run early in October, as last year, maintaining a ten-day service out of San Francisco and San Pedro.

Captain Lavery of New York, chief surveyor of the Bureau of Veritas; Captain A. F. Pillsbury of San Francisco, surveyor for the San Francisco Board of Underwriters, and Captain L. H. Turner of San Francisco, Lloyd's surveyors, were in Oregon last week to survey the new McCormick vessels nearing completion at the St. Helens shipyards in order that the craft may be given their proper classification.

Customs and immigration boarding officers at San Francisco, who have been on Meiggs wharf for many years in the old offices, which are nearly falling to pieces, have been cheered by the announcement of President J. J. Dwyer of the Board of Harbor Commissioners that new quarters will be built by the State in the near future. According to the plans as outlined, there will be one structure built on the wharf west of Meiggs which will accommodate both branches of the Federal Government.

It is reported from New York that eleven American freighters, manned by American crews and flying the flag of the recently organized \$10,000,000 Oriental Alliance Steamship Co., are to be placed in the transpacific service between San Francisco and the Orient. The company will later operate two steamers between New York and San Francisco, through the Panama Canal. The "Hocking" and "Genesee," which recently were seized by the British Admiralty, are two ships of the new fleet. All the steamers will come from Atlantic waters.

The American steamer "Rio Pasig," which sailed from Seattle December 31 last with a cargo chiefly of cotton, steel rails and copper for the Russian Government, to be delivered at Vladivostok, was never sighted after she left Nainaimo, B. C., a day or so later. She was given up for lost a week ago by her charterer, Frank Waterhouse & Co. of Seattle. She was owned by Madrigal & Co. of Manila, and carried a Filipino crew of thirty. Her complete disappearance led to speculation over her fate. The "Rio Pasig" is the only Puget Sound vessel lost since the heavy shipments to Russia began.

An order for a five-masted schooner to be equipped with twin screw Diesel auxiliary engines, was placed by Swayne & Hoyt during the week with Albert Schubach of Seattle, to be built at the old Lindstrom shipyard at Aberdeen, Wash. Delivery was specified in seven months. The vessel will have a carrying capacity of 2,200,000 feet of lumber, or 4000 tons dead weight. M. R. Ward of Ward & Sons will superintend the construction. According to Schubach, this vessel is the first of several to be constructed at the Aberdeen yard. When completed, the Swayne & Hoyt schooner will carry a cargo of lumber to this port, and will load here for Manila.

The British Canadian Engineering and Construction Company, of Vancouver, which recently completed and dispatched five modern submarines built at the yards established at Barnet for the Russian government, a work in which 500 men were employed, is now planning to enter into the steel shipbuilding industry. It can equip three yards on Burrard Inlet, where cargo or passenger steamers up to 550 feet in length or 10,000 tons capacity can be turned out. Because of the demand due to so many of the yards of the United Kingdom being filled up with war orders, while those of Germany, owing to the blockade, are out of the world's business, inquiries are being received from Norway and elsewhere for figures on cargo steamers—one from Norway for a steamer of 5000 tons dead weight capacity, and one from London for a vessel of 6000 tons carrying capacity.

The harbor of Vancouver, which is one of the finest on the Pacific coast, is being improved and equipped with the necessary facilities for handling large cargoes and for the prompt dispatch of vessels. A new Government wharf 800 feet long and constructed of reinforced concrete, with a depth of 33 feet of water at low tide, was recently completed. A new Government grain elevator, which is nearing completion, adjoins the Government wharf. It has a storage capacity of 1,250,000 bushels,

and a receiving capacity of 20,000 bushels per hour. The loading capacity will be 60,000 bushels an hour, whether loading to two boats at 30,000 bushels an hour or to four boats at 15,000 bushels an hour. Railway and steamship companies also have made additions to and improvements in their wharves and docking facilities in the harbor.

Oakland shipbuilding concerns are elated over the orders received during the past week for the construction of eleven new vessels, seven steel and four wooden, to cost \$7,325,000, representing an aggregate tonnage of 68,000. Work is to begin at once, and, according to local concerns, is the forerunner of additional orders which have already been promised. Of the new orders taken four will go to the Union Iron Works' new plant, where \$3,500,000 worth of work is to be done. The first steamer will be for a Swedish shipping concern and will cost \$700,000. The vessel will be of 6000 tons and will be 350 feet long and fifty feet beam, designed along class A steamship lines. Two other vessels will be built, to be equipped with turbine engines of the latest design. According to officials of the Union Iron Works, 3000 additional men will have to be employed to handle the work.

Sale of the steamer "Nile," which for several years was on the run between San Francisco and the Orient, was announced recently. The purchaser of the vessel is H. F. Carmichael of Hongkong and while the terms are announced as "private" it was rumored on the floor of the Exchange that the figure was approximately \$800,000. The "Nile" was registered as being owned by the Nile Steamship Company. Her real owners, however, were the Southern Pacific Company, which chartered her to the Pacific Mail Steamship Company. The "Nile" made her last trip from this port July 25, 1914, and upon arrival in the Orient was taken over by the British Government for transport duty and recently released. She was built in Glasgow in 1893, is 420 feet long, 52 feet wide and is of 3156 tons net registry. What her new owner will do with her is not known, but it is anticipated that she will be put on a schedule between this port and the Orient.

As briefly announced on the editorial page in last week's issue, the Pacific Mail houseflag will fly in the transpacific trade again when the liner "Ecuador" leaves San Francisco for the Orient, June 17. When the steamships "Ecuador," "Columbia" and "Venezuela" were bought a month ago it was intimated that they were to be put in the Panama service of the Pacific Mail, and that this service would in time be extended from the Canal to Callao. Under the new arrangement the "Ecuador" will leave this port June 17, the "Columbia" July 15 and the "Venezuela" August 19, each vessel leaving thereafter every seventy-seven days. They will make Honolulu, Yokohama, Kobe, Shanghai, Manila and Hongkong outward, and Shanghai, Kobe, Yokohama and Honolulu homeward. The steamers which are to start the service are of 5700 weight tons capacity. They have accommodations for 111 cabin and 200 Asiatic steerage passengers. All the cabins are outside, two-berth rooms with beds on opposite sides of the cabin instead of berths one over the other. One feature is an open-air grill, something entirely new.

Orders issued to the Bering Sea patrol indicate that the Government this year contemplates a continuous patrol in the vicinity of the Seal Islands, and also in and about the fishing banks of the Bering Sea and off the passes. The continuous patrol will be kept up, according to orders received by Captain Reynolds for transmission to the commanders of the cutters of the Coast Guard service in this jurisdiction, during the time the seals are expected to arrive at the Pribilof Islands, and until they migrate southward in the fall. The patrol vessel will follow the herd along the coast of British Columbia and Alaska prior to their arrival at the islands. Senior Captain H. M. Broadbent will be fleet commander under the orders, and Captain of Engineers H. L. Boyd fleet engineer. The headquarters of the fleet will be in Unalaska. Orders have been issued to the commanding officers of the "Manning," "McCulloch" and "Unalga" to report to the fleet commander at an early date. The fleet officers will take passage on the "Manning," which will leave Seattle for Unalaska about May 10. The "Unalga" will sail from Seattle May 20 and the "McCulloch," which is now conveying the "Thetis" here from Honolulu, will leave Valdez July 10. The "Bear" will sail from San Francisco for Seattle May 1, and leave the latter port for Unalaska May 10.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

## International Seamen's Union of America

Affiliated with  
AMERICAN FEDERATION OF LABOR  
and  
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.  
THOS. A. HANSON, Secretary.  
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Headquarters:  
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Headquarters:  
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Branches:  
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VANCOUVER, B. C., 213 Hastings St., E. corner of Hastings and Main, P. O. Box 1365, Tel. Seymour 8703.  
TACOMA, Wash., 2218 North 30th St.  
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.  
ABERDEEN, Wash., P. O. Box 6.  
PORTLAND, Ore., 44 Union Ave., North.  
EUREKA, Cal., 227 First St., P. O. Box 64.  
SAN PEDRO, Cal., P. O. Box 67.  
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

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# Coast Seamen's Journal

Published Weekly at San Francisco

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBERG .....Editor  
I. M. HOLT.....Manager

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## NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, APRIL 19, 1916.

## THE NEW WAGE SCHEDULES.

During the past week the Sailors' Union of the Pacific, the Marine Firemen, Oilers and Water-tenders' Union of the Pacific, and the Marine Cooks and Stewards' Association of the Pacific Coast, submitted to the ship-owners a joint schedule calling for a slight increase in wages and improved working conditions in the respective departments, to go into effect on May 1.

In view of the exceptionally prosperous condition of shipping, the increases and improvements asked for will doubtless be regarded not only as perfectly just but also as very moderate. The main reason for submitting only moderate demands will be found in the three organizations' earnest desire not to establish temporary "war wages" but permanent and enduring improvements which can be maintained after the present high freight rates have come down to a normal "peace" basis. It should be understood also that the wage increase now requested would have been made long before this had it not been for the well-founded fear that any controversy between seamen and shipowners would have still further delayed the passage of the long pending Seamen's bill. That danger having been removed and shipping everywhere being in unheard-of prosperity with tonnage and freights still mounting sky high, serious opposition to the Seamen's reasonable requests should really not be expected. Of course, when taking into consideration past experiences, the JOURNAL is ready to concede that its judgment upon this point may be entirely wrong. Ten years ago the seamen on the Pacific Coast secured their very modest demands only after a severe struggle. And it is not inconceivable that history may repeat itself in 1916.

However that may be, it will be time to deal with strikes and struggles if they should be forced upon us. It should be noted, though, that the schedules presented by the three Seamen's organizations have received the formal approval of the International Seamen's Union of America, as well as the unanimous endorsement of the Water-Front Workers' Federation of the Pacific Coast.

In the meantime, it is more than gratifying to note the success of the seamen's wage

movement on the Atlantic Coast and along the chain of Great Lakes. Beginning with last Saturday, wage increases have been demanded and obtained in practically all Atlantic Coast ports.

At Chicago and other leading Lakes cities voluntary increases in seamen's wages have been made by a number of companies. And, without the slightest exaggeration, it may be said the general outlook for the organized seamen on the Lakes is better and more encouraging to-day than for many years past.

As a most welcome result of these various activities the membership in all three districts of the International Seamen's Union of America is growing by leaps and bounds and bids fair to pass the previous top-notch mark at a very early date. This is as it should be. With organization the seamen have raised themselves to a position of legal equality with all other men. And with more effective and more compact organization the future is our own! Let us therefore continue to organize and bring every toiler of the sea within the fold of our Unions. Remember, all the great struggles between labor and capital have in reality been only battles between organized and unorganized workers. When all wage-earners are organized, strikes will become unnecessary and unknown.

Are you doing your share to bring us nearer toward the day when we may reap the full benefit of our labors?

## THE OPPOSITION TO BRANDEIS.

The senior United States Senator from California, Mr. Works, is lined up with the reactionaries who oppose the confirmation of Mr. Brandeis' appointment for the Supreme Court.

Our distinguished Senator thinks "it would be a grievous mistake to place a man on the Supreme Court bench who rests under a cloud."

The cloud to which Senator Works refers has been artificially created by the predatory interests who have good reasons to regard the Supreme Court as the last bulwark of plutocracy.

How about the life-long servants of the interests who have been appointed from time to time to the Supreme Court; was there never a cloud of distrust and suspicion about their heads? Or has Senator Works' environment totally unfitted him to see and hear anything except objections raised by the so-called upper or better (?) classes? One is almost justified in arriving at that conclusion after reading Senator Works' own summary of objections to Brandeis, as presented to the Senate:

Whether suspicion rests upon him unjustly or not his confirmation would be a mistake. It is argued against him that he is not possessed of the judicial temperament. There is just ground for this objection. As some of his friends said, he is a radical, and for that reason he has offended the conservatives. That may be no cause for reproach; but the temperament that has made him many enemies and brought him under condemnation in the minds of so many people would detract from his usefulness as a judge.

He is of the material that makes good advocates, reformers, and crusaders, but not good or safe judges.

Taking all these things into consideration, I submit that the nomination should be rejected and so report.

After all, perhaps Senator Works may be right in one respect. Mr. Brandeis' entire career indicates that he would not make a "safe judge."

There is a constant, more or less silent, but ever-pressing conflict between human rights and property rights. And it must be conceded that those who hold property rights above human rights have good rea-

son to question the "safety" of Mr. Brandeis. But if this appointee to the Supreme bench should be rejected upon that issue there will surely come a day of reckoning.

Cannot Senator Works see the plain handwriting on the wall?

## SEAMEN MADE TO ORDER.

With a reported urgent need for 25,000 additional enlisted men for the U. S. Navy renewed efforts are being made to create some sort of a naval reserve.

Washington dispatches announce that the opening date of the training cruise for civilians, which has been planned by the U. S. Navy Department to arouse interest in the navy and pave the way for the formation of an efficient citizen reserve, has been fixed for August 15. Reserve battleships will be detailed for the cruise and will be apportioned among the coast districts according to the number of applicants accepted in each. The tentative program names the starting points as Boston, Newport, New York, Philadelphia, Norfolk and possibly Charleston, S. C. The training course will occupy about four weeks. Three weeks will be spent at sea and about a week at the starting stations, where the recruits will be given general instruction, including an outline of their own naval districts and their defense problems. All able-bodied American citizens between the ages of 19 and 45 years, able to stand a prescribed physical examination and possessing some nautical or technical knowledge that would fit them for service in the navy will be eligible for enrollment. Each will have to deposit \$30 for subsistence and clothing.

It is to be hoped that every American (?) merchant and business man who has in the past declared his preference for cheap Oriental crews on American merchant vessels will have sufficient patriotism to realize that it is now up to him to enlist.

Here's to a naval reserve composed of bankers, brokers, and others who can work up an enthusiasm over the Stars and Stripes at the masthead of a coolie-manned merchant ship!

A noted Japanese publicist, writing in the Japanese American News of San Francisco, concludes an article entitled "Japan and the Philippines" with this compelling logic:

After all has been said and done, we must not forget that the peoples of the Far East stand upon common ground. In the years to come they must by mutual co-operation establish and enforce something of a Monroe Doctrine for their own world. To consume themselves in petty suspicion and disgraceful quarrel is to toll their own knell.

Why, oh why, cannot the statesmen of the warring European nations accept the "common ground" declaration as good doctrine for Europe?

In twelve months fifty-six strikers were prosecuted in New South Wales, and fines amounting to £2592 imposed. In the same period 2909 employers were prosecuted under the Arbitration, Factories, Shops, and Early Closing Acts, and penalties of £2729 inflicted.—Australian Labor Press Item.

So, this is what we would get under compulsory arbitration. Fifty-six strikers are fined to the tune of £2592, making the average fine more than £46 per head; 2909 employers are penalized the grand total sum of £2729, making their average fine less than £1 each. This is justice with a vengeance. It is very much like our own home-grown justice which mulcts labor by laws enacted for the sole purpose of curbing the trusts.



## ABOUT "VICIOUS INFLUENCES."

The Pacific Coast Company (owner of the Pacific Coast Steamship Company) is still issuing those famous "good behavior" bulletins to its employees.

In the latest issue Mr. Ford, the Company's president, is frank enough to tell about the purpose of those bulletins. It is "to counteract the vicious influence of mischief-making agitators." Well, to be equally frank, we had suspected it right along.

When an employer's bulletin raves about the beauties of an "Open" or "Non-Union" shop and translates into foreign languages "labor axioms" from Leslie's Weekly and similar journalistic champions of the toiling masses, its real purpose becomes quite obvious.

Of course, there is no objection to the company's efforts to counteract any "vicious" influence upon its employees. It is apparent, however, that those higher up in the Pacific Coast Company have paid altogether too much attention to their low-wage foreign employees and entirely too little to the high-salaried officials. Certainly, the vicious influence of the labor agitators cannot be held responsible for the reported \$50,000 to \$100,000 shortage in the accounts of the Company, which peculiar state of affairs was discovered only when the cashier had disappeared for reasons best known to himself.

So it would seem there are other mischief-makers besides agitators. Will the "big men" in the Pacific Coast Company take the tip or will they continue to pursue an attitude closely akin to "penny-wise and pound foolish"?

## A SPLENDID LESSON.

It is interesting to note that the news about the seamen's efforts at New York to improve their conditions was considered of sufficient importance by San Francisco morning papers to give it a front page display. Still more interesting is the conclusion of the same New York dispatch, which says:

According to officers of steamship companies, previous efforts to amalgamate all the unions of seamen here into a federated body have failed. For this reason officials of the steamship lines, it was said, are not disposed to regard seriously the possibility of a general strike. The fact that the various classes of workmen employed on vessels entering this port are of many nationalities is said to have precluded thus far the successful organization of a general body with which their unions could affiliate.

What a splendid lesson for the seamen is contained in these "optimistic views" by company officials.

Are the seamen guilty as charged?

Have they in the past failed to work together because they are composed of different nationalities?

Do we permit the employers to create dissension in our ranks by "using" one nationality against the other?

Ask yourself this question, fellow workers! Then think it over and act according to your own best judgment, which, in this instance, is bound to be to your own best interest.

According to the annual report of Samuel McGowan, Paymaster General of the United States Navy, the average daily cost of subsistence per man declined from \$0.36648 in the fiscal year 1914 to \$0.36038 in the fiscal year 1915. Who said it is impossible during war time to reduce the cost of living?

## THE SYDNEY MUTINY.

Pointed Comment by a New Zealand Labor Editor Upon a Serious Conflict Between Freedom and Militarism.

The mutiny of 15,000 soldiers at Sydney—the circumstance of such an army breaking all bounds, defying their officers, pouring out of camp, seizing and taking control of the trains, invading a city of 700,000 people, wrecking property, looting stores, robbing on the right hand and on the left, attacking citizens, taking the hotels by force and drinking themselves into a frenzy of uncontrollable fury, and finally finding themselves in death-dealing conflict with the armed, mounted and foot police, as well as the men of their own pickets—is something to make sober-minded people think. The Australian capitalist papers are almost furious in their denunciations of the soldiers for the outbreak. But it seems to us that it's little use hurling invective at the men. What we need to do is to attempt to understand the foundation causes of such a reversion to the primitive, and its psychology also.

The mutiny had its beginning in that desire for freedom that is inherent in almost every human being. The majority of men in the Australian soldiers' ranks are working men. Many of them come from the wide expanse of the plains and from the mountains and hills of the coast line. Born where "the nights are black and silver and the days are green and gold," and schooled in the comparative liberty of country life, with no restrictions but those imposed by economic limitations, every shine of the sun is for them a ray of freedom, every song of the bird is a song of liberty, every color of the wild flowers that carpet the sward is an earnest of the material and spiritual hope that springs eternal.

And the instinctive, undeveloped spirit of freedom that quickens the rich, red blood in the strong veins of these sons of the plains and the bushlands reflects itself—if in another way—in the workers drawn from the mines and the cities. Down in the black depths of the coal mines, in the lead-laden stopes of the metal mines, in the danger zone of the whirr and burr of the city machines, men come closer together because of their community of danger; they read more deeply than their country comrades, they know more of the past's tragedy, the present's slavery, the future's promise, and in mine and mill and factory they dream their great vague dreams of human freedom. This in the tragic days and years of peace—peace that hath its victims also.

Suddenly there is war. They have no share in making it. They are never consulted about it. They will not be consulted about ending it. But

The soldiers go into camp! But Democracy cannot enter there. Militarism must have its despotism. It couldn't be militarism otherwise. The men from the hills and the plains and the city unions did not know—how could they?—that the soldier must obey; that to obey is his first duty. It could not be otherwise. To make a modern army successful, discipline is essential. You must not talk back; you mustn't expect to have a determining voice in the matter of when you shall go to bed or when you shall get up, or in the order of your coming in and going out. Most of the men who went into camp didn't—couldn't—understand anything of this. The restriction of the discipline of camp life clashed with all their dream-made conceptions of freedom. Drill! and drill! and drill again! Monotonous! Irksome! But a successful army is impossible without it. Then undoubtedly the irksomeness of military life was made more irksome by the overbearing attitude of some of the officers. On top of it all came the staff order for additional drill. It was against this order the men revolted. First of all they made a demand for its rescission. They forgot that a soldier has no right to question an order. They were told that it was a staff order—which must be obeyed.

Then the strike was on. It was in the first case a deliberately-organized revolt against an order which the men held to be unjust. They raised a red flag! They called their revolt a strike. Probably they never intended that it should reach the serious dimension of a mutiny. They "were making a stand for freedom." They refused to take orders from their officers. A few thousands broke camp. They were joined by other thousands. At last fifteen thousand soldiers were on strike. They held up the trains. They poured into Sydney. Then mob psychology prevailed, only to be superseded by the age-created psychology of the battlefield. The madness spread. The rioters flung back a thousand years—ten thousand years—a hundred thousand years. The primitive triumphed. It was the rule of club and fang over again. They acted exactly as any reader of this paper might have acted under similar conditions; as any soldiers might act in an hour of conquest in an enemy country. They furnished an explanation for some of the greater atrocities committed in the present war. It was not that they were any worse than their fellows; it was that for the time being they failed to rise above the influences of their environment. They gave us an object lesson that rings to the heavens—a fur-

(Continued on Page 10.)

## OFFICIAL.

## SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Apr. 17, 1916.  
Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping fair.

JOHN H. TENNISON, Secretary pro tem.  
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., April 10, 1916.

No meeting. Shipping medium, prospects fair.

REGINALD TOWNSEND, Agent.

Room 11, De Cosmos Block, 1424 Government St.

Vancouver, B. C., April 10, 1916.

Shipping fair, prospects uncertain.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, April 10, 1916.

No meeting; no quorum. Shipping fair; no members ashore.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, April 10, 1916.

Shipping good in offshore vessels.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, April 10, 1916.

Shipping and prospects fair.

J. PEARSON, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, April 10, 1916.

Shipping medium; prospects uncertain.

JACK ROSEN, Agent.

44 Union Ave. North. Tel. East 4912.

Eureka Agency, April 10, 1916.

Shipping dull; prospects uncertain.

OTTO DITTMAR, Agent.

227 First St. P. O. Box 64. Tel. 159.

San Pedro Agency, April 10, 1916.

Shipping dull; prospects uncertain.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, April 3, 1916.

Shipping dull; prospects poor.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

## MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Apr. 13, 1916.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping improving. The new wage schedule and working rules will be voted upon at Headquarters and the Branches at the next regular meeting or about April 20.

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, April 6, 1916.

No meeting. Shipping slow.

LEONARD NORKGAUER, Agent.

Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, April 5, 1916.

No meeting. Shipping slow; plenty of members ashore.

HARRY POTHOFF, Agent.

P. O. Box 54.

Portland Agency, April 10, 1916.

No meeting. No members ashore.

THOMAS BAKER, Agent.

89 Second St. N. Phone Broadway 2306.

The proposed acquisition of Philippine coastwise steamers by Japanese interests is reported from Manila. Several offers have been received from Japanese principals for the purchase of the coastwise steamers "Isla de Leyte" and "Ban Yek." Asked whether any of these offers would be considered, the general manager of the operating company replied that some of them were being considered, but that the firm had no statement to make as to the disposition of its steamers. Confirmation that the Japanese are in the market for the Philippine coastwise fleet was had from Vicente Madrigal, general manager of Madrigal & Co., who reported that several Japanese concerns tried to buy the "Euzkadi," which was purchased a few days ago by his firm.



# "MEPHITYXOMOPEDIODES."

(By Hawserlaid Bill.)

'Twas the year of the great comet—Smithkin's comet to be precise. You remember how the newspapers had us all worked up over that blamed comet; how the scientists had it figured out that at 11:52 p. m. on the 18th of December the earth would enter the nebulous tail of the celestial wanderer from the south, and emerge on the opposite side at 3:12 a. m.? Of course you do, and also how thousands of people sat up out of doors all night, many firmly believing that the end of the world was near. And you surely remember that the night of the 18th of December passed off without any unusual event being noted, much to the relief of everyone.

Well, it so happened that during those anxious days when Smithkin's comet was rushing toward us at the rate of umpty-ump thousand miles an hour, the British four-masted ship "Benares," Captain Hobbs, was skimming along o'er the blue waters of the Indian Ocean before a light northeast monsoon, on her way from Rangoon to New York.

Had Captain Hobbs been of the ordinary type of shipmasters he would have had no rightful place in this story. But Captain Hobbs, if you'll pardon the seeming contradiction of terms, was a highbrow skipper. Which fact may have had something to do with that other fact, that there were not wanting those who intimated that he was just a plain "nut." "To be great is to be misunderstood, Hennessey," as Mr. Dooley so truly says.

To begin with, Captain Hobbs was an F. R. G. S., which, as you know, means Fellow of the Royal Geographical Society. He was also an honorary member of two or three other learned societies. His exhaustive treatise on "The Saragossa Sea" had been translated and adopted as a text-book on the subject by the Société Océanographique de Marseilles. "Hobbs' Traverse Tables" were by many thought to be superior to those authorized by the Admiralty. As a contributor to various publications devoted to maritime affairs, his facile pen and erudite expositions of obscure or mooted nautical points conducted greatly to the advancement of knowledge in general.

But what really stamped Captain Hobbs as a genuine, allround highbrow, were his researches in bacteriology. In fact, the study of that science was his ruling passion. And, like most hobbies, to outsiders it seemed the least interesting of his highbrow stunts. It certainly was the least appreciated; probably so because of its manifest violation of the principle underlying the old saw, "Shoemaker, stick to your last."

Anyway, a large stateroom on the starboard side of the spacious cabin had been transformed by Captain Hobbs into a laboratory. The walls were lined with shelves on which stood a number of glass jars containing culture fluids, each fluid the habitat of a colony of some species of germs, the scientific name of which was duly written on a label pasted on to the jar. In the center of the room was a long, low table fitted with rolling chocks. On it reposed an assortment of microscopes, test tubes, glass slides, delicate scales and balances, and all the other appliances usually found in a well equipped laboratory. Above the table, suspended from the ceiling, swung a massive, ornate brass lamp. A set of drawers, some chairs, and a book case completed the furniture of the room.

From all of which you'll perceive that Captain Hobbs was, indeed, some highbrow—Q. E. D.

But, alas and alackaday! It is with a feeling of regret that I have to record that the learned skipper's reputation for seamanship was somewhat below par at the forward end of the ship. One reason for this was, no doubt, that Captain Hobbs left the entire management and handling of the ship to Mr. Jones, the chief mate, a sea-dog of the old tallwater school, who could strip a ship down to a gantline and rig her up again without once having to look in a book.

That is, the skipper suffered by comparison. His handicap in this respect was further added to by his personal appearance. Below medium height, bald, weak-eyed, narrow-shouldered, with a stoop, and a set of scraggy whiskers of the style affected by country parsons, Captain Hobbs looked more like a professor of some abstruse 'ology than anything else. As Paddy Dolan, the boatswain, one day remarked:

"Faith, an' ivvery toime Oi see that bloody skipper o' ourn Oi'm 'mouinded o' me ould schoolmaster in Drogheda. Be the hivvins, Oi don't believe the man's a sailor at all, at all. If he is, Oi'm a so'jer."

"Weel, noo," said Sandy Macpherson, the carpenter, thoughtfully pulling at his whiskers, "I used tae think sae masel', but yin day I saw him showin' yin o' the 'prentices hoo tae mak' French sennit, an'—"

"Frinch sennit!" snorted the boatswain, scornfully. "Frinch sennit, is it? Sure, that's all them bloody 'prentices ivver larn—plattin' sennits, an' makin' Turks' heads, an' clanin' brass-work, an' takin' lunars, an' them koind o' folderols. But divvel a wan o' them knows how to tuck a Mathew Walker or make a dacint long splice. 'Pon me sowl, chips, Oi raly don't believe wan o' them brass-bounders aft there can knot two ropeyarns or toie a reef knot."

"Weel, mebbe ye're recht, bosun," assented

"chips," reluctantly, "but dinna ye ken mon, that the Board o' Trade hae rulit thet—"

Just what the Board of Trade had ruled will have to go unrecorded, for at this point the conversation was interrupted by little Johnny Dobbs, the youngest of the apprentices.

"Bowsun," piped up Master Johnny, "there's a bloomin' big shawrk swimmin' haround hunder the counter, and the captain jolly well requested me to hawsk you to byte the shawrk-hook with a piece of fat pork."

Next to catching a whale, the catching of a shark is the biggest kind of sporting event at sea; the bigger the shark, the bigger the event. Wherefore the boatswain lost no time in going to the harness cask and fishing out a two-pound chunk of fat salt pork, with which he baited the shark-hook.

"Lay aft here the watch," he bawled, dangling the hook in front of him to let "the boys" know what they were wanted for.

"The boys" needed no second invitation. Down went tools, and aft scuttled all hands and the cook, hell bent on election and catching sharks.

Aft they found Captain Hobbs lecturing to half a dozen of the apprentices on the ways of sharks in general.

"Ah, 'ere comes the bowsun," he said genially, and rubbing his hands. "Bowsun, please show the young gentlemen 'ow to catch a shawrk."

"Yis, sor. Oi'll do that same thing quick enough, begob, if the son av a gun'll only boite."

The shark, a man-eating monster nearly twenty feet long, was of the species known as the white shark, the most voracious of all. As the ship was making barely steageway, the creature leisurely disported itself in the shadow cast by the rounded stern. Its sinister, basilisk-like eyes were staring hungrily up into the faces of the puny humans leaning over the taffrail. Circling around the monster swam seven or eight pilot fishes, on the lookout for possible crumbs from their master's table.

The boatswain dropped the hook overboard. The sight of the tempting-looking bait affected the great fish like an invitation to "have one" does a thirsty barroom hanger-on. His sluggishness vanished instantaneously. Excitedly, with motions almost skittish in their rapidity, the big brute darted hither and thither; now making straight for the bait, anon running away from it.

But the lure of that white, shiny chunk of pork was like unto that of the flame to the moth. Shorter and shorter grew the circlings of the brute, slower his motions, till at last he sidled up alongside of the bait and nosed it in a wavering sort of way.

He who hesitates is lost, said Napoleon. Presently the shark rolled over on his side, showing the gleaming white belly. The ponderous jaws opened. There was a gurgling, a quick snap, and, presto! the bait, hook, chain and all, disappeared down the gorge of the brute. "Haul in the slack, byes; take a turn, quick," shouted the boatswain, briskly. "Oi've got the big sucker hooked."

Goaded by the hook tearing at his vitals the maddened shark writhed, squirmed, twisted, dived, and threshed the water with his tail into a surging welter of blood-flecked foam. The little pilot fishes scurried about excitedly, evidently frightened and perplexed by the strange plight of their overlord. The line attached to the hook, a braided four-inch manila line, strained and snapped as though it might momentarily break.

But even a shark can't stand that sort of gaff very long. Gradually the wounded brute ceased struggling. "The boys" pulled on the line till his head and shoulders showed above the water. The end of a four and a half-inch line was brought along. A running bowline was tied around the first line and slipped over the shark's body until near the tail, when it was tightened up. The bight was put in a snatch-block in the main rigging and led to the captain.

"Ship the bars, min," sung out the boatswain. Little "Dundee" struck up, "Leave her, Johnny, leave her." Up went Mr. Shark, tail foremost. Anon his head cleared the rail, and the huge body swung inboard.

"Avast heaven! byes," bawled the boatswain. "The boys" unshipped the bars and whaled away at the shark till what little life there still remained in him was knocked galley west. Sailors have no sort of compassion on sharks.

"Lower away, Jimmy."

"Lower away it is, sir."

Down on deck came Mr. Shark. All hands fell to with sheath-knives, hatchets, axes—anything that would cut or slash—and hacked away at the carcass like a lot of medical students at the cadaver of a pauper.

The mate cut out the backbone. "It'll make a dandy walking stick," he said.

"Oi want the tail to nail to the ind av the jibboom," said the boatswain.

"An' I'm gawn tae tak some o' the liver," quoth "chips." "Ma seaboots is crackin' an' there's naething sae guid for seaboots as shark-liver oil."

The cook stripped off some of the skin. "Beats any holystone y'veer saw for scrubbin' floors," he averred.

Everybody had a great time. When all hands had had their fill of butchering and dissecting,

the carcass was hoisted outboard and dumped into the sea. The day's sport was over.

This seems the proper place to remark that the season for the northeast monsoon in the Indian Ocean closes about the middle of December, the time of the year of which I am writing. Soon calms and cat's-paws, relieved by occasional rain squalls, kept the boys on the "Benares" jee-hawing on the braces pretty steady, and cussin' the old hooker for all she was worth—and a little more, maybe. The days were torrid; the nights sweltering. Everybody, when not swearing, was grumbling. Nobody had a kind word or wish for anybody, not even for himself. The sticky, oozy heat had soured for fair what little milk of human kindness there was onboard. It was the sort of time, in short, that tries sailormen's souls, and lays bare the flaws. Maybe you've "been there"?

But the worst was yet to come. And the uncanny part of it was that Smithkin's comet seemed to be mixed up with it. At any rate, a day or two before that mysterious ramblor of the spheres was due to side-swipe the earth with its tail, the little job-lot of sweltering humanity on the "Benares" noticed a peculiar stench. Faint at first it gradually acquired enough malodorous body to be cut with a knife. By the second day its pungent fetidness had effectually disposed of what little appetite the heat had left to the crowd. And everybody was positive that he had never smelt anything like it before, or anything quite so rotten. It simply defied analysis—likewise every man jack on board. Go where they might, the pestilential odor was there to assail their nostrils and turn their stomachs.

"'Tis Yellow Jack broke adrift from his bloody moorin's," grunted the boatswain, holding a wad of tarry oakum to his nose.

"Or the bubonic plague," hazarded "chips."

"Hi'll bet me bloomin' 'at hit's the Asiatic cholera what's been blown hover 'erc from Hindia," said the steward, gloomily; "hor helse hit's the bleedin' hadvaunce guard hof the blawsted comet. Phew! what a bloody stink—worse'n limburger cheese haffected with hery-sipelas."

"Weel, I widna say thet," spoke up "chips," taking a pinch of snuff. "It's mair like a strang breath frae a weak stomach sufferin' wi' the papsilals."

Sandy Macpherson, it should be noted, was a born conservative, disdaining the use of hyperbole and superlatives.

"Bowsun," sung out Captain Hobbs from the poop.

"Yis, sor."

"Hi've been thinking we must do something to habyte, hif pawssible, this hextraordinary hand offensive hodor. The steward linforms me that 'e 'as no more carbohic acid on 'and. Now, Hi propowse that we burn Stock'olm tar hin hall parts hof the ship where it can be syfely done. By that means Hi think we mye hin some degree counterhact these, er, hunpleasent hexhalations hand heffluvia."

"Yis, sor; yis, sor. An' if Oi may ask, sor, phwat d'ye think is the cause av this, this—this here stink?"

"Well, er, really, bowsun, Hi ham hinclined to hattribute hit to hatomic dishintegrytion hor molecular decomposition hof the nitrogen hin the hatmosphere, superinduced by the, er, near happroch hof the comet."

"Lord bless yer sowl, sor; Oi can well belave it," exclaimed the boatswain, secretly crossing himself.

But the "hunpleasent hexhalations hand heffluvia" from the "offensive hodor," et al., were not to be put down so easily. They just made friends and formed an offensive alliance with the smoke from the burning tar. It was some alliance, too, by all accounts. Compared with it the heat, as a calamity, faded into a negligible quantity, minus. It marched in solid formation into the eyes, ears, noses, mouths, lungs and stomachs of its helpless victims. There was no evading it. Like Mary's little lamb, wherever one of the hapless crew went, there the, er, stink—and smoke—were sure to go. 'Twas a caution to the Turks, sumpin' fierce, the worst ever, and then some. As the steward truly observed:

"Hanybody what will willin'ly tyke a second sniff hof this is a bloody 'og, Hi sye."

"Be Jasus," snorted the boatswain, "no dacint hog would."

On the day when the earth made its memorable plunge into the tail of Smithkin's comet, the steward dropped into the little room for'ard shared by his two cronies, the boatswain and the carpenter.

"S'clp me Gord, mytes," he said, shaking his head solemnly, "the bloomin' skipper is goin' clean hof 'is bloody nut. What d'ye suppose 'e's been hup to? Why, Gord bl' me an' mye Hi never see me 'appy 'ome hagync hif 'e 'asn't hactually filled a lot hof bottles with this 'ere hinfected hatmosphere han' scaled 'em hup hairtight!"

And the steward looked as one who should say, "Can you beat it?"

"Steward," called Captain Hobbs from aft.

"There 'e is hagync; hawfwer me hall the bloody time. Hi'll bet 'e 'as found some more bleedin' bottles, han' wants me to rinse 'em hout for 'im, blawst 'im."

After tea the boatswain bethought himself of a prick of tobacco which he had a few weeks



previously put up to dry in the stern of one of the boats which lay, with their keels up, on the midships gallows bitts. Reaching in for it over the stern sheets seats his hand came in contact with a large soup and bouilli can which he did not remember having found there when he stowed away the tobacco.

The can was filled with some thing. Carefully the boatswain drew it forth from its hiding place and smelled of the contents. One sniff was enough. Even at that he nearly fainted, strong man though he was.

And well he might. The can was filled to the brim with shark-liver in the last stage of earthy putrefaction, palpitant with rottenness, reeking with cadaveric stench. It was the foul fountain from which had emanated all along the "hoffsive hodor" for which Smithkin's comet had been so unjustly blamed!

"Chips," said the boatswain a couple of minutes later, gingerly setting down the soup and bouilli can on the carpenter's chest, "phwat the flamin' hell, razors an' scissors have yez been tryin' to do—poison all hands?"

"Chips" looked at the reeking mess. He was an habitual snuff user; therefore comparatively immune to ordinary stench. But the stench coming from the can was what Captain Hobbs would undoubtedly have referred to as "hextraordinary." Even "Chips" olfactory nerves were distinctly shocked. Consternation was writ on every line of his face.

"Mon," he said, nervously scratching his chin, "I hud clean forgot aboot that liver, ma heid's been sac fu' o' ither things. For guidness' sake dinna say a word aboot this tae onybuddy. If the auld mon ever hears o' it he'll be richt sartin tae redooc ma wages. An' the guid Lord kens that ma puir wife an' bairnies need every penny I airn, an' mair. Promise me, bosun, that ye will no say anything to onybuddy 'boot this."

The boatswain promised. Paddy Dolan wasn't the sort of man to go back on a shipmate. The dreadful soup and bouilli can was stealthily dropped over the side. There and then the "Benares" and the "hoffsive hodor" parted company forever.

And now I am going to exercise my prerogative as a duly licensed yarn spinner, and turn the hands of the clock of time ahead about ninety days. Be it known then that on a certain day in March the New York World inflicted on its suffering readers the following story, appropriately headlined, and topped with an inset picture of Captain Hobbs:

The British ship "Benares," of London, Captain Hobbs, which anchored in the Bay yesterday 122 days out from Rangoon, was the bearer of a tale as strange and weird as any ever hatched by the exuberant fancy of Jules Verne. Other ships have brought us stories of death, disaster, shipwreck, murder, mutiny, and such like happenings, easily grasped by the understanding. But the essentials of the tale brought by the "Benares" were cradled beyond the Milky Way, and gathered form and cohesion during their flight through Space ere, fulfilled, they received their final setting on earth. It is doubtful if even the wizard pen of Flammarion, measurer of star depths, could do justice to this remarkable story.

At the time when the whole scientific world was anxiously watching the progress of Smithkin's comet across the firmament, the prow of the good ship "Benares" was cleaving the blue waters of the Indian Ocean. A few days before the comet was scheduled to collide with the earth, there came wafting over the sea a slightly fetid odor which penetrated every nook and cranny of the ship. The odor was not of the evanescent kind. It was a stayer. As the days went by it grew into a nauseating stench that made life on board all but unbearable. In vain did the crew resort to various expedients in an effort to fumigate the ship. The stench just wouldn't budge. The longer it stayed, the more powerful and all-pervading it became. Its mephitic taint fastened itself on everything, from the hardtack and salthorse to the sails and rigging. And then, on the day after Smithkin's comet had whisked by us and passed on for parts unknown, it vanished as suddenly and mysteriously as it had come.

Right here is where the strange part of the tale begins. Captain Hobbs believes that the mephitic fumes were bona fide emanations from the comet! As proof of the correctness of his theory the doughty skipper, who is something of a bacteriologist, claims to have discovered and isolated from samples of air secured when the stench was at its worst, a hitherto unknown micrococcus. The new germ, the captain thinks, is of the pathogenic variety; for which reason, and because of its malodorousness, he has named it "Mephityxomopedioides."

Captain Hobbs has written a monograph on his remarkable discovery, a copy of which he has forwarded to the Smithsonian Institute, along with a culture containing specimens of "Mephityxomopedioides." Also samples of air secured on successive days when the "Benares" sailed through the thick of the comet's fetid emanations.

Captain Hobbs, who is an F. R. G. S., and an author of some note, has on several occasions in the past rendered valuable services to the Hydrographic Office in Washington by reporting changes in ocean currents, the positions of icebergs, derelicts, etc. Scientists hereabouts, when seen regarding the matter, were reluctant to express a decided opinion. It was pointed out, however, that there was nothing inherently impossible, or even improbable, about Captain Hobbs' alleged discovery. Swante Arrhenius, the great Swedish physicist, has demonstrated by practical experiments that certain microorganisms are capable of surviving exposure to a temperature of 400° Fahrenheit below zero. This is only a few degrees removed from the absolute zero prevailing in inter-stellar space. From this Professor Arrhenius has evolved the startling theory that the germs of many diseases now baffling the medical profession—cancer and leprosy for instance—may possibly have come to us from other and less favored planets. As the crew of the "Benares" arrived here all in good health, it is evident that "Mephityxomopedioides" is not that kind of germ—for which we are truly thankful.

Professor Ulfspiegel of the Jena University, the eminent German bacteriologist and cancer specialist, who, with his family, has been traveling in the United States for some months past, said:

"If Captain Hobbs has really discovered a tramp

germ from another planet, his discovery deserves to rank as the most wonderful of the age."

Professor Ulfspiegel and his charming wife and two daughters, the frauleins Anna and Gretchen, have booked passage for Hamburg on the German-Lloyd liner, "Von Moltke," which sails next Tuesday. The professor intimated that on his return to Germany, and when more data on the subject were available, he would probably further investigate the strange case of "Mephityxomopedioides."

### MORE "SCRAPS OF PAPER."

(From the Beacon, Durban, S. A.)

Since South Africa will have to pay its price in fever-stricken and killed men in the conquest of German East Africa, we think South Africa ought to be told why the Belgian proposals for the neutralization of all Central Africa were refused by the British Government. Those who pay in blood and fever weakness for the conquest, have a right to know all the precedent facts which have made that conquest necessary.

It has transpired that four days after the war commenced Belgium made proposals to France that Central Africa should be neutralized. France favorably considered these proposals up to the point at which the representatives of England refused to consider the idea. Had this proposal been carried through in accordance with Article XI of the Treaty of Berlin which was entered into by every European Power then, there would have been no fighting possible in the French Congo and the Ubhang, in one-third of Portuguese Angola, in German East Africa and British East Africa, in parts of the Cameroons and Nigeria as well as on Lakes Tanganyika and Kivu. We think it due to the people of South Africa that they should know why that "international scrap of paper" providing for the neutrality of Central Africa should be disregarded by our Home Government, when Belgium proposed to regard it and France was favorably disposed. We do not say that there are no reasons for this action, but we are entitled to know what the reasons are and to form our own judgment as to their validity. We think that a statement is the more necessary because a proposal was mooted in England in July last to create a zone of peace in Central Africa. The objection then made by the Contemporary Review was that this zone of peace could not be created because the interests of Belgium would be threatened. Neither public nor press then knew of Belgium's proposal to this very end. We would like to know what can be said now in favor of warlike operations where the possibility of neutralization has been not even tested in terms of an International Treaty of which England was a signatory power. We are anxious that no one should revive the old French phrase "perfidious Albion" with reference to England. Unless our politicians are careful this will very speedily occur.

### HOW ABOUT IT, CAP?

"From practical experience," said Robert Dollar to B. N. Baker, in a letter just made public, "I say to you that no American-operated ship could compete with American crews at American wages of \$50 for sailors and \$55 for firemen against Japanese wages of \$10 and \$12, besides the Toyo Kisen Kaisha has a subsidy of \$1,250,000 a year." Wonder: Does Captain Dollar think the American people would be satisfied with a Japanese or Chinese-manned "American" merchant marine, rather than an American-manned merchant marine? If he does, does he further think Congress can be persuaded to legislate in a manner to produce an Asiatic-manned "American" merchant marine?—New York Marine News.

### NOTICE TO SEAMEN.

#### IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,  
V. A. OLANDER, Secretary.

### LAKE DISTRICT, I. S. U. of A.

#### HEADQUARTERS:

#### LAKE SEAMEN'S UNION,

570 West Lake Street, Chicago, Ill.

#### BRANCHES AND AGENCIES:

BUFFALO, N. Y. .... 55 Main Street  
Telephone Seneca 936 R.  
CLEVELAND, O. .... 1401 W. Ninth Street  
Telephone Bell Main 1842.  
MILWAUKEE, WIS. .... 133 Clinton Street  
Telephone South 240.  
ASHTABULA, O. .... 21 High Street  
Telephone 552.  
NORTH TONAWANDA, N. Y. .... 152 Main Street  
Telephone Bell 2762.  
DETROIT, MICH. .... 15 Twelfth Street  
Telephone 3724.  
SUPERIOR, WIS. .... 1721 N. Third Street  
Telephone, New, Broad 385.  
BAY CITY, MICH. .... 108 Fifth Avenue  
OGDENSBURG, N. Y. .... 70 Isabella Street  
CONNEAUT, O. .... 922 Day Street  
SOUTH CHICAGO, ILL. .... 9142 Mackinaw Avenue  
PORT HURON, MICH. .... 517 Water Street  
ERIE, PA. .... 107 E. Third Street

#### MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

#### HEADQUARTERS:

71 Main Street, Buffalo, N. Y.  
Telephone Seneca 48.

#### BRANCHES:

CLEVELAND, O. .... 1185 W. Eleventh Street  
CHICAGO, ILL. .... 445 LaSalle Avenue  
MILWAUKEE, WIS. .... 151 Reed Street  
DETROIT, MICH. .... 27 Jefferson Ave., East  
SUPERIOR, WIS. .... 1814 Fourth Street  
OGDENSBURG, N. Y. .... 70 Isabella Street  
BAY CITY, MICH. .... 108 Fifth Avenue

#### MARINE COOKS AND STEWARDS' UNION.

#### HEADQUARTERS:

406 N. Clark St., Chicago, Ill.  
Telephone Main 365.

#### BRANCHES:

Buffalo, N. Y. .... Toledo, O.  
Cleveland, O. .... North Tonawanda, N. Y.  
Milwaukee, Wis. .... Superior, Wis.  
Ashtabula, O. .... Erie, Pa.

#### UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

#### MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

#### RELIEF STATIONS:

Ashland, Wis. .... Ogdensburg, N. Y.  
Ashtabula Harbor, O. .... Oswego, N. Y.  
Buffalo, N. Y. .... Port Huron, Mich.  
Duluth, Minn. .... Manitowoc, Wis.  
Escanaba, Mich. .... Marquette, Mich.  
Grand Haven, Mich. .... Milwaukee, Wis.  
Green Bay, Wis. .... Saginaw, Mich.  
Houghton, Mich. .... Sandusky, O.  
Ludington, Mich. .... Sault Ste. Marie, Mich.  
Manistee, Mich. .... Sheboygan, Wis.  
Erie, Pa. .... Superior, Wis.  
Menominee, Mich. .... Toledo, O.



## WEEKLY NEWS LETTER.

(Continued from Page 3.)

were "vague, indefinite and uncertain," and that they conflicted with the Clayton amendment to the Federal Anti-Trust law, which declares that "the labor power of a human being is not a commodity or article of commerce."

It is quite probable that the Court's action will permit the steel operators to escape punishment for the loss of life and destruction of property resulting from the Youngstown riot. It may also be impossible to make public the evidence at the trial which the grand jury declared would show the "lawless conditions of affairs surrounding the labor conditions existing in and about the steel industries of this valley," and the absolute disregard on the part of the operators of the rights of the workers and the public generally.

While a trial might result in these developments the case would be based on the theory that labor is a commodity, thereby securing another precedent to use against trade unionists in their State campaigns to abolish this ancient concept.

Because of the application of this "commodity" theory to labor courts defend their issuance of labor injunctions which invariably deny workers' inherent rights that are guaranteed by the Federal and State Constitutions.

## Cossacks for New York.

A State constabulary bill has been introduced in the New York Legislature. Provision is made for the establishment of four troops of these cossacks, each containing 45 privates at a salary of \$900 per year; a captain, at \$1,800; a lieutenant, at \$1,500; a first sergeant, at \$1,200; four sergeants, at \$1,000 each and four corporals at \$950 each. These shall be in command of a superintendent, appointed by the Governor, at an annual salary of \$5,000. The bill appropriates \$500,000 to establish this system, which is now in vogue in Pennsylvania.

A State constabulary, its advocates say, will relieve the State militia from strike duty and thereby increase enlistments in the State troops.

At a hearing on the bill representatives of organizer labor protested the measure which was approved by many business organizations. President Holland of the State Federation of Labor assailed practically every feature of the bill, especially the provisions permitting members of the proposed constabulary force to make arrest without warrant and to arrest for attempts to commit crime. "Who is to determine whether or not a man is attempting to commit a crime?" he asked. "The word 'attempting' is dangerous in its use in this bill and should not be permitted."

## Industry's Heavy Toll.

Governor Brumbaugh of Pennsylvania presided at an industrial accident prevention conference held at the State Capitol. Trade union officials and employers were present. In his opening statement the State executive sounded a warning note because of the 1,000 accidents per day, averaging more than eight fatalities per day, which are being reported.

It was agreed by the executive committee of the State Federation of Labor and

representatives of various railroad brotherhoods that President Gompers should be given all the time assigned to the workers to present their side of the question. The A. F. of L. official told the conference that labor and capital were both striving for the same end in "safety first," but called attention to the fact that all reforms and betterments of working conditions which have been granted by society and by capital, have been wrung from them only by the stern demands of organized labor, reinforced by all the power and pressure it has.

President Truesdale of the Delaware, Lackawanna & Western Railroad insisted that the main trouble is "with the employe who fails, for this or that reason, to be careful always." President Gompers admitted carelessness among workmen, but declared that the direct cause is overwork, poor pay and poor working conditions.

It was shown that during the first two months of this year 351 workers lost their lives in Pennsylvania's shops, mills and mines. During this period 37,589 were injured.

The purpose of the conference was to develop a public conscience against this destruction of human life and limb.

## Railroad Officials Pay Secret Salaries.

In a statement issued by the publicity bureau of the four railroad brotherhoods, these workers challenge the claim of railroad officials that train service employes receive stupendous wages.

"The railroads give a list of a dozen or so engineers and conductors who receive fancy pay. These men, by reason of certain choice limited passenger runs, are held up as examples of what the train service men receive. As a matter of fact they are exceptional cases and are not fair examples of what the train service men receive. The present eight-hour day movement does not embrace the passenger train crews—only freight men; therefore, it is not proper to use any passenger service men as illustrations."

While discussing the claims of alleged high wages paid by railroads, the brotherhoods' bureau turns the managers' guns on themselves by making public the enormous salaries and secret contributions made to managers. Report No. 6,834, of the United States Interstate Commerce Commission, shows methods employed by the Rock Island railroad. First Vice-President J. E. Gorman "was secretly paid \$18,750 per annum, making his total compensation \$43,750, whereas the pay-roll showed \$25,000."

C. A. Morse, chief engineer, received an annual salary of \$15,000 and a secret bonus of \$3,000 on the first of each year.

Upon the retirement of R. A. Jackson as general solicitor he was given \$100,000 in cash.

L. F. Loree, chairman of the executive committee, had a joint contract with that company and the St. Louis & San Francisco Railroad which provided for an annual salary of \$75,000 for five years, and a bonus of \$500,000 at the expiration of the contract. After ten months' service the companies wanted to be released from this contract and "he was given bonds of the railway company of a par value of \$450,000." This was borne by the two companies and the Rock Island's proportion was charged to profit and loss.

Robert Mather, vice-president of the Rock Island, was given \$25,000 in cash, while

George T. Boggs, another official, was given \$15,000 cash when he retired.

The report makes this conclusion:

"The contributions to officials of the railway company in excess of their salaries aggregated about a million dollars."

The brotherhoods' bureau makes this statement:

"From the above report of the United States Interstate Commerce Commission it is plain that railroad pay-rolls do not always show what the officials actually receive. There is no question as to the railroads' ability to meet the demands for an eight-hour day if the funds, which in the past have been diverted from their proper uses, are allowed to remain in the treasuries of the railroads to meet the necessary expenditures of running railroads as business institutions."

## STATUS OF ALIEN SEAMEN.

Editor COAST SEAMEN'S JOURNAL:

Would it not be well to call the attention of some of the officials at Washington to a principle governing the status of alien seamen serving under the American flag, laid down by Justice Field in a decision of the Supreme Court May 25, 1891, 140 U. S., 472, which is as follows:

"By such enlistment he becomes an American seaman—one of an American crew on board of an American vessel—and as such entitled to the protection and benefit of all laws passed by Congress on behalf of American seamen and subject to all their obligations and liabilities. . . . He owes for that time to the country to which the ship on which he is serving belongs a temporary allegiance."

If this is sound and good law, it is also good logic to assume that American seamen enlisting under an alien flag and on alien vessels become for the terms of their enlistment citizens or subjects of that country under the flag of which they are serving. Therefore and notwithstanding the views of the State Department, the sailors lost on the "Silius" and the British ship "Englishman" cannot be considered as American citizens, and as such entitled to the protection of the American Government. I have the honor, Mr. Editor, to be a seaman and above all, a neutral American citizen who believes in "fiat justitia."

(Signed) J. R.

San Francisco, April 6, 1916.

## THE SYDNEY MUTINY.

(Continued from Page 7.)

ther reason why the world should write war and militarism out of its constitutions.

More than that—and finally—they demonstrated that the spirit of freedom that breathes in Australia will never blend with the militarism of the older countries. The Australian is essentially democratic—not necessarily revolutionary in the scientific sense (he is not yet sufficiently educated in economics for that)—and he is learning that he cannot have Democracy and Militarism in the same place at the same time. He volunteers and then he mutinies because he is forced to do things he doesn't want to do. He ought to know better, of course; but what a world of warning is here for the conscriptionists. If the mere disinclination to be forced to perform an extra hour and a half's drill per day will precipitate the mutiny of 15,000 volunteers, what would happen in the case of 15,000 men who were not volunteers but Conscripts—fifteen thousand men dragged from their homes against their will? The Sydney mutineers have given Australia something more difficult than a problem in Euclid to solve—and it cannot be solved by the mere expulsion of a thousand men from the ranks, nor by the jailing of a large number of others, nor yet by calling the rioters hard names. There are foundation causes to be removed—and the only way is to lay the ax to the root.—The Maoriland Worker, Wellington, New Zealand.



## WHAT SCIENCE IS DOING.

What has been the influence of the new dispensation of science on the old practice of war? Sir William Osler asked this question not long since on the occasion of a large gathering of students in Liverpool. In trying to answer, he placed in the two scales of the balance the contributions which science has made to the art of destroying life and the contributions science has made to the saving of life.

That science has failed completely to render war impossible, needs no saying now. "Some of us had indulged the hope that in the power man had gained over nature had arisen possibilities for intellectual and social development such as to control collectively his morals and emotions so that the nations would not know war any more. We were foolish enough to think that where Christianity had failed, science might succeed."

At first thought, the destructive powers of science seem quite to overshadow its saving powers. We are horror-struck at the enormous efficiency of our inventions, at the unheard-of havoc we can work with our new engines, we stand bewildered before our own achievements as if we had created a Frankenstein.

Science has made slaughter possible on a scale never dreamed of before. At Novo Georgievsk, it is said that after the carnage was over there was a tract of land four miles long and more than a mile broad literally covered with heaps of dead; some men standing upright, stiff in death, because there was no room to fall.

Science has also taught men how to maim and cripple their fellow-men as never before. Bullets and bayonets killed or left a clean wound; but one may go from hospital to hospital, now, and see not one wound from the antiquated rifle, very few from the bayonet. What one sees is the destruction wrought by shrapnel and hand grenades, tearing, burning, lacerating flesh and joints, blowing away limbs or part of the face. Even the bones of his comrade have been driven into a man's body. To these must be added a new kind of wounded—the deaf, the dumb, the blind, the paralyzed, the insane—made so by the mere shock of the high explosives. "Never has there been such a carnival of carnage as that which science has made possible during this last year."

Modern science has given us the submarine with its torpedoes, the floating mine, the aeroplane scout with his camera which maps out the enemy's trenches and serves as guide in shooting with accuracy a ton of metal for twelve miles. Finally, chemistry has given us the poisonous gases. For years those who were interested in industrial hygiene have been following the researches of K. B. Lehmann of Wurzburg, who studied one after the other the gases used in industry or produced by it, and determined the exact point at which the concentration became dangerous to human beings. To the Germans as well as to us, these researches were of great value in showing how to protect workmen in dangerous trades. Now we learn that they were also the basis for the choice of chlorine gas as the agent best fitted to disable the enemy. Work done for the purpose of protecting life has been used to produce the most cruel and dreaded weapon of modern warfare.

It is with an effort that we turn from this to look at the other side which Sir William insists we must consider, the services of

science in saving life. He tells us that in the first place it has taught us how to transport the wounded rapidly and comfortably. He describes a British tent hospital "somewhere in Flanders," of six units with eight hundred to a thousand beds each, a hospital not only clean and roomy but even charming. The men and women in charge are experts of the highest order. A wounded man is taken from the hospital train, put in a motor ambulance, received, his wound freshly dressed, he is placed in a clean bed and given a cup of hot soup, and all in less than half an hour from the time he left the train.

Much greater than this is the service science has rendered in preventing disease. The fate of many a war has been determined less by guns and forts than by plague and pestilence, by cholera, malaria, typhoid, typhus, yellow fever, dysentery. Now we know how those diseases are carried and we have developed for many of them preventive inoculation. In an army larger than the British have ever had before, there has been less disease than among as many men in peace time. Modern science has also taught us how to treat wounds, how to fight tetanus and gangrene and blood-poisoning, and by the use of anesthetics how to save the wounded soldier much suffering.

What are we to say at the end of the argument? Is the scale tipped on the side for humanity or on the side against? Sir William believes it is for; he believes that, on the whole, science has done more good than harm. Many will find it hard to feel that; to look upon the good as even balancing the evil.

It is like turning from the terrifying curses on Mount Ebal to the mild and colorless blessings on Mount Gerizim. After shuddering over the picture of the tender and delicate woman who would not adventure to set the sole of her foot upon the ground for tenderness and delicateness, devouring her own children secretly in the siege, one cannot really be comforted by the assurance of a blessing upon the storehouses of him who hearkens diligently unto the voice of the Lord.

Novo Georgievsk with its monstrous heaps of dead cannot be driven out of our minds by pictures of wonderful steel hospital trains and aseptic operating tents for the tiny remnant rescued from the slaughter.—Alice Hamilton, M. D., in the "Survey."

## PUSSYFOOTING!

In announcing his candidacy Theodore Roosevelt said:

"Do not nominate me if you expect me to pussyfoot on any issue I have raised."

Then will the Colonel stop pussyfooting on the question put to him by the Equitable Federal Income Tax League? The league asked him whether he favored paying the cost of preparedness through a rapidly progressive income tax. His secretary replied for him that he could not at the time say anything about it. Whatever the obstruction may have been which prevented a straightforward answer, it must now be removed, if the Colonel meant what he said about pussyfooting. In that event, the Equitable Federal Income Tax League will receive an unequivocal reply before many days, if it has not already received it.—The Public.

Demand the union label upon all purchases!

## Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

## International Seamen's Union of America

(Continued from Page 5.)

### MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

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#### Branches:

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#### Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

#### Branches:

SEATTLE, Wash., Room No. 203, Grand Trunk Dock. P. O. Box 214.

PORTLAND, Ore., 39 Second St. N.

SAN PEDRO, Cal., P. O. Box 54.

### ALASKA FISHERMEN'S UNION.

#### Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

#### Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

## The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.



## Labor News.

In an address to the Kentucky Federation of Labor on the value of education, Dean Mackenzie of the Kentucky University said: "Man means a thing that thinks; man from his neck down isn't worth 10 cents a day."

The Pennsylvania State insurance fund is growing to such an extent that larger quarters must be secured. Already more than 10,000 policies have been written by the fund. These cover compensation liability of employers in every county.

In a talk on "Chronic Indigestion" before the Harvard medical school, Dr. F. W. White said that worry, fatigue, overwork, and doing things too fast, causes one form of indigestion. "Many times, if we take a person who has what he calls 'chronic indigestion,' we find no real evidence of serious disease; the whole thing is caused by this habit of rushing about and overworking," he said.

Returns from 51 New York labor organizations, with 22,000 members engaged in transportation trades, revealed a smaller February percentage of idleness this year than in any of the last four years except 1912. As compared with January, there was no change, but, in comparison with one year ago, the idleness percentage was 11.4 as against 19.8, each industry in the group sharing in the improvement.

To emphasize the need for at least eight hours' sleep, Dr. Krusen, director of health and charities at Philadelphia, says: "If it were possible to enact an eight-hour sleeping law, to balance the labor law of similar title, there would undoubtedly be a great improvement in the health, well-being and efficiency of the community. Cheating the body of its natural period of rest is like running a machine on a flat tire. Sleep is a part of the daily necessities of life. It is the great restorer and regenerator of physical and mental strength."

Union machinists employed in a score of Denver, Col., contract shops are on strike to enforce wage demands. The State Industrial Commission has announced that the machinists "are within their rights in striking." Under the law, the machinists were compelled to present their grievances to the Commission 30 days prior to striking. The machinists did so last December. A few weeks ago the Commission announced that the workers' demands were just, but these workers have been forced to suspend work to convince their employers, who have been given over three months' time to quietly arrange to combat the strike.

Strike-breaking freight handlers at Fall River, Mass., are being arrested on complaint of the New Haven Railroad Company, which charges its "free and independent citizens" with stealing everything they can lay their hands on. At the trial Judge Hanify of the District Court indicated that he is not acquainted with the ethics of strike-breaking. He rebuked the railroad for its present policy, and declared that, "When men are imported here as strike-breakers, the company should see that they come with clean hands." Later the strikers returned to work on a promise by the railroad company to State arbitration officials that the complaints of the men would be acted on within two weeks. The men struck for wage increases and a supper hour.

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## Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

|                    |                     |
|--------------------|---------------------|
| Alton, N.          | Macfarlane, Jas.    |
| Anderson, Frank    | Morgan, W.          |
| Allen, Hans        | Mynkemyer, H.       |
| Ackerson, A. R.    | McManigal, T. E.    |
| Augustin, Herman   | Mattson, Holding    |
| Bakstrom, F.       | McLean, H.          |
| Boisen, J.         | Nelson, Ed.         |
| Berg, Johamus      | Nolln, Geo.         |
| Bohm, Franz        | Nasse, A. W.        |
| Brokow, Albert     | Nielsen, J.         |
| Borgen, Arne       | Nielsen, C. -1544   |
| Christensen, Hans  | O'Brien, J. S.      |
| Christensen, Lairs | Olsen, Ed.          |
| Carnozl, M.        | Olsen, O. J. -542   |
| Connouton, T. H.   | Olsen, Harald       |
| Daniels, Chas.     | Olsen, Herman       |
| De Groot, Geo.     | Olsen, E. -2376     |
| Dazell, James      | Olsen, A. M. -944   |
| Dyrnes, L. C.      | Olsen, Hans -563    |
| Erikson, Otto      | Olsen, Frank        |
| Eugh, I.           | Olsen, Johan Gre-   |
| Farling, A.        | garlsen             |
| Hansen, Johanus    | Olsen, Andy         |
| Halvorsen, John L. | Olsen, C.           |
| Helm, Paul         | Oseberg, A.         |
| Hernes, John       | Paulson, A.         |
| Hunter, Ernest     | Persson, Jakan      |
| Hansen, Charlie    | Palentz, Adolf      |
| Hansen, Hans T.    | Ramberg, E. A.      |
| -1536              | Rosnes, C. B.       |
| Harknes, A. C.     | Robertson, P. R.    |
| Hellison, H.       | Stein, Eric         |
| Jacobson, Johan    | Schwestous, W.      |
| Jensen, Hans       | Smith, John         |
| Jones, J. H.       | Salversen, Sverdrup |
| Jorgensen, Fred    | Samuelsen, W. L.    |
| Junge, Hanwick     | Seaby, C. H.        |
| Johnson, Jack      | Schaurman, W.       |
| Johnsson, Karl     | Seddon, R.          |
| Kopper, Jack       | Soderberg, Albin    |
| Kustel, V. J.      | Strasdin, A. W.     |
| Kylander, H.       | Thorsen, Andrew     |
| Karell, J.         | Trabaut, M.         |
| Krohn, Heinrich    | Ursen, J.           |
| Larsen, J. E.      | Welli, Max          |
| Lersten, J. O.     | Westerlund, Albert  |
| Lundgren, Carl     | Werner, Paul        |
| Lorensen, Karl     | Wickblad, Victor    |
| Mathisen, Axel     | Wick, John          |
| Mattson, Rudolf    | Wennecke, A.        |
| Markman, Henry     |                     |

## INFORMATION WANTED.

Anyone knowing the whereabouts of Thomas Rowe (now aged about 74), who was at one time a seaman and longshoreman on the Pacific Coast and also served in the Pacific Coast Navy Yards, will greatly oblige inquiring relatives by supplying such information. Address, Editor, Coast Seamen's Journal. 1-5-6

Phone Main 1202

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## Tacoma Letter List.

|                    |                      |
|--------------------|----------------------|
| Burke, Andrew      | Olsen, Martin E.     |
| Farrell, William   | Olsen, Ole -288      |
| Hunter, Gilbert H. | Paterson, John       |
| Johannsen, Chris-  | Persson, Fritz Leon- |
| tian               | ard                  |
| Johnson, Hans      | Persson, Herman      |
| Kathy, Albert      | Peterson, Charles    |
| Linea, W.          | -1287                |
| Line, Victor       | Rimmer, C. M.        |
| Murphy, Daniel     | Schultz, M.          |
| Nielsen, Alf. W.   | Schacht, H.          |
| -1054              |                      |

## INFORMATION WANTED.

Fred Marjama, a native of Russia, age 36, has not been heard from since 1908, at Buffalo, N. Y. Anyone knowing his whereabouts please notify his brother, J. Marjama, 51 South St., New York, N. Y. 9-1-15

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

Knut Jensen, No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Tangemunde, A/Elbe Ostenerweg, No. 7, Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis. 4-14-15

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## Eureka, Cal., Letter List

|                  |                   |
|------------------|-------------------|
| Contreras, Julio | Kustel, Victor J. |
| Kyrkslatt, Lars  | Klowsky, A.       |
| Lawrence, Harry  | Ingebretsen, Alf. |
| Melander, G. L.  |                   |

## INFORMATION WANTED.

Ingvald Andreas Hansen, alias Andrew Hansen, a native of Norway, age about 36; tall, dark; last heard of July, 1905. His address then was, Andrew Hansen, Karluk, Kodiak Island, Alaska. He is inquired for by his mother. Anyone knowing his whereabouts please notify Staff Captain Robert Smith, district officer, native work, Alaska, Box 925, Wrangell. 4-13-15

Iwar Westerberg, age about 50, sailing second mate on some steam schooner on the Pacific Coast, is inquired for by Gus Englund. Any information regarding the above named will be gladly received at 214 Jackson street, San Francisco, Cal. 1-27-15

Olof Pedersen, a native of Norway, age about 60, supposed to be sailing on the Pacific Coast, is inquired for. Anyone knowing his whereabouts please notify J. T. Miles, 761 Greenwich St., New York, N. Y. 2-16-16



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## Portland, Or., Letter List.

|                     |                     |
|---------------------|---------------------|
| Andreasen, N. S.    | Larsen, H.          |
| Anderson, N. P.     | Lindberg, A. C.     |
| Anderson, John      | Mattson, Hilding    |
| Anderson, Otto      | Miller, Winford     |
| Anderson, Nils      | Martin, J. C.       |
| Anderson, Rasmus    | Moen, T.            |
| Anderson, Hans      | Munchmeyer, H.      |
| Adolfson, John      | Morgan, Tim         |
| Anderson, John E.   | Muller, P.          |
| Belle, Ernest       | Metts, John         |
| Backman, P. J.      | Moller, L. D.       |
| Benson, S.          | McConnell, David S. |
| Bartells, Otto      | Meckermann, Ernst   |
| Bernhardson, Chas.  | Nielsen, M. P.      |
| Bugge, Mr.          | Ohlsson, J. W.      |
| Christensen, H. P.  | Osterberg, Henry    |
| Carey, A. L.        | Oglive, Wm. A.      |
| Dahlstrom, Gust     | Paulson, Herman     |
| Drosbeck, Karl      | Pettersen, Mauritz  |
| Lybdal, Olaf        | Palm, P. A.         |
| Erickson, Eric      | Roos, Oscar         |
| Edstrom, John       | Rabel, John         |
| Farrel, W.          | Reskran, George     |
| Gundersen, F. M.    | Schaab, Anton       |
| Gundersen, Fredrik  | Samuelson, S.       |
| Hoten, J.           | Storvick, Ingvald   |
| Henriks, Waldemar   | Slocum, Ernest      |
| Jacobsen, Gust E.   | Shallies, K. G.     |
| Johnson, Karl E.    | Schneider, Fritz    |
| Jespersen, Martin   | Sorensen, Jorgen    |
| Johnson, E. D.      | Shea, Oscar         |
| Jorgensen, Robert   | Schacht, H.         |
| Johnsen, A.         | Schultz, John N.    |
| Jensen, Christ      | Salmelin, H.        |
| Jensen, Wm.         | Tully, Alex         |
| Johnson, Nils       | Tuhkanen, J. J.     |
| Jonsson, Karl       | Vellenger, Louis    |
| Karlson, Ingvald    | Vinn, H.            |
| Kronstrand, H. T.   | Wheatcroft, L. E.   |
| King, J. L.         | White, Harry        |
| Kelly, Patric       | Westengren, C. W.   |
| Kjer, Magnus        | Zunk, Bruno         |
| Knudsen, Richard E. |                     |

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209 First Street, Raymond, Wash.

## INFORMATION WANTED.

Wilhelm Ekelund, a native of Sweden, is inquired for by his brother, Axel Ekelund, New Harbor Hotel, Drumm street, San Francisco, Cal. Anyone knowing his whereabouts please notify the above address.

3-10-15



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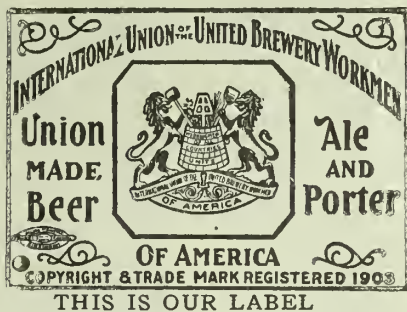
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Chas. L. Baine, Sec.-Treas.

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|                    |                     |
|--------------------|---------------------|
| Andersen, -1118    | Norling, Reinhold   |
| Andersen, Andrew   | Paaso, Andrew       |
| Burmeister, T.     | Pettersen, Karl     |
| Bjorklund, G.      | Petersen, J.        |
| Blebe, Ernest      | Peterson, Nels      |
| Carlson, Sven      | Peterson, Hans      |
| Christiansen, Did- | Risenius, Sven      |
| rich               | Rudt, Walter        |
| Clifford, Pat      | Schmidt, Heinrich   |
| Crantz, F.         | Simensen, Isak      |
| Davis, Frank       | Scheftner, Bernhard |
| Gronros, Oswald    | Sandqvist, Gunnar   |
| Gueno, Pierre      | Skottol, A.         |
| Geschwendt, W.     | Steinhauer, Alvin   |
| Holmroos, W.       | Stenwall, Sigurd    |
| Hansen, Ove Max    | Thorn, A. L. -70    |
| Hylander, Gustaf   | Toves, H. C.        |
| Johnson, Alex      | Toren, Gustaf A.    |
| Karlson, Victor    | Udby, Harold        |
| Ludtke, Emil       | Walder, Olsen N.    |
| Lindholm, John     | Wendt, Walter       |
| Lindgren, Ernst    | Westerlund, Albert  |
| Machado, Henry     | Williams, T. C.     |
| Magnusson, Walde-  | Package.            |
| mar                | Glazer, Y.          |
| Munsen, Fred       | Gorgensen, Olaf     |
| Nilsen, Harry      | Hansen, John        |
| Nordgren, Chas.    | MacGuire, O. F.     |
| Nielsen, C.        | Stanners, W. S.     |

## INFORMATION WANTED.

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

John Edstrom, alias Brynjulf Edstrom, born in Norway in 1879, was last heard from at Mobile, Ala., where his address was Norwegian Chapell, is inquired for. Anyone knowing his whereabouts please notify his mother. Address, 22 Pilestradet, Kristiania, Norway.—12-22-15

George Alexander Sharman, a native of Brooklyn, N. Y. About 28 years of age, height 5 feet 9 inches, supposed to have sailed on the Great Lakes in 1907, is inquired for by M. L. Kinvan, 1211 Mosher street, Baltimore, Md. 7-14-15

Patrick McFee, who was cook on board the schooner "Robert Henry" on a voyage to Mexico last year, is inquired for by the U. S. Shipping Commissioner, at San Francisco, Cal. 9-15-15

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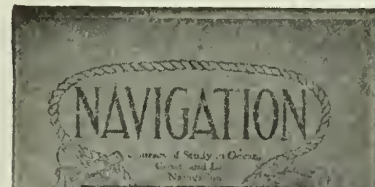
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## INFORMATION WANTED.

Theodore Krakan, last heard of in September 1911, at New Orleans, La., is inquired for by his mother. Any one knowing his whereabouts please notify Mrs. Ad. Krakan, Langenvehm 38 I, Hamburg 22, Germany.—8-25-15.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Hans Nilson, a native of Tonsberg, Norway, was last heard from at Mobile, Ala., is inquired for by his mother. Anyone knowing his whereabouts kindly notify Louis Donald, Norwegian Vice Consul, 77 St. Francis St., Mobile, Ala. 12-22-15



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## Home News.

The Urgent Deficiency Bill providing for an \$8,611,502 appropriation for the punitive expedition into Mexico passed both Houses with but one dissenting vote.

All the fortifications for the Panama Canal are nearing completion. The 14-inch guns are on the Isthmus, and will soon be in place at either end of the canal.

H. Ashton Ramsey, chief engineer of the Confederate ironclad "Merri-mac" and one of the few surviving members of her crew, died at his home at Baltimore March 25, aged 81 years.

President Wilson appealed to the country to aid him in thwarting a conspiracy to plunge this country into war with Mexico, which, he said, is "in the interest of certain American owners of Mexican property."

Judge Charles F. Clemons of the United States District Court, sitting in Honolulu, in a test case denied Takao Ozawa, a Japanese, citizenship. The court ruled that the Japanese are Mongolians, and that the word "white" does not include Mongolians.

A conference of 400 representative Jews, acting for over 1,000,000 American Jews, met in Philadelphia for the purpose of organizing a permanent American Jewish Congress, to aid in upholding the rights of their co-religionists in this country and in Europe after the war.

The California Cultivator reports that Imperial Valley will plant 100,000 acres of cotton this year, 40,000 of which will be in California, the balance in Lower California. It is estimated that the cotton crop for 1916 will be 150 per cent. greater than that of 1915.

During the month of March there were landed in New York by 16 vessels 39 fares of tilefish, aggregating 615,000 pounds. This is an increase of about 30 per cent. over the landings in February, and the number of vessels engaged in the fishery more than doubled. In addition, about 10,000 pounds of tilefish were landed by three smacks at Atlantic City, and it is stated that probably a regular fishery for this species will be established at that place.

Four men charged with complicity in manufacturing "fire bombs" which were placed aboard ships carrying munitions and supplies to the entente allies, were arrested at New York on April 12 by agents of the Department of Justice acting in concert with the New York police. Three of the suspects are employees of German steamship lines. They are accused of having been involved with others not yet in custody of fomenting a plot, widespread in its ramifications, for the destruction of merchantmen.

Another large factory is to be established on San Francisco Bay. The General Roofing Manufacturing Company, largest concern of the kind in the East, with three factories there, has started work at Richmond, Contra Costa County, on a plant which will cover an eight-acre site. The Richmond Industrial Commission, which located the factory, reports that it will begin operating the first unit of its plant in June, with one hundred men. This plant will cover the Pacific Coast territory, the Orient and South America.



## Domestic and Naval.

The former fishing schooners "Paragon," "Annie E. Hickman" and "Preeceptor" have been sold to the Union Trading Company of Newfoundland.

The three-masted schooner "Long-fellow," 228 tons reg., built at Bath in 1889, has been sold by Capt. G. Chase, her commander and owner, to New York parties.

The three-masted schooner "Rebecca M. Walls," 576 tons, built at Milton, Del., in 1879, has been sold by Capt. A. W. McLean, Portland, to New York parties for \$12,000.

The U. S. torpedo boat destroyer "Rowan" was launched March 24 at Quincy, Mass. She is a sister ship of the "Sampson," launched there March 4 last.

Bids opened by the Navy Department for electric propelling machinery to be installed in the battleships "New Mexico" and "Tennessee" were as follows: General Electric Co., \$1,122,000; Westinghouse Electric Co., \$1,176,000.

The steamer "Alamo," which was towed to New York rudderless, is one of the steamers of the Mallory Line. She is insured on a value of about \$187,500, being 2943 tons, built in 1883. The "Colorado," of the same line, was on fire last October.

The Pusey & Jones Shipyard, Wilmington, Del., lately purchased by Hannevig & Johnsen, New York, has four building slips, and a boat 200 to 225 feet long is the limit of size that can be built. The ways will be extended and other changes made to build cargo boats of 1500 tons.

Six four-masted schooners are to be built by R. L. Beam of Camden, under a contract just signed. It is said that the total cost of these vessels will be \$800,000, and that they are for foreign owners. In several Maine coast towns, shipyards that have been idle for years are now being worked or made ready for new construction.

The steamer "Kanawha," which foundered off Charleston, while on a voyage from Newport News to Rio, was built on the Lakes in 1902, 2182 tons, and was insured on a value of \$150,000, being owned by the American Shipping Co., Belfast, Me. Lake-built boats engaged in ocean traffic have proved costly risks to underwriters.

The proposal approved by the last Congress for the construction of two great submarines with a surface speed of from twenty to twenty-five knots, was definitely abandoned last week, when Chairman Padgett of the House Naval Committee introduced a bill to reduce the required minimum speed from twenty to nineteen knots. So far as navy officials know there are no submarines in service in any foreign navy which have a speed in excess of seventeen knots.

The sea-going tug "Pocahontas," constructed in the Norfolk Navy Yard, was launched April 1. Her launching weight was 191 tons. The "Pocahontas," when completed, will be the most modern tug in the service of the Navy. She is of steel, subdivided into 12 watertight compartments. A steel pilot house will be mounted on the upper works. Two pole masts are called for in the plans, one of them to have a cargo boom. Steam steering gear will be provided, as well as steam windlass and towing engines.

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Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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tan  
Ahlfors, Arthur Andersen, W. J.  
Aho, Jack Andersen, A. -1447  
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Alexanderson, Paul Andersen, S.  
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Rodin, Knut  
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Landlady—Well, I don't believe it. When he opens his pocketbook to pay his board he always turns his back to me.—Indianapolis Star.

A Close Resemblance.—"Why do you call your nule 'Philippines'?"

"A gemman come along an' told me dat 'ud be a good name," replied Mr. Erastus Pinkley.

"I were 'seussion' de animal wif 'im, an' I told 'im I wasn't made up in my mind whether I'd hold on to 'im or try to trade 'im off or lose 'im."—Washington Star.

The Price of Contentment.—"May both races forgive us," said the California philosopher, "yet if the lords of Karma grant us our will, we shall in our next incarnation be half Irish and half Hebrew. For the Irishman is happy as long as he has a dollar, and the Hebrew always has it."—Everybody's.

Betrayed.—Discovered, by H. B., in a Seventh Avenue bookshop, on a counter labeled "Popular Fiction": "How to Become Beautiful," by Irene Walker.—New York Tribune.

Too Quick.—"So you've been fighting again! Didn't you stop and spell your names, as I told you?"

"Y-yes; we did—but my name's Algernon Percival, an' his is Jim!"—Judge.



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### INFORMATION WANTED.

J. F. Joseph, supposed to be sailing mate on some schooner on the Pacific Coast, is inquired for by his sister. Any one knowing his whereabouts, please notify Mrs. Josic Jantzen, nee Langhorne, 196 Tenth street, Oakland, Cal. 3-29-16

## News from Abroad.

The German ships seized by Italy number 36, with a tonnage of 153,917, and a value of about \$16,000,000. The smallest vessel is the "Bastia," 1527 tons, and the largest is the "Moltke," 12,335. The tonnage of the others varies from 2000 to 8000.

It is understood that at the recent conference of representatives of the Allies at Paris, the British Government agreed to release from its service thirty vessels every month, and put them at the disposal of the French Government, in order to facilitate the movement of exports from this country to France.

The government of Uruguay has promulgated a law requiring non-resident land owners to pay double taxes, and revoking contracts by which tenants are found to pay taxes in addition to rent. Foreign corporations holding concessions from the Government are exempted, as are also citizens of Uruguay studying abroad.

The German Government replied to the United States concerning operations of its submarines, and admitted sinking the steamers "Englishman," "Eagle Point," "Manchester Engineer" and "Berwindale." Evidence was presented to show that these vessels were torpedoed legally in accordance with the rules of war. The note denied, however, that the "Sussex" was sunk by a German submarine.

The officers and crew of the British auxiliary cruiser "Carmania" were awarded £2115 as prize money March 27, for sinking the German auxiliary cruiser "Cap Trafalgar" off the coast of South America in September, 1914. The award was announced by Sir Samuel Evans, president of the British prize court. This is the first application for prize bounty heard in the prize court and it is based on the fact that there were 423 persons on board the "Cap Trafalgar."

Great Britain's note replying to the American protests against the seizure of thirty-eight Austrians, Germans and Turks from the American steamer "China" near Shanghai, contends that the seizure is justified on the ground that the prisoners had been engaged in plots against Great Britain in the Far East and were attempting to return home to take up arms. Secretary Lansing announced later that Great Britain's note on the subject did not close the case to the satisfaction of the United States.

According to a message from Rome, Chile has decided to seize German and Austrian ships unless Germany restores to her \$12,000,000 which was deposited in Germany before the war for the conversion of Chilean paper currency. Germany is said to be withholding the deposit with the object of averting the seizure of the ships, but Chile has decided to hasten the payment of the deposit, which has already depreciated in value 25 per cent. German vessels lying idle in South American harbors, between Callao and Puntas Arenas, make a respectable fleet. There are 25 at Valparaiso, 8 at Callao, 11 at Antofagasta, 2 at Mollendo, 1 at Coquimbo, 9 at Iquique, 3 at Corral, 1 at Caldera, 2 at Pisagua, 4 at Caleta Buena, 3 at Mejillones, 2 at Calca Colosa, 4 at Taltal, 1 at Tocopilla, 4 at Talcahuano, 1 at Coronel and 5 at Punta Arenas.

### INFORMATION WANTED.

Any information regarding Wilhelm Kuhme, age 27, a native of Germany, who was supposed to have been drowned in the wreck of the steam schooner "Francis H. Leggett," September 18, 1914, will be thankfully received by the German Consul, San Francisco, Cal. 1-19-16

Adolph Godfred Eriksen, born in Moss, Norway, is inquired for by his brother, Herman Eriksen. Any one knowing his whereabouts please notify W. Nielsen, 206 Moravian St., Philadelphia, Pa. 5-26-15

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

Vencelus Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolamo Durbich, Zurich, Switzerland. 7-28-15

Peder Bjorback, supposed to be a sailor on the Pacific coast, and a native of Norway, is inquired for. Anyone knowing his whereabouts please notify Mrs. Mildred Baxter, Box 27, R. F. D. No. 5, Seattle, Wash. 2-2-16

Adolph Krakan, last heard of at Port Pirie, January, 1912, and again in March, 1913, from Warumbo, 118 miles from Adelaide, South Australia, is inquired for by his mother at Hamburg, Germany. 8-25-15

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15

Anyone knowing the whereabouts of Peter Murphy, better known as Boatswain McGann, will kindly notify Patrick Kieran, 58 Commercial St., San Francisco, Cal. 4-19-16

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### With the Wits.

Candor.—Mistress—Bridget. I told you twice to have muffins for breakfast. Have you no intellect?

Bridget—No, mum; there's none in the house.—Christian Register.

So Often True.—"I understood the text, all right," remarked Aunt Ann Peebles, after the sermon was over; "but the preacher's explanation of it puzzled me a good deal."—Chicago Tribune.

Too Hard.—"When I said my prayers last night didn't you hear me ask God to make me a good boy?"

"Yes, Tommy I did."

"Well! He ain't done it."—Sydney (Aust.) Bulletin.

A Chicago violinist who gives concerts throughout the West was bitterly disappointed with the account of his recital printed in an Iowa town paper.

"I told your man three or four times," complained the musician to the owner of the paper, "that the instrument I used was a genuine Stradivarius, and in his story there was not a word about it, not a word."

Whereupon the owner said, with a laugh: "That is as it should be. When Mr. Stradivarius gets his fiddle advertised in my paper under two dollars a line, you come around and let me know."—Everybody's.

Congressman Hull, of Iowa, sent free seeds to a constituent in a franked envelope, on the corner of which were the usual words, "Penalty for private use, \$300." A few days later he received a letter which read:

"I don't know what to do about those garden-seeds you sent me. I notice it is \$300 fine for private use. I don't want to use them for the public. I want to plant them in my private garden. I can't afford to pay \$300 for the privilege. Won't you see if you can't fix it so I can use them privately? I am a law-abiding citizen, and do not want to commit any crime."—Christian Register.

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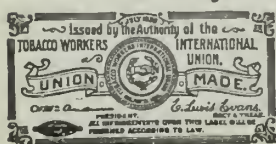
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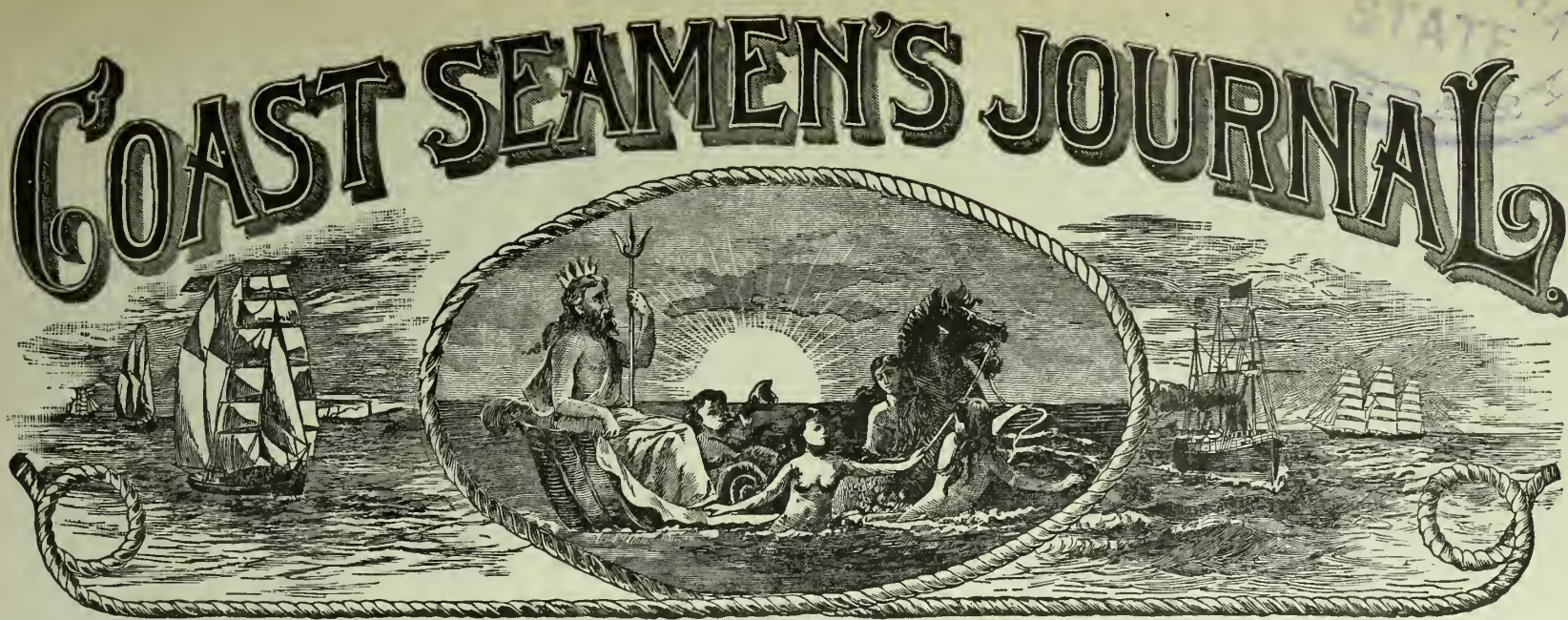
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A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXIX, No. 33.

SAN FRANCISCO, WEDNESDAY, APRIL 26, 1916.

Whole No. 2379.

## LABOR EXPLOITERS INDICTED.

### U. S. Government Report Presents Facts on "Overwork and Underpay."

The United States Public Health Service has just published a startling exposé of American industrialism and its blighting, death-dealing effect on the lives and happiness of the 30,000,000 American wage earners.

Strain and overwork in the shop and factory, poverty and anxiety at home, are breaking down the health of American workers and sending millions to their graves before they have approached old age.

#### Platitudes Are Swept Aside.

All the platitudes of the political orator and the shallow patriot are swept aside by the facts of science as marshaled in Public Health Bulletin No. 76, entitled "Health Insurance, Its Relation to the Public Health." The authors are Dr. B. S. Warren, surgeon, United States Public Health Service, and Edgar Sydenstricker, public health statistician in the same service. The bulletin embodies the result of an investigation undertaken for the Commission on Industrial Relations and continued for the Public Health Service. Copies may be had on application to the Government printing office in Washington.

The Warren-Sydenstricker report concludes with a plan for compulsory health insurance for wage earners, to be administered by the State and Federal Governments. But its chief value and importance lies in the stunning indictment of American social and industrial conditions contained in its impressive array of indisputable facts and figures.

By combining all the reports made by State and Federal investigators and those employed by reputable universities and societies during the past ten years, the Government experts have proved ten times over their contention that low wages are playing havoc with the lives and health of the workers.

After reading this Government report, no man or woman could longer fail to realize that preparedness means radical changes in the economic condition of the wage earners before it means anything else; that the losses of European battlefields and the danger of foreign aggression are less than the day-by-day slaughter being wrought here at home by our prevailing industrial and economic regime.

#### Startling Statistics on Sickness.

Supplementing this committee's estimate that 250,000 adults are killed and 4,700,000 wounded each year by poverty and preventable disease, the report finds that "each of the 30,000,000 workers in the United States loses on the average about nine days every year on account of sickness alone."

Having established the prevalence of disease among wage earners, the Government experts proceed to its causes and devote twenty-eight pages to what is in effect an indictment of American industry. The causes of disease are given as follows:

The occupational hazards of disease, irregularity of employment, unhealthful conditions of living, the employment of women in industry under modern conditions of work, particularly of married women, and the economic disadvantages at which a large proportion of wage workers and their families are placed as the re-

sult of low wages and insufficient annual income.

The report makes it clear that "economic disadvantage" is a cause of disease and over-shadows all the rest. For example, inadequate diet is set down as the first of "unhealthful conditions of living," and the report says:

"Income statistics published by Federal and State governments in the last few years indicate that a considerable proportion of the families of wage workers have not been able to maintain a diet that will provide for proper nourishment."

"A larger proportion can maintain an adequate diet only at the sacrifice of healthful environment and of other items which go to constitute a reasonable standard of living. There can be no doubt that nourishing food is sacrificed in a large number of instances in order to obtain some of the comforts and amusements and to gratify some of the wants which are entirely natural and to be expected of the average American."

"An examination of a number of studies of the budgets of American workingmen's families indicates that the point of adequate subsistence is not reached until the family income is about \$800 a year. Less than half of the wage earners' families in the United States have an annual income of that size, according to all statistics of income for workingmen's families."

#### What Existing Conditions Require.

"If this be true, over half of the families of American wage earners must either lower their standard of life in other respects in order to have an adequate diet, or make sacrifices in their diet in order to secure healthful housing favorable community environment, and a few of the reasonable comforts."

"The effect of the rapid increase in the retail prices of foods that have been found to constitute the diet of workingmen's families can not be overlooked as an additional factor in this connection. Between 1900 and 1913 the average increase in the retail prices of foods was about 60 per cent., according to statistics published by the Department of Labor. During the same period wages increased less than 30 per cent., according to the same authority."

"It is clearly evident that the tendency during the period 1900-1913 has been toward an impoverishment of the diet of families with low incomes."

The report sums up the economic causes of disease:

"No attempt to present the real meaning of the problem of health among wage workers and their families can be complete without taking into consideration their economic status—the wages they earn and the income which the wage earner's family is able to receive—and comparing it with those standards which have been agreed upon as reasonable and necessary for the maintenance of health."

"Without taking into consideration the loss of working time for any cause, it has been found that during recent years in the principal industries of the United States, between one-fourth and one-third of the male workers of approximately 18 years of age and over earned less

than \$10 a week, and from two-thirds to three-fourths earned less than \$15, and only about one-tenth earned more than \$20 a week. In textile manufacturing and some other industries the wage level was much lower.

#### Starvation Wages for Women.

"The wages of women workers were considerably lower than those of men. From two-thirds to three-fourths of women workers in factories, stores, laundries and in industrial occupations generally worked at wages of less than \$8 per week. Approximately one-fifth earned less than \$4 and nearly one-half earned less than \$6 a week."

But the workers are not allowed to earn even these amounts in every week of the year. The report says:

"A conservative estimate, based on all the available statistics of loss in working time, would appear to be that wage workers in the principal manufacturing and mining industries lost on the average from one-fifth to one-third of the full working time during a year from all causes."

"Statistics of total incomes of wage workers' families point to the conclusion that the average total annual family income (including earnings of women and children) in the principal manufacturing and mining industries has been between \$700 and \$800 in recent years. This average, however, does not adequately depict the real situation, for the conclusion is also indicated that one in every ten or twelve workingmen's families had at the time of the investigations an annual income of less than \$300 a year, that nearly a third had incomes of less than \$500, and over one-half had incomes of less than \$750 a year."

"From the foregoing it is evident that underlying all other economic factors affecting the wage earner's health is the fact of poverty. The other conditions that have been discussed—unhealthful living and working conditions, insecurity and irregularity of employment and income, inadequacy of earnings of heads of families and the necessity for earning of wages by mothers and children,—these and other such conditions are but incidents of poverty."

#### "Low Wages Kill and Maim."

Many pages could be filled with some of the more striking illustrations of how low wages kill and maim. The report describes the bad housing conditions due to meager incomes, and the neglect by the community of the drainage and sanitation of districts where the underpaid workers live. It tells how the piece-work system breaks down the health of the workers in the shops, by causing strain and fatigue. It describes the effect of irregular employment and unemployment on the health of the victims. The entire pamphlet should be read by those who want a reservoir of facts about American industry.

Warren and Sydenstricker approached their subject purely from the standpoint of the physician, and not that of the economist. Yet they are entitled to the greatest credit for the intelligence and courage with which they have placed the responsibility for preventable deaths and disease where it belongs,—on low wages.



### WAGES VS. EARNINGS.

The annual report of the Bethlehem Steel Company shows net "earnings" of \$23,672,000 for 1915. It employs 22,064 people all told. That is, Bethlehem has "made" \$1077 per head for every one of its employees during 1915. That is all "velvet," all profits, all loot, swag—or call it what you will. It is the part with which the capitalist plays the game of "dividing up." It is what the workers made and didn't get, and what the capitalists get and didn't make.

In 1914 Bethlehem "earned"—to prostitute that noble word—\$601 per man; in 1913, \$566; in 1912, \$405, and in 1911, \$390.

Now what, on an average, did the workers get? No figures are given. But it is safe to say it falls far short of \$1077; that it wasn't even a "fifty-fifty split." The chances are that it may not have been sixty-forty.

Now watch for the fellow who tells you that labor gets 70, 80 or even 90 per cent. of the values it creates. He won't cite Bethlehem to you as an example, but you can cite it to him, and drive him back to the position that, anyhow, the workers are enjoying "unparalleled prosperity" just now. He will be fairly safe there, as that statement does not call for figures.

The Bethlehem returns should at least account for some of the "enthusiastic pro-ally sentiment" in this country.—New York Call.

### THE SAME PROBLEM YEARS AGO.

Even in the matter of disputes over the question of the union or non-union shop, history repeats itself. In the records of the city of Exeter, England, there is found reference to a bitter struggle by the Tailors' Guild during the years 1475-6-7 in its effort to bring about a thorough organization and force all tailors to pay dues to the guild, on the one hand, and the non-union, or non-gild tailors, supported apparently by the city authorities, on the other. We are informed in the most unique language that the members of the guild attacked the non-members and destroyed their shops in "*modo querrino arriate, vi et armis, videlicet jactis, doblettis of defense, swerdis, bokelers, gleyves, and staves, in domo,*" and that at other times they were armed with "*arcubus, glayvis, baculis, et daggariis.*" In fact the belligerent tailors seem to have used every weapon except scissors and pressing irons upon their opponents.

The record would make it appear that the non-gild tailors were good citizens and independent workmen and a credit to the city, while the union or gild tailors were a bad and desperate lot; but the story is told by the city authorities who were fighting the gild and endeavoring to put it out of business.

They did succeed in "putting it out of business," just as has been done to modern trade-unions, only to discover that the motives and principles which prompt workmen to reorganize are more powerful than the mere edict of a court that they shall disband.

The gild-hating city fathers prepared a strong case, and armed with affidavits, presented it before the King at London. The King, Edward IV, sided with the Exeter

authorities and issued a decree disbanding the Tailors' Guild. Two of the King's Commissioners, John Fortesque and John Courtney, went to Exeter and officially decreed that the gild was no more. Afterwards, as we are told, jubilantly drinking wine with the Mayor, John Denys, in the house of Matthew Tubbe, at the expense of the town, to the amount of viii d.

This celebration, however, was premature, for the union tailors refused to surrender their organization, and at last the city fathers compromised their attitude, and the gild not only held its own, but remained in existence some four hundred years; in fact, long after it had lost its original character and had become an employers' organization in the modern sense of the term.

The experience of the Exeter tailors in the 15th century was similar to that of some other gilds, and our trade-unions have had to contend with similar antagonism of the authorities, on many occasions having been declared illegal organizations, yet the final story has been the same, the wage-earners' organizations have not only remained in existence, but have become stronger.—International Molders' Journal.

### STRANGE CONTRACT UPHELD.

The U. S. Court (Veeder, J.), has dismissed the libels of the owners of the Norwegian steamers "Joh. Ludw. Mo-winckel" and "Nepos," against the Hamburg-American Line for damages caused to two vessels chartered by the line to supply German cruisers, when their cargoes of coal caught fire in Teneriffe. The libellants sued to recover \$20,000. The two steamships were chartered ostensibly for the purpose of carrying cargoes of coal to Monrovia, Liberia. Once on the high seas the true nature of the voyage was made known to the masters, which was to cruise up and down a certain section of the Atlantic and to supply such German cruisers as would apply to them for coal. The captains rebelled and put into the port of Teneriffe, where they wired to the Norwegian owners of the vessels for instructions. A dispute arose and the ships, with their cargoes, remained at anchor for three months. It was while there that spontaneous combustion ignited the cargoes and damaged the ships. The Norwegian steamship lines claimed that the Hamburg-American Line and the New York and Bermudez Co., which chartered the vessels and later sublet them to German steamship company, had violated their contract by not stating the true purposes of the voyages, and that the damages would not have occurred had they made for their port of clearance.

### A CURIOUS THREAT.

Takao Ozawa, an alien Japanese at Honolulu, Hawaii, whose application for United States citizenship was recently denied, declares that, so far as he is concerned, the case is not finished, as he intends to take the matter into the Supreme Court of the United States.

The Ozawa case has been pending in the United States court for nearly a year and a half. Mr. Ozawa has been a resident of the United States for twenty-four years and during that entire time, he says, has

been preparing and fitting himself for the privilege of citizenship. In one of his briefs, however, he threatened the United States with his own government in case he was not admitted, and this statement called forth a vigorous reproof by the district attorney.

The Ozawa case is one which has attracted the attention of both the American and Oriental press. The last step was a decision handed down by Judge Charles F. Clemons of the United States District Court, holding that alien Japanese are not entitled to American citizenship.

Judge Clemons' finding is based on a long line of decisions which define the term "white persons" and which hold that natives of the Mongolian race are not white persons. These decisions also hold that the Japanese are members of the Mongolian race. According to statistics, about fifty alien Japanese have been admitted to American citizenship by various United States courts.

### SAN FRANCISCO'S WATER SUPPLY.

The San Francisco water supply project, which contemplates the bringing of water for San Francisco and the bay cities from the Hetch Hetchy valley, in the high Sierra mountains, has been discussed in a report just issued by the San Francisco city engineer.

This aqueduct which will be 154 miles long and having a capacity of 400,000,000 gallons a day, is one of the largest water supply developments that has ever been undertaken. In its initial development, the aqueduct will consist of 88 miles of pipe 5 to 5½ feet in diameter and 66 miles of tunnel 10 to 10½ feet in diameter. The tunnels are at present designed for only 200,000,000 gallons daily as a larger quantity will not be required by the city for many years.

In outlining the progress of the work, the report states that the Hetch Hetchy reservoir site has been cleared; that the construction of a tunnel to divert the river past the dam site is in progress; and that work has commenced on the railroad to haul materials and supplies to various centers of activity from the Sierra foothills to the Hetch Hetchy valley.

During the present year the chief works contemplated are the construction of the Hetch Hetchy railroad for which the contract has already been awarded, the completion of the diversion awarded, the completion for the construction of a temporary for the main Hetch Hetchy dam; preparation for the construction of a temporary power plant to supply electric current for the construction operations at the dam site; exploration boring by diamond drilling to determine the character of the formation through which the aqueduct tunnel will pass; and the completion of the contract for clearing the reservoir.

The copyright Act of England extends the right for the life of the author and for a period of fifty years after his death. . . . The Copyright Act of the United States makes the term of copyright twenty-eight years with the right of renewal for twenty-eight years on application within one year prior to the expiration of the existing term, with a corresponding renewal right covering copyrights granted under previous statutes.



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## Long Freight Trains Means Slower Service.

In a statement issued by the publicity bureau of the four railroad brotherhoods, these workers who are asking for an eight-hour day in the freight service, with extra pay for overtime, show business men that if railroads practiced actual efficiency a shorter work day could be granted and quicker freight deliveries assured.

The railroads are claiming an eight-hour day is impossible unless freight rates are raised. The employees, in their latest statement, bring out the following points:

To increase their earnings, railroads load freight locomotives with every car they can possibly pull, and cars containing merchandise are held up at terminal points "until enough other cars show up at that terminal point to make up a long train."

Shipments from New York City to towns in the Middle West pass through from 15 to 20 terminal or division points, with delay at each point.

When these long trains are made up at each division point they are loaded to full capacity and drag along at a snail's pace to the next division point.

Under the present ten-hour system there is no penalty for working men overtime. Train crews can be kept on the road fifteen hours and fifty-five minutes, thereby evading the federal sixteen-hour law. One car of freight added to the train means a greater income to the company, even though it means more delay to the shipper.

An eight-hour day would force the railroads to move their trains faster, and, if necessary, make shorter trains to get them over the road quicker and cut out all unnecessary delays.

The train service employees conclude their statement:

"If this thing of heavy and more powerful locomotives, cars of greater capacity and longer trains reaches anything like the proportions predicted by prominent railway officials, such as President Willard of the Baltimore & Ohio Railroad, the shipping of merchandise will go back to what it was in the old days of the prairie schooner and stage coach, so far as time required in transportation is concerned, as the tendency of railway operation is toward increasing the capacity of trains, regardless of the time required to move over the road. The hours now lost in the slow movement of freight, if saved, would mean millions to the commercial interests of the United States."

## Toledo Street Car Men Win Victory.

Street car employees of Toledo, Ohio, have won their eighteen years' fight for the right to join the Amalgamated Street Car Men's Union. These workers organized a short time ago and a strike started when the company ordered them not to wear their union button. The city authorities made application to Federal Judge Killets to appoint a receiver for the company. This was not favored by the company because of franchises that it is asking from the common council. The court made several threats to appoint a receiver if the company and its employees did not agree

and announced he had selected the receiver, a well-known trade-union opponent, who would be instructed to run the lines on a non-union basis, which the court termed the "open shop." These threats had no effect on the strikers.

When the men struck they presented demands for wage increases and recognition of their union. After two weeks the company surrendered and signed an agreement with the union. Wages of motormen and conductors are raised 3 cents an hour. The hours of shopmen are reduced from 10 to 8, with an additional wage increase of 15 per cent. Trainmen have established a minimum day of seven hours, instead of one and two hours that many of them worked heretofore. When they report they will be paid, whether there is work for them or not, and they will receive time and one-half for all time over ten hours.

Members of the Electrical Workers' Union, who joined with the street car men, have secured an eight-hour day to replace the ten and twelve-hour day. Substantial wage increases are also granted the wire men.

As the company refused to import strike-breakers not a single case of violence during the two weeks' strike was reported by the police.

For eighteen years attempts have been made to unionize the Toledo street car lines. During this time International President Mahon, International Treasurer Rezin Orr and other officials have been assaulted by company thugs. Constant agitation, however, forced union recognition, wage increases, reduction of hours, better working conditions and arbitration where future differences arise.

## Rockefeller Union Don't Get Results.

Probably No. 26 Broadway, New York, will hear mutterings of discontent from members of the Rockefeller "union," and rather than see the early collapse of this hand-picked organization, Mr. Rockefeller may grant a few concessions in an attempt to stay the inevitable.

The Trinidad Free Press shows that the predictions of Mr. Rockefeller and his expensive press agent have not been fulfilled. In the last issue of this paper Editor O'Neill says:

"The vast majority of the miners in the southern coal fields are in abject poverty. Their labor in the mines gives them a hand-to-mouth existence. The conditions that prevail, preclude the possibility of reaching a standard of living fit for human beings, and the mutterings of discontent presage a day not far distant when slaves in the dungeons of the coal mines will serve notice that they are worthy of humane consideration and refuse to wear upon their necks the collar of corporate subjugation. They are becoming weary of rendering obedience to the dictums that come from 26 Broadway, New York, and have grown tired of the circumscribed limits, beyond which they must not go, to be considered desirable citizens and worthy of remaining on a payroll that bequeaths the legacy of a

(Continued on Page 10.)

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

### AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

### GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

### BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

### GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

### FRANCE.

Federation National des Syndicats des Inscriptes, Maritimes de France, 33 Rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

### NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

### SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgaten 1 B., Sweden.

### DENMARK.

Somandenes Forbund, Toldbogade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

### HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

### ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

### AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

### SPAIN.

Sociedad Sindicate de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

### URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

### ARGENTINA.

Federacion Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

### BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Fogueistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

### SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



### WAGES VS. EARNINGS.

The annual report of the Bethlehem Steel Company shows net "earnings" of \$23,672,000 for 1915. It employs 22,064 people all told. That is, Bethlehem has "made" \$1077 per head for every one of its employees during 1915. That is all "velvet," all profits, all loot, swag—or call it what you will. It is the part with which the capitalist plays the game of "dividing up." It is what the workers made and didn't get, and what the capitalists get and didn't make.

In 1914 Bethlehem "earned"—to prostitute that noble word—\$601 per man; in 1913, \$566; in 1912, \$405, and in 1911, \$390.

Now what, on an average, did the workers get? No figures are given. But it is safe to say it falls far short of \$1077; that it wasn't even a "fifty-fifty split." The chances are that it may not have been sixty-forty.

Now watch for the fellow who tells you that labor gets 70, 80 or even 90 per cent. of the values it creates. He won't cite Bethlehem to you as an example, but you can cite it to him, and drive him back to the position that, anyhow, the workers are enjoying "unparalleled prosperity" just now. He will be fairly safe there, as that statement does not call for figures.

The Bethlehem returns should at least account for some of the "enthusiastic proally sentiment" in this country.—New York Call.

### THE SAME PROBLEM YEARS AGO.

Even in the matter of disputes over the question of the union or non-union shop, history repeats itself. In the records of the city of Exeter, England, there is found reference to a bitter struggle by the Tailors' Guild during the years 1475-6-7 in its effort to bring about a thorough organization and force all tailors to pay dues to the guild, on the one hand, and the non-union, or non-gild tailors, supported apparently by the city authorities, on the other. We are informed in the most unique language that the members of the guild attacked the non-members and destroyed their shops in "modo querrino arriate, vi et armis, videlicet jactis, dolettis of defense, swerdis, bokelers, gleyves, and staves, in domo," and that at other times they were armed with "arcubus, glayvis, baculis, et daggariis." In fact the belligerent tailors seem to have used every weapon except scissors and pressing irons upon their opponents.

The record would make it appear that the non-gild tailors were good citizens and independent workmen and a credit to the city, while the union or gild tailors were a bad and desperate lot; but the story is told by the city authorities who were fighting the gild and endeavoring to put it out of business.

They did succeed in "putting it out of business," just as has been done to modern trade-unions, only to discover that the motives and principles which prompt workmen to reorganize are more powerful than the mere edict of a court that they shall disband.

The gild-hating city fathers prepared a strong case, and armed with affidavits, presented it before the King at London. The King, Edward IV, sided with the Exeter

authorities and issued a decree disbanding the Tailors' Guild. Two of the King's Commissioners, John Fortesque and John Courtney, went to Exeter and officially decreed that the guild was no more. Afterwards, as we are told, jubilantly drinking wine with the Mayor, John Denys, in the house of Matthew Tubbe, at the expense of the town, to the amount of viii d.

This celebration, however, was premature, for the union tailors refused to surrender their organization, and at last the city fathers compromised their attitude, and the gild not only held its own, but remained in existence some four hundred years; in fact, long after it had lost its original character and had become an employers' organization in the modern sense of the term.

The experience of the Exeter tailors in the 15th century was similar to that of some other gilds, and our trade-unions have had to contend with similar antagonism of the authorities, on many occasions having been declared illegal organizations, yet the final story has been the same, the wage-earners' organizations have not only remained in existence, but have become stronger.—International Molders' Journal.

### STRANGE CONTRACT UPHELD.

The U. S. Court (Veeder, J.), has dismissed the libels of the owners of the Norwegian steamers "Joh. Ludw. Mowinkel" and "Nepos," against the Hamburg-American Line for damages caused to two vessels chartered by the line to supply German cruisers, when their cargoes of coal caught fire in Teneriffe. The libellants sued to recover \$20,000. The two steamships were chartered ostensibly for the purpose of carrying cargoes of coal to Monrovia, Liberia. Once on the high seas the true nature of the voyage was made known to the masters, which was to cruise up and down a certain section of the Atlantic and to supply such German cruisers as would apply to them for coal. The captains rebelled and put into the port of Teneriffe, where they wired to the Norwegian owners of the vessels for instructions. A dispute arose and the ships, with their cargoes, remained at anchor for three months. It was while there that spontaneous combustion ignited the cargoes and damaged the ships. The Norwegian steamship lines claimed that the Hamburg-American Line and the New York and Bermudez Co., which chartered the vessels and later sublet them to German steamship company, had violated their contract by not stating the true purposes of the voyages, and that the damages would not have occurred had they made for their port of clearance.

### A CURIOUS THREAT.

Takao Ozawa, an alien Japanese at Honolulu, Hawaii, whose application for United States citizenship was recently denied, declares that, so far as he is concerned, the case is not finished, as he intends to take the matter into the Supreme Court of the United States.

The Ozawa case has been pending in the United States court for nearly a year and a half. Mr. Ozawa has been a resident of the United States for twenty-four years and during that entire time, he says, has

been preparing and fitting himself for the privilege of citizenship. In one of his briefs, however, he threatened the United States with his own government in case he was not admitted, and this statement called forth a vigorous reproof by the district attorney.

The Ozawa case is one which has attracted the attention of both the American and Oriental press. The last step was a decision handed down by Judge Charles F. Clemons of the United States District Court, holding that alien Japanese are not entitled to American citizenship.

Judge Clemons' finding is based on a long line of decisions which define the term "white persons" and which hold that natives of the Mongolian race are not white persons. These decisions also hold that the Japanese are members of the Mongolian race. According to statistics, about fifty alien Japanese have been admitted to American citizenship by various United States courts.

### SAN FRANCISCO'S WATER SUPPLY.

The San Francisco water supply project, which contemplates the bringing of water for San Francisco and the bay cities from the Hetch Hetchy valley, in the high Sierra mountains, has been discussed in a report just issued by the San Francisco city engineer.

This aqueduct which will be 154 miles long and having a capacity of 400,000,000 gallons a day, is one of the largest water supply developments that has ever been undertaken. In its initial development, the aqueduct will consist of 88 miles of pipe 5 to 5½ feet in diameter and 66 miles of tunnel 10 to 10½ feet in diameter. The tunnels are at present designed for only 200,000,000 gallons daily as a larger quantity will not be required by the city for many years.

In outlining the progress of the work, the report states that the Hetch Hetchy reservoir site has been cleared; that the construction of a tunnel to divert the river past the dam site is in progress; and that work has commenced on the railroad to haul materials and supplies to various centers of activity from the Sierra foothills to the Hetch Hetchy valley.

During the present year the chief works contemplated are the construction of the Hetch Hetchy railroad for which the contract has already been awarded, the completion of the diversion awarded, the completion for the construction of a temporary for the main Hetch Hetchy dam; preparation for the construction of a temporary power plant to supply electric current for the construction operations at the dam site; exploration boring by diamond drilling to determine the character of the formation through which the aqueduct tunnel will pass; and the completion of the contract for clearing the reservoir.

The copyright Act of England extends the right for the life of the author and for a period of fifty years after his death. . . . The Copyright Act of the United States makes the term of copyright twenty-eight years with the right of renewal for twenty-eight years on application within one year prior to the expiration of the existing term, with a corresponding renewal right covering copyrights granted under previous statutes.



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## Long Freight Trains Means Slower Service.

In a statement issued by the publicity bureau of the four railroad brotherhoods, these workers who are asking for an eight-hour day in the freight service, with extra pay for overtime, show business men that if railroads practiced actual efficiency a shorter work day could be granted and quicker freight deliveries assured.

The railroads are claiming an eight-hour day is impossible unless freight rates are raised. The employees, in their latest statement, bring out the following points:

To increase their earnings, railroads load freight locomotives with every car they can possibly pull, and cars containing merchandise are held up at terminal points "until enough other cars show up at that terminal point to make up a long train."

Shipments from New York City to towns in the Middle West pass through from 15 to 20 terminal or division points, with delay at each point.

When these long trains are made up at each division point they are loaded to full capacity and drag along at a snail's pace to the next division point.

Under the present ten-hour system there is no penalty for working men overtime. Train crews can be kept on the road fifteen hours and fifty-five minutes, thereby evading the federal sixteen-hour law. One car of freight added to the train means a greater income to the company, even though it means more delay to the shipper.

An eight-hour day would force the railroads to move their trains faster, and, if necessary, make shorter trains to get them over the road quicker and cut out all unnecessary delays.

The train service employees conclude their statement:

"If this thing of heavy and more powerful locomotives, cars of greater capacity and longer trains reaches anything like the proportions predicted by prominent railway officials, such as President Willard of the Baltimore & Ohio Railroad, the shipping of merchandise will go back to what it was in the old days of the prairie schooner and stage coach, so far as time required in transportation is concerned, as the tendency of railway operation is toward increasing the capacity of trains, regardless of the time required to move over the road. The hours now lost in the slow movement of freight, if saved, would mean millions to the commercial interests of the United States."

## Toledo Street Car Men Win Victory.

Street car employees of Toledo, Ohio, have won their eighteen years' fight for the right to join the Amalgamated Street Car Men's Union. These workers organized a short time ago and a strike started when the company ordered them not to wear their union button. The city authorities made application to Federal Judge Killets to appoint a receiver for the company. This was not favored by the company because of franchises that it is asking from the common council. The court made several threats to appoint a receiver if the company and its employees did not agree

and announced he had selected the receiver, a well-known trade-union opponent, who would be instructed to run the lines on a non-union basis, which the court termed the "open shop." These threats had no effect on the strikers.

When the men struck they presented demands for wage increases and recognition of their union. After two weeks the company surrendered and signed an agreement with the union. Wages of motormen and conductors are raised 3 cents an hour. The hours of shopmen are reduced from 10 to 8, with an additional wage increase of 15 per cent. Trainmen have established a minimum day of seven hours, instead of one and two hours that many of them worked heretofore. When they report they will be paid, whether there is work for them or not, and they will receive time and one-half for all time over ten hours.

Members of the Electrical Workers' Union, who joined with the street car men, have secured an eight-hour day to replace the ten and twelve-hour day. Substantial wage increases are also granted the wire men.

As the company refused to import strike-breakers not a single case of violence during the two weeks' strike was reported by the police.

For eighteen years attempts have been made to unionize the Toledo street car lines. During this time International President Mahon, International Treasurer Rezin Orr and other officials have been assaulted by company thugs. Constant agitation, however, forced union recognition, wage increases, reduction of hours, better working conditions and arbitration where future differences arise.

## Rockefeller Union Don't Get Results.

Probably No. 26 Broadway, New York, will hear mutterings of discontent from members of the Rockefeller "union," and rather than see the early collapse of this hand-picked organization, Mr. Rockefeller may grant a few concessions in an attempt to stay the inevitable.

The Trinidad Free Press shows that the predictions of Mr. Rockefeller and his expensive press agent have not been fulfilled. In the last issue of this paper Editor O'Neill says:

"The vast majority of the miners in the southern coal fields are in abject poverty. Their labor in the mines gives them a hand-to-mouth existence. The conditions that prevail, preclude the possibility of reaching a standard of living fit for human beings, and the mutterings of discontent presage a day not far distant when slaves in the dungeons of the coal mines will serve notice that they are worthy of humane consideration and refuse to wear upon their necks the collar of corporate subjugation. They are becoming weary of rendering obedience to the dictums that come from 26 Broadway, New York, and have grown tired of the circumscribed limits, beyond which they must not go, to be considered desirable citizens and worthy of remaining on a payroll that bequeaths the legacy of a

(Continued on Page 10.)

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

### AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

### GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

### BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

### GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

### FRANCE.

Federation National des Syndicats des Inscriptes, Maritimes de France, 33 Rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

### NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

### SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgaten 1 B., Sweden.

### DENMARK.

Somandenes Forbund, Toldbogade 15, Kobenhavn.

Sofryboderes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

### HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

### ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

### AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

### SPAIN.

Sociedad Sindical de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

### URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

### ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

### BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

### SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



## World's Workers.

Organization of the envelope and bag-makers has been begun in New South Wales by the Printing Trades Women and Girls' Union.

The superintendent of the New South Wales Labor branch reports a continued disinclination on the part of unskilled workmen to accept employment in the country.

The following report upon homestead entries appears in the March issue of the Canadian Labor Gazette: "In January, 1916, there were 184 homestead entries in Manitoba; 268 in Saskatchewan; 339 in Alberta, and 9 in British Columbia, a total of 800, as compared with 901 in January, 1915, a decrease of 101."

A Socialist congress was held recently at Montevideo, Uruguay, under the presidency of Dr. Valle Iberlucea, who came as delegate of the Argentine Socialist party. The congress declared itself against obligatory military service and for the abolition of the standing army. It also named a commission to prepare the Socialist formula for constitutional reform.

Replying in Melbourne to a deputation from the Trades Hall Council and the Political Labor Council, which protested against the high price of bread, the Victorian Minister for Agriculture said that he could not see his way to bring about a reduction until the troubles with the wharf laborers, who had refused to load flour and butter for export, was settled.

In Milan, Italy, four or five women have been licensed as cab drivers for night service. They are the wives of cabmen at present serving in the army. Others have also requested to be allowed to replace their absent men folk, and as some of the cabmen's families are in distress a general permission has been granted, but each individual case is to be examined before the license is issued. The four or five women already acting as cab drivers wear men's overcoats, and the traditional top hat under which their hair is hidden, so that it is not easy to distinguish them from men. Naturally they must all have proved themselves up to the required standard in driving.

Some plain truths rewarded the Federation of French Manufacturers and Merchants for its unusual action in inviting M. Jouhaux, one of the leading labor men and secretary-general of the Confederation Generale du Travail, to speak at the monthly luncheon of the society. Whatever hopes the manufacturers may have had that after the war labor conditions could be adjusted "satisfactorily" were shattered when Jouhaux insisted that a class war is inevitable, and that after the present international conflict labor will set about to get the same economic rights as it now has in politics. Furthermore, labor would demand the right to take part in deliberations at which future labor conditions are to be settled. M. Jouhaux went on to express the belief that after the war labor would not rest content with the old order of things, or consent to vegetate in a state of inferiority. Employers, he insisted, would have to concede greater liberty to their men and treat them as genuine collaborators, so as to awaken their intelligence, encourage the dignity of labor and prevent them from becoming mere machines.

## SAN PEDRO, CAL.

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San Francisco.

|                     |                 |
|---------------------|-----------------|
| Bergman, John       | Johnsen, Aug.   |
| Blom, Ernest        | Konlg, D.       |
| Christiansen, Anton | Nielsen, Harold |
| Christiansen, A.    | Olander, Ed     |
| Doris, Geo.         | Thomson, John   |
| Eckart, T. G.       |                 |

## HANDBOOK NAVIGATION LAWS OF THE UNITED STATES. SEAMEN'S ACT—NOTES AND TABLES

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|                       |                     |
|-----------------------|---------------------|
| Anderson, Eduard      | Malm, Gustaf        |
| Andersen, John        | Mesak, E.           |
| Andersen, Ernest J.   | Nelson, Dick        |
| Anderson, Martin      | Olsen, Oscar        |
| -1894                 | Olsen, Nick         |
| Andersson, Oskar      | Orling, Gust        |
| Alexander, P.         | Olsen, Andy         |
| Berg, B.              | Olsen, E. F.        |
| Berg, A.              | Olson, Olof S.      |
| Berggren, Gust        | Ophaug, W.          |
| Bentsen, Hans B.      | Orwold, Jack        |
| Brein, Hans           | Owen, Fred          |
| Benrowitz, Felix      | Perkins, Paul       |
| Carlson, Gus          | Peterson, Nicolai   |
| Cariera, Peter        | -1234               |
| Danielson, Dave       | Pintz, Johan        |
| Doyle, Wm.            | Peterson, N.        |
| Ellwes, John          | Peterson, Hugo      |
| Eklund, Sven          | Peterson, C. V.     |
| Fjellman, Jonas       | Pedersen, F. -1064  |
| Fugelutsen, Thor      | Pakki, Emil         |
| Fjellman, Karl        | Pajala, Victor      |
| Ginar, Walter         | Pederson, Ole       |
| Gustafson, August     | Pedersen, Harald S. |
| Gronlund, O. -414     | Reuter, Chas. -407  |
| Heesche, Henry        | Rogenfeldt, J.      |
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| Hansen, Charley       | Stolzman, Emil      |
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| Haave, Norval         | Sanders, Charles    |
| Johansson, C. -2497   | Schuldt, Theodor    |
| Janson, Dick          | Samuelsson, Frank   |
| Janson, Oscar         | Strahle, Chas.      |
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| Johnsson, J. A. -1659 | Stenios, John       |
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| Lundstedt, Chris      | Schmidt, Lauritz P. |
| Lassen, Johan, -1542  | Shalles, Gust       |
| Larsen, Klaus L.      | Thorsen, Carl       |
| Lutton, Theo.         | Trovik, Harald      |
| Lauritzen, Ole        | Uhlg, Richard       |
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| Lorenz, Bruno         | Vigon, Elias        |
| Lybeck, Thos.         | Wirak, A.           |
| Lindberg, G. W.       | Winblad, Martin     |
| Lindberg, Ernst       | White, Robert       |
| Leideker, Elth        | Warkkala, John      |
| Lalan, Joe            | Widin, Andrew       |
| McNeal, John          | Zunk, Bruno         |
| Monterro, John        | Zayan, G.           |
| Malmerez, E.          | Newspapers and      |
| Monts, Reimolt        | Packages.           |
| Makela, N.            | Miller, W.          |
|                       | Schmidt, Lauritz P. |

## Honolulu, H. T.

|                      |                   |
|----------------------|-------------------|
| Anderson, John E.    | Nelsen, C. F.     |
| Burk, Harry -1284    | Petersen, Carl    |
| Crantly, C. W.       | Peters, Walter    |
| Eugenlo, John        | Reither, Fritz    |
| Ekelund, Rickhard    | Solberg, B. P.    |
| Ivertsen, Sigvald B. | Strand, Conrad    |
| Langwenus, W. L.     | Thompson, Emil N. |
| Möller, F.           |                   |

## INFORMATION WANTED.

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio. 3-24-15

Anders C. Anderson, a native of Norway, who left his personal effects at Port San Luis, Cal., after leaving a ship at that place, is inquired for. Anyone knowing his whereabouts please notify D. R. Jacks, Deputy Collector of Customs, Port San Luis, Cal. 12-22-15

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Any one knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St. 8-11-1915

Olai Ingebrigtsen (Brock), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American bark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469—49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Stuart street, San Francisco, Cal. 8-4-15

Oscar Olsen, age 37, a native of Hallarna, near Gothenborg, Sweden, who was sailing on the Great Lakes about three years ago, is inquired for by John V. Olsen, Sun Company, Marcus Hook, Pa. 5-26-15

Hugo Carlson Ljung, age 29, a native of Gothenborg, Sweden, was last heard from in a Cable Boat on the Atlantic Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Carlson Ljung, Jungmansgatan 5, Gothenborg, Sweden. 1-12-16



# Pacific Coast Marine.

The steamer "Shoshone," bought by the Inter-island Steam Navigation Company, of Honolulu, has been renamed the "Hamakua" and is engaged in the sugar trade between the Island of Hawaii and Honolulu.

The wrecking steamer "Jaqua" tried to pull the steam-schooner "Fifield" off the bar at Coquille River, but did not succeed. Later heavy weather came up and the "Jaqua" had to get away and lay to five miles distant.

The "Star of Russia" of the Alaska Packers' fleet is the first of the fishing fleet to reach Bristol Bay, according to advices received by the marine department of the Chamber of Commerce. The vessel reached Cook's Inlet on April 13, according to the dispatch. She left San Francisco on March 25.

Captain C. S. Semsen, who reached Portland during the week with the American barkentine "Echo" from Sydney, announced that on the trip he had sighted a hitherto uncharted island in the South Pacific. Captain Semsen did not give the location, but stated he would make a detailed report to the United States Hydrographic office.

The sealing industry of the Pacific Coast has dwindled to small proportions, due to the fact that under the agreement made between Great Britain, Russia, Japan and the United States in the Sealing convention, only Indians are permitted to engage in this industry. Canadian Indians caught 285 fur seals in 1915, as compared with 119 in 1914. All but 7 of the 1915 catch were caught on the west coast of Vancouver Island.

That the Kosmos and Hamburg-American lines are planning a resumption of service to this coast as soon as the war is over is indicated by the action of officials of the company, who have been in Portland looking over the harbor facilities. They are Cesar Wehrhahn, a director in the Kosmos line, whose headquarters are in New York, and Harold H. Ebey, of San Francisco, agent for both the Kosmos and Hamburg-American lines.

Captain A. P. Lorentzen has sold the barkentine "Alta" to C. Henry Smith, Inc., a local firm of shipping and commission merchants, for \$100,000. The "Alta" was built at Glasgow in 1900 and under the act of August 18, 1914, was granted American registry. She has been operated on this Coast for a number of years in the offshore lumber trade, having a carrying capacity of about a million and a half feet. The vessel is of 1262 tons and at present on a voyage from Humboldt Bay to Melbourne.

With the Mare Island Navy Yard keyed up to a rush schedule, on a "preparedness test," and with nearly all of Uncle Sam's war vessels on the Pacific Coast ordered there for an immediate overhauling, the Pacific fleet will be in a better state of preparedness in the next few weeks than it has been in years. Orders from Washington to Mare Island are to dock the vessels as fast as they arrive, and to discharge them again as quickly as possible. In order to meet the demand, cards were issued for a number of additional mechanics and laborers.

The task of working out details for the most comprehensive exploration of the Pacific Ocean ever attempted has been entrusted to a committee of scientists by the National Academy of Sciences. It is expected the exploration will occupy from ten to twenty years. The committee in charge of plans, named at the closing session of the National Academy's annual convention at Washington, D. C., is composed of Professor William M. Davis, Cambridge, Mass.; William H. Dall, Smithsonian Institute; George E. Hale, director of the Mount Wilson (Cal.) Observatory; E. G. Conklin, Princeton; John F. Hayford, Northwestern University.

The importance of the fishing industry in British Columbia is indicated by the number of vessels and men employed in the business in 1915, viz., 58 steam fishing vessels (tonnage, 3761), valued at \$1,071,575; 156 sailing and gasoline vessels, \$573,180 in value; 3076 sailboats, \$217,605 in value; 2434 gasoline boats, \$1,018,150 in value; and 190 carrying smacks, \$75,650 in value. The total value of vessels, nets, canneries and other buildings and the wharves used in the industry in 1915 amounted to about \$12,500,000. Of the 20,707 men employed, nearly one-half, or 9391, were employed on land, the remainder on vessels.

An attempt will be made to raise the American steamer "Ohio," which for five years has been lying submerged in Carter Bay, Alaska. Salvage of the "Ohio" will be undertaken by the Vancouver Dredging and Salvage Company, which successfully salvaged the steamer "Curacao." The "Ohio" was wrecked August 25, 1909, when she struck on Sarah Island, south of Hikish Narrows, while bound from Seattle to Alaskan points. It is understood the salvage of the "Ohio" will be handled by W. F. Billington, formerly chief officer of the lighthouse tender "Quadra," who has signed a year's contract with Captain Bissett to take charge of the salvage work.

The American steamer "Edna," which was seized by a British cruiser, has been condemned by the Prize Court at Stanley, F. I. The owners,

Sudden & Christenson, of San Francisco, were not given an opportunity to present their case and representations have been made to Washington. The "Edna," under charter to W. R. Grace & Company for \$20,000 a month, was on her way to New York when seized off the spot where Admiral von Spee's squadron was sunk. Previous to her sale to Sudden & Christenson, the "Edna," as the "Mazatlan," carried a cargo of coal from here to the German cruiser "Leipzig" off the coast of Mexico, and thus came under the ban of the British. She was held in Mexico for a while, but finally released and sent back to San Francisco, where Sudden & Christenson purchased her.

Sale of the American steamer "Republic," formerly the German steamer "Walkuer," salvaged from the bottom of Papetee harbor by Sudden & Christenson and John A. Hooper of San Francisco, to a New York syndicate for a reported consideration in excess of \$1,000,000, was reported from authoritative sources. Captain Ed. Christenson of Sudden & Christenson admitted that negotiations with a New York syndicate were in progress, but denied that money had actually changed hands. The salvaging of the "Republic," including, it is said, the original purchase price, cost the local investors but a little in excess of \$200,000. The "Republic" was brought to San Francisco under her own steam. Several firms have been negotiating for the vessel, but it was not until last Friday that her actual sale was reported upon reliable authority.

W. R. Grace & Company and the Robert Dollar Company have become involved in an action about the steamship "Stanley Dollar," which Grace & Company have libeled for \$15,000. The "Stanley Dollar" was chartered by Grace & Company for a period of nine months, the charter requiring redelivery of the vessel to her owner at San Francisco. Since the charter was executed freight rates have advanced and late in March the Robert Dollar Company proceeded to take possession of the "Stanley Dollar," then lying in Tacoma harbor under charterer's orders to begin loading a full cargo of lumber for San Francisco, where, Grace & Company assert, they planned to turn the vessel back to her owner. Nevertheless, the Robert Dollar Company, contending that the charter had expired and that redelivery at San Francisco was not desired, shifted the "Stanley Dollar" to Eagle Harbor prior to loading a full cargo of munitions at Vancouver for Vladivostok.

Captain William Bissett, of Vancouver, has returned from Guatemala, where he went to look into the possible salvage of the former German steamer "Sesostri," 378 feet long, which piled up on a sandy beach at Ocos. The sand rapidly banked up against the hull until she was settled in the sands some hundreds of yards from the sea. After some years the Kosmos line sold the vessel as a hopeless wreck to a Mexican who, by means of 10-inch suction pumps, made an artificial lake. While doing so he dredged outside first. The vessel took a heel that way and the owner then obtained a crew of natives and cleaned and painted the windward side of the hull. Reversing the process, he managed to clean and paint the other side. Then the dredging was continued until a lake twenty feet deep was made and water enough seeped in to outside first. The vessel took a heel that way there, drew about twelve feet aft and nine feet forward. There is no confirmation of the above story obtainable, however.

The following vessels were reported at Balboa as ready to pass through the waterway: Norwegian steamer "Alfred Nobel," Tocopilla for Atlantic port; "America," American steamer, Mejillones, for Atlantic port; "Capao," British steamer, Junin for Atlantic port; "Cettriana," British steamer, San Francisco for Liverpool; "Console," British steamer, Iquique for Atlantic port; "Copenhagen," British steamer, Antofagasta for Atlantic port; "Crown of Seville," British steamer, San Francisco for United Kingdom; "Florence Luckenbach," American steamer, Antofagasta for Atlantic port; "Gwaladys," British steamer, Victoria for United Kingdom; "Kim," Norwegian steamer, nitrate port for Atlantic port; "St. Veronica," British steamer, Oregon for United Kingdom; "Selandia," Danish motorship, Valparaiso for Atlantic port; "Sommerstad," Norwegian steamer, San Francisco for United Kingdom, and "Thode Fagelund," Norwegian steamer, Iquique for Atlantic port. At the Atlantic end there were the following vessels: "Chimu," British steamer, New York for Antofagasta; "Eureka," American steamer, Norfolk for Valparaiso; Jacob Luckenbach, American steamer, New York for San Francisco; Lewis Luckenbach, American steamer, New York for San Francisco, and "Windber," American steamer, Baltimore for Puget Sound.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Adv't.)

## International Seamen's Union of America

Affiliated with  
AMERICAN FEDERATION OF LABOR  
and  
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary.  
570 West Lake St., Chicago, Ill.

AFFILIATED UNIONS.  
ATLANTIC DISTRICT.

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ABERDEEN, Wash., P. O. Box 6.  
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EUREKA, Cal., 227 First St., P. O. Box 64.  
SAN PEDRO, Cal., P. O. Box 67.  
HONOLULU, H. I., Cor. Queen and Nuuanu Sts., P. O. Box 314.

(Continued on Page 11.)



## Coast Seamen's Journal

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Established in 1887

PAUL SCHARRENBERG .....Editor  
I. M. HOLT.....Manager

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### NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, APRIL 26, 1916.

### THE WAGE NEGOTIATIONS.

At the time of going to press no definite conclusions have been arrived at between the organized seamen of the Pacific Coast and their employers.

The new wage schedules and working rules have been the subject of several conferences at which differences of opinion have been thoroughly aired. There is a general disposition on the part of the shipowners to concede the increase in wages, but there is more or less pronounced opposition to the working rules. In view of the fact that the new working rules are already in practical effect with several of the companies affected, it is hoped the more strenuous objectors will ultimately withdraw their opposition.

On the Atlantic Coast only a few of the shipowners have so far shown a willingness to recognize the justice of collective bargaining. The general results of the seamen's wage movement in practically all Atlantic Coast ports has been very satisfactory, nevertheless. As in past years, when attempts were made to raise wages, there appears to be a sort of "perfect gentleman's" understanding between a couple of I. W. W. "leaders" and the more reactionary shipowners to work up dissension within the ranks of the firemen. But while these spielers have doubtless received their thirty shillings "cash in advance," the shipowners have not been nearly so well served as they were in the past. Even the non-English-speaking firemen from South European countries are beginning to understand a thing or two about disrupters who work "from within."

Altogether, prospects for general wage increases and improvement in working conditions, without a serious tie-up, are exceedingly bright. The membership of all District Unions is increasing, in some instances beyond the fondest expectation. And, lest we forget, it is up to every single member to lend a hand and bring within the folds of our Unions every straggler still wandering in the dark! Are you doing it?

Labor does not ask the Government to better its conditions, but simply to give it a chance to do that for itself.

### TOO MANY ULTIMATUMS.

With the dispatch of an American ultimatum to Germany and the receipt of a near ultimatum from Japan, not to mention the Mexican imbroglio, our country seems to be drawing nearer and nearer toward the vortex of the world war.

With regard to the ultimatum sent to Germany there appears to be a fairly unanimous popular sentiment against any action by our Government which will lead to an open break. In fact, many folks out West find it difficult to understand the peculiar frame of mind which has prompted President Wilson to appoint our country the special guardian of munition cargoes destined for the Allies. It is not the JOURNAL's desire to find fault with our chief executive. So far he has been remarkably successful in keeping the country out of needless war and we are perfectly willing to take it for granted that President Wilson is sure of his ground in the present crisis.

With the near-ultimatum received from Japan the situation is entirely different. For reasons best known to themselves the statesmen of Japan have chosen the present time to protest against the enactment of the pending immigration bill because certain features of that legislation are considered "discriminatory." One can hardly help but admire the magnificent nerve which originated this protest. For years Japanese have been discriminated against by British colonies, notably Australia and British Columbia.

According to James Francis Abbot, author of "Japanese Expansion and American Policies," the very first laws enacted by the Australian Commonwealth provided for the usual basis of exclusion of immigrants as paupers, criminals, etc.; but they provided also for a "literacy test," by which it was very explicitly stated that "only such foreigners should be admitted into the Commonwealth as should prove themselves able to write at dictation fifty words in any European language and sign them in the presence of the immigration officer." Thus, if there were any reason for excluding Germans, they might be given a passage in Spanish or Polish. The act was of course devised against Orientals—Hindus, Chinese, and Japanese. It was explicitly promised, in fact, that it should never be applied against Europeans. This discrimination against the Asiatic implied in the demand for a test in any European language gave great offense, and in 1905 the act was amended by striking out the word "European." Accordingly, the test may be applied by requiring the dictation in any language, which may save the Oriental's face, but does not help him much, for the High Court of Australia has decided the precedent that "it is for the officer and not the immigrant to select the language for the dictation test." That the Asiatic is aimed at, however, is obvious from the fact that but one Oriental passed the test in 1905 and none has done so since then. The law was again amended in 1912, but the dictation test is retained.

The same authority gives some details about discrimination against Japanese in British Columbia. In that country, Mr. Abbot says, are over 3000 naturalized Japanese who "take this allegiance so lightly that the provincial government contravenes the Dominion law by prohibiting the naturalized Japanese from voting." And what is perhaps more significant is the fact that "this disfranchisement has been upheld by the Privy Council at London, England, on the ground

that the province has power to limit its own electorate."

So it seems as if Japan's own allies have been graciously permitted to practice discrimination with a vengeance. It is quite different, however, with the United States. With us Japanese protests have become plain matter-of-fact affairs.

When San Franciscans refuse to let their children of tender years become classmates of adult (student?) Japanese there comes a protest from Japan.

When California farmers ask for land laws to protect themselves against the steady encroachment of Japanese there comes another protest.

And finally, when the Congress of the United States proposes to enact an immigration restriction law in order to safeguard and protect the citizens of this great Republic, there is received the usual protest from Japan.

Really, it does seem as if these protests and near-ultimatums are being aimed just a little too regularly at the same poor sinner. Why does not Japan commence protesting with one or two of the countries that have sinned at least equally as much, if not more, than our own United States?

### A HOPEFUL SIGN.

To force French soldiers to cease shaking hands with the Germans in opposite trenches and holding conversations with them, French commanders are reported to have issued orders imposing severe penalties on all offenders.

During the recent fighting along the Somme, it is said a copy of an order signed by General Dubois, commander of the French Sixth Army, was found by Germans. The text of the order follows:

The army commander has learned with indignation that at several places on the front conversations, and even shaking hands, with the Germans have occurred.

I am at a loss to believe that a Frenchman can sink so low as to shake hands with such bandits who spread incendiarism and destruction, assassinate women, children and old men, who treacherously kill prisoners, breaking their backs and who, furthermore, torture to death our wounded.

The order then states that penalties will be inflicted upon all officers and soldiers guilty of such practices.

Of course, there is a serious question about the authenticity of the whole report. Let us hope, however, that it is true! For it is without doubt a most hopeful sign that the soldiers' hatred for their alleged enemies is not as deep-rooted as we are constantly led to believe.

The time will come ere long when the workers of Europe will have to reestablish some of their old-time alliances against the common enemy who flourishes in all countries but fights for none.

Is it necessary to refer by name to that common enemy?

We think it is not.

### MACARTHUR'S "HANDBOOK."

The JOURNAL is in receipt of the second edition of Walter Macarthur's "Handbook, Navigation Laws of the United States." The first edition was published just prior to the enactment of the La Follette Seamen's Act. The second edition includes all features of that legislation. In other words, it contains the entire law relating to the shipment and discharge of seamen, and all other matters affecting the relations of master and seaman.

Macarthur's "Handbook" is the only work



of its kind in existence. It will be found most useful and serviceable by all practical men who seek an authoritative reference to the law by which they are governed in numerous particulars. Being prepared in form clear, simple and complete, with a thorough cross index, the book will be found ready and reliable in all circumstances.

Among the valuable features of the book are all Department Regulations for the enforcement of the new Seamen's law; also a summary of the State Workmen's Compensation laws applicable to seamen.

The "Handbook" is well printed, in clear type, bound in paper cover and contains 120 pages. The publishers are The James H. Barry Company, San Francisco. Price, \$1.00.

### PROPER RUNNING-MATES.

A magnificent "roast" of the administration shipping bill, by a New York weekly, concludes with this gem:

"Preparedness" and shipping are strange running-mates, but then the game of politics makes strange bed-fellows.

Well, if a nation's shipping problems are not intimately related to genuine preparedness it is high time for some one to give us a clear-cut definition of that much abused word.

To many, it is true, preparedness has no other meaning than vast expenditures for ships and guns and such things.

As a matter of fact, though (and here we can quote that distinguished American naval authority, the late Admiral Mahan) "preparedness for naval war consists not so much in the building of ships and guns as it does in the possession of trained men, in adequate numbers, 'fit' to go on board at once and use the material, the provision of which is merely one of the essential preparations for war."

It follows therefore that "shipping" and "preparedness" are real and logical running-mates, in fact they are one and the same issue.

Genuine preparedness demands that the nation's "shipping" policy be so conducted that the human element is not made a secondary issue. A great American merchant fleet manned largely by Orientals and other alien labor is but a great white elephant in any honest preparedness program. Thinking men have realized this and have proposed to train the elephant to become a useful animal, serving the nation in peace and war. And if private interests engaged in shipping stubbornly refuse to accept that point of view the Government is entirely justified to take any steps which may be necessary to safeguard the nation's welfare.

More than 300 men are employed on San Francisco bay ferries in the capacity of "deckhands." These men are unorganized, hence their working hours are proportionately as long as their wages are short. "Twenty-four hours on" and "twenty-four hours off" all the year through—without a single holiday, such is the working schedule of San Francisco bay deckhands. During the current month, for example, these workers put in fifteen 24-hour shifts—or seventy-two 8-hour days. For this service they are paid the magnificent sum of \$75 per month, without board. In round figures this gives them a whole dollar for each eight hours of labor. Yet, we hear considerable talk about the prosperity of the West!

### ON THE TRAIL OF DERELICTS.

The Interesting and Exciting Details in the Every-Day Work of the Coast Guard Cutter "Seneca."

The perils of the deep are dared by all mariners, but by none quite so often or systematically as by the crew of the United States coast guard cutter "Seneca," the craft that has been set aside by the service for the purpose of chasing derelicts. A derelict at sea is only comparable to a maniac in the dark for uncertainty and deadliness. It is the "Flying Dutchman" of all seafarers and loathed and dreaded as no other single peril that the sea places in the path of ships. Most skippers will give the derelict as wide a berth as possible, but not so Capt. F. A. Levis, of the "Seneca." The report of a tossing hulk in the sea-lanes, imperiling the lives and hull of every ship for hundreds of miles around, is but a challenge to this officer and the crew of his tiny 204-foot craft. The danger that most would avoid is his call to duty, and the drifting, wave-washed peril must be found and sunk or towed into port before his duty is done. Consequently, as a writer in the Sunday magazine of the St. Louis Post-Dispatch assures us, the work of the "Seneca" is "a service full of hardship and peril, and many are the thrilling experiences of its officers and crew." One of the latest of these was the search for the disabled "Thessalonika," of which we read a brief account:

"The 'Seneca' answered her 'S. O. S.' but received by wireless the news that the steamer 'Patris' had arrived and was towing the crippled boat to shore. Then came the news that the tow-line had parted and that the 'Thessalonika' was being abandoned. The 'Seneca' was ordered to find the derelict and either rescue it or blow it up.

"The 'Seneca' is only 204 feet long, and the weather that night was the worst imaginable. The wind was blowing great guns and the waves were something to see. Yet Capt. F. A. Levis, of the 'Seneca,' headed his vessel for the open sea immediately in the direction of the position given. She rolled like a canoe and when a wave came up under her forefoot the water flew over her bow like a cloud of smoke, and came driving aft as fine as rain.

"When the 'Seneca' arrived at the position given, the derelict was not to be seen; and so for the next five days, in dirty weather and tremendous seas, the captain searched the Gulf Stream for her. Finding no trace of the hulk, he came to the conclusion that she had sunk, and, after a chase that took him nearly 1400 miles, he returned to port."

The "Seneca" is the only derelict-destroyer in the United States service, and consequently she is at sea most of the time. In addition to this work, she goes on international ice-patrols from February until early in July. During that time it is her duty to follow the icebergs and "growlers" off the Grand Banks and issue broadcast warnings by wireless to ships that are likely to run foul of them. But of the more romantic service the writer gives us an excellent idea in extracts from a supposed log of the little vessel during the winter of 1914-1915, when she aided 865 persons on twenty-five different ships. The incidents are true enough, but doubtless would be recorded even more briefly in an actual log. As we read:

"January 4, 1914.—A day of bitter, searching cold, with a terrific northeast wind and a heavy sea running. Received a message that oil-tank steamer 'Oklahoma' was sinking. We were then in Newport Harbor, R. I.

"The 'Seneca' was got ready for sea immediately and steamed at full speed in direction given, which was off Sandy Hook. Ran south all night in the teeth of the gale and next morning received more definite instructions by wireless from steamship 'Bavaria.' During the day we sighted an open boat, having, so far as we could see, only one man in it. He was evidently in the last stages of exhaustion. He paid no attention to us, so the whistle was blown. At this he roused up for a moment, looked at us, and again collapsed.

"When the boat was finally picked up we found that three men were sprawling in the bottom, with terrible, white faces, and with the sea rime frozen to their beards. Two were already dead. The man we had first seen died when brought aboard the cutter.

"On the following day we located the derelict, and, since we could not tow her in, we decided to mine her. The mines failed to explode. We stood by all during the night, warning vessels away. Next day we ran close to the wreck and fired seventeen 6-pound shells into her. Due to these shells, she began to settle down by the stern, and at 12:15 p. m. she disappeared. This was done to the eastward of the Fenwick Island lightship.

"February 25, 1915.—Off Grand Banks on ice-patrol duty. Received wireless from British steamship 'Mongolian,' informing us that she was leaking badly. We were headed in a direction that would take us across the course of the 'Mongolian,' so that we made arrangements to meet her on the morning of the following day. On the next morning, as arranged, we fell in with the 'Mongolian.' Were informed by her commanding officer that his ship had struck a

(Continued on Page 11.)

## OFFICIAL.

### SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Apr. 24, 1916. Regular weekly meeting came to order at 7 p. m., Ed. Andersen presiding. Secretary reported shipping fair.

JOHN H. TENNISON, Secretary pro tem. Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., April 17, 1916.

No meeting. Shipping fair, prospects uncertain.

REGINALD TOWNSEND, Agent. Room 11, De Cosmos Block, 1424 Government St.

Vancouver, B. C., April 17, 1916.

Shipping fair, prospects uncertain.

W. S. BURNS, Agent. 213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, April 17, 1916.

No meeting; no quorum. Shipping fair; no members ashore. Prospects uncertain.

H. L. PETTERSON, Agent. 2218 North 30th St. Tel. Main 808.

Seattle Agency, April 17, 1916.

Shipping good in offshore vessels.

P. B. GILL, Agent. 84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, April 17, 1916.

Shipping fair, prospects poor.

J. PEARSON, Agent. P. O. Box 6. Tel. Main 557.

Portland Agency, April 17, 1916.

Shipping medium; prospects uncertain.

JACK ROSEN, Agent. 44 Union Ave. North. Tel. East 4912.

Eureka Agency, April 17, 1916.

Shipping dull; prospects uncertain.

OTTO DITTMAR, Agent. 227 First St. P. O. Box 64. Tel. 159.

San Pedro Agency, April 17, 1916.

Shipping fair, prospects uncertain.

HARRY OHLSEN, Agent. 128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, April 17, 1916.

Shipping dull; prospects poor.

JACK EDWARDSON, Agent. P. O. Box 314. Tel. 2526.

### MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Apr. 20, 1916.

Regular weekly meeting was called to order at 7 p. m., T. Ellis in the chair. Secretary reported shipping slow. Nearly all the vessels going to the Alaska canneries have departed for the North. Donated \$30 to the Committee on Industrial Relations and \$15 to the striking Laundry Workers' Union in San Pedro.

EUGENE STEIDLE, Secretary. 42 Market St. Phone Kearny 5955.

Seattle Agency, April 13, 1916.

Shipping medium. Voted unanimously in favor of the new wage schedule and working rules.

LEONARD NORKGAUER, Agent. Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, April 12, 1916.

No meeting. Shipping fair, prospects poor.

HARRY POTHOFF, Agent. P. O. Box 54.

Portland Agency, April 17, 1916.

No meeting. Shipping fair; no members ashore.

THOMAS BAKER, Agent. 89 Second St. N. Phone Broadway 2306.

### DIED.

Henry Day, No. 823, a native of Finland, age 32, died at San Francisco, Cal., April 22, 1916.

Geo. C. Bodine, No. 557, a native of New York, age 46, died at New York, N. Y., March, 1916.

S. W. Miller, No. 2022, a native of Kansas, age 43, reported drowned in the wreck of the cannery-tender "Alpha" at Prince Rupert, April 4, 1916.

The disabled steam-schooner "Pasadena," in tow of the Redstack tug "Pilot," returned to San Francisco on Friday morning. The "Pasadena" left on Wednesday morning for Albion and when off Stewart's Point broke her crankshaft.



### INDUSTRIAL DISPUTES LAWS.

The Government of Victoria, Australia, has published recently an interesting report by the Chief Inspector of Factories on an enquiry into anti-strike legislation, undertaken for the purpose of making recommendations as to the best means of lessening lockouts and strikes. The State of Victoria has as yet enacted no anti-strike legislation, but in 1913 and again in 1914 bills were presented in the Legislative Assembly which were designed to prohibit strikes and lockouts, and although these measures did not pass, the Government promised a full enquiry into the working of strike laws in other countries, with a view to the adoption of the best.

The report deals with the industrial disputes legislation in effect in each State of the Australian Commonwealth and in the Dominion of New Zealand, and contains also a condensed description of the strike laws of the world. Compulsory arbitration is apparently the principle followed in New South Wales, South Australia and Western Australia. In Tasmania the law forbids strikes in any trade in which a Wages Board has been established. The laws of Queensland and New Zealand, which, like the Canadian statute, are based on the principle of compulsory investigation only, do not forbid strikes and lockouts if the conditions imposed have been duly observed. Queensland's Industrial Peace Act of 1912 resembles the Industrial Disputes Investigation Act of Canada in prohibiting strikes and lockouts in public utilities unless a conference has been held before an industrial judge and proved abortive; but requires in addition that after the termination of a conference fourteen days' notice must be given and a secret ballot taken. While strikes are not forbidden in other industries, yet the law requires in these cases also fourteen days' notice and a secret ballot before a strike can be declared. Queensland, it is said, was the first country in the world to provide by law for the secret ballot, taken by State officials. In New Zealand strikes and lockouts are absolutely prohibited only in cases where an award or industrial agreement is in force. All other cases are governed by the Labor Disputes Investigation Act, 1913, which requires that notice of the dispute shall be given to the Minister of Labor, who must refer the matter to an industrial commissioner or committee, and that if no settlement is effected within fourteen days from the delivery of the notice to the Minister, the Labor Department shall conduct a secret ballot and seven days must elapse before a strike may be declared. "The Canadian Act," says the report, "was admittedly the model on which the Queensland Act of 1912 and the New Zealand Act of 1913 were founded."

The report contains comparative statistics and diagrams showing the prevalence of strikes and lockouts in the different States of Australia. In New South Wales, South Australia and Western Australia, for instance, the three States in which all strikes and lockouts are forbidden by law, the percentages of disputes per 100,000 wage earners during the years 1913 and 1914 were 83, 22 and 29 respectively, while in Queensland, where strikes are prohibited only in public utilities until an investigation is held, and in Victoria, which has

no anti-strike legislation, the proportion of disputes per 100,000 wage earners was 22 per cent.

The Chief Inspector of Factories points out that in spite of the absence of anti-strike legislation in Victoria, the statistics show that in the matter of industrial peace Victoria compares favorably with other countries. This he ascribes to the Wages Board system of regulating wages and conditions, claiming that a greater measure of justice for the workers is afforded by this means than by any other and the necessity or desire for strikes is thereby removed.

As a result of the investigation several important recommendations are made:

(1) It is urged that the Wages Board system now in existence in Victoria should be extended, the power to grant Boards to be vested in the Minister of Labor rather than in Parliament, as at present; that the Boards should be made larger and more representative, the area of selection of members being widened by no longer requiring that a member shall be actually engaged, as employee, manager or worker, in the trade concerned; that the powers of each Board should be definitely restricted and that a Super Board should be appointed for each trade group, to regulate working conditions.

(2) As a means of discouraging strikes it is recommended that whenever employers have recourse to a strike the Determination of the Wages Board in their case should be automatically suspended, the employees thus losing the protection afforded them by law, on the ground that, as the report states, "a striker cannot properly have his Wages Board and his strike at the same time."

(3) Laws should be enacted, applicable only to trades regulated by Wages Boards and to all public utilities, declaring strikes and lockouts illegal unless notice has been given of intention to lock out or strike, a secret ballot has been taken, in which the majority of voters have declared in the affirmative, and a period of seven days has elapsed from the declaration of the result of the ballot.

(4) It is finally recommended that in order to prevent the needless or useless prolongation of a strike, provision should be made, as in the New Zealand Act of 1913, for the taking of a secret ballot in any trade whatever, at any time during a strike, whenever ordered by the Minister of Labor.

### A GUESSING CONTEST.

"And they shall build houses and inhabit them; and they shall plant vineyards, and eat the fruit of them. They shall not build and another inhabit; they shall not plant and another eat the fruit thereof." Isaiah 65:21-22. A free trip to the battle front in Europe and then some, will be given to the first ten thousand able-bodied wage workers betwixt puberty and senility who will correctly guess who Isaiah was referring to in the above quotation.—British Columbia Federationist.

The total area of Ireland is 31,830 square miles, or 20,371,125 acres—about the area of Maine or South Carolina. About 14,932,093 acres, or practically 75 per cent., are used for meadows and hay.

### THE UNRULY MEMBER.

The unruly member in the union, the chronic disturber, has always been a problem which the tact of presiding officers and the appointing of sturdy sergeants-at-arms has not always succeeded in solving.

But the problem is not a new one, for human nature seems to have been much the same from the beginning, and the ancient organizations of workmen were forced to contend with it, as shown in the shreds of some of their by-laws which have survived to our day.

Some nineteen hundred years ago, to be exact, in A. D. 133, there was an organization in Lanuvium, Italy, which, under the guise of a burial society, is supposed by several authorities to have been a trades-union which dared not reveal its true character because of the government's hostility towards trade or trades-unions.

This organization, in addition to its business meetings, had set aside certain days in the year when all the members gathered around the tables in the meeting room and ate a simple meal, which was paid for from the union's treasury. Apparently on some of these occasions some unruly members caused disturbances, for in the union's by-laws we find the following:

"If any one change his seat at table through ill feeling (dislike of the member who sat beside him), he shall be fined 4 sesterces; if he speak insultingly to another member or cause a disturbance he shall be fined 12 sesterces; but if he speak insultingly or disrespectfully to the president during the feast the fine shall be 20 sesterces."

How the ancient Roman workmen succeeded in maintaining proper decorum through a system of fines we do not know, but if in some local unions to-day members who showed 'ill feeling' towards other members, or who spoke "insultingly" or "disrespectfully" to the president, were fined for every instance, and this fine amounted to not more than half a week's dues, some unions from the proceedings of these fines would be able to give the members several elaborate banquets every year.

There is something more effective, however, than fines. The education given to the unruly, through the example of those who control themselves, and show a proper respect for others during the union's meetings. The influence of personal example on the part of the officers and older members upon the younger and unruly ones is boundless, and an effort to maintain discipline without good example will fail, as we presume it did, in the workmen's meetings at Lanuvium nineteen hundred years ago.—From an unknown exchange.

### "INCREDIBLE," BUT TRUE.

It seems incredible, but we have the word of the esteemed and conservative Brooklyn "Times," that Andrew Furuseth walked away with the honors in a joint debate on the Seamen's act in which he was the proponent and President Munson, of the New England Steamship Co., was the opponent, at a meeting in Brooklyn, last month.—New York Marine News.

The only entirely reliable "Friend of Labor" is labor itself.



## TWO CLASSES OF ALIENS!

A very short time ago the British Admiralty sent for the representatives of the Sailors and Firemen's Union, and pointed out that it would be dangerous to the State to employ alien—even friendly alien—seamen on board ships carrying munitions, stores, or coal to the Fleet, and that as far as possible those employed on such ships should be British subjects. With that the representatives of the union heartily agreed, but they said, "What about the Chinaman?" Now, he (Mr. Havelock Wilson) was glad to say that one of the Lords of the Admiralty who was present at the interview expressed himself in this way—he said, "Damn the Chinaman—(laughter)—we don't want them at any price." (Hear, hear.) He would be inclined to pat that gentleman on the back and say he knew what he was talking about. (Hear, hear.) But he regretted to have to add that another Admiralty gentleman said, "Oh! the shipowners won't be very pleased with that." (Laughter.) That was to say he was advocating that the friendly alien who insisted upon Trade-Union conditions should be dispensed with, and that another class of alien who accepted sweating wages should be allowed in.—Excerpt from an address by Joseph Havelock Wilson, President of National Sailors and Firemen's Union of Great Britain and Ireland, at London, March 25, 1916.

## LOADING OF BRITISH VESSELS.

New rules for load lines on merchant ships under the British flag are proposed in a report just issued by a special board of trade committee that has been investigating the subject for the past two years. After a careful examination of the evidence the committee came to the conclusion that the revised free board rules of 1906 were quite sufficient to insure safety of vessels. The committee also considered the question relative to the means of closing openings in the weather decks of vessels and found that the loss of 20 per cent. of the total number of vessels that foundered during the fourteen years ended June 30, 1913, was due to the entry of water through hatchways and ventilators. The committee therefore recommended extensive changes in the rules regarding the closing of these.

## PROGRESS OF SHIPPING.

Steel merchant vessels, building or under contract to be built in private American shipyards on April 1, 1916, according to builders' returns to the Bureau of Navigation, Department of Commerce, numbered 360 of 1,067,856 gross tons.

The increasing activity of American private shipyards since July 1, 1915, is shown by the following summary of steel merchant ships building or under contract on the dates given:

## MUDDIEST OF RIVERS.

The Missouri is the muddiest river in the Mississippi Valley; it carries more silt than any other large river in the United States except possibly the Rio Grande and the Colorado. For every square mile of country drained it carries down stream 381 tons of dissolved and suspended matter each year. In other words, the river gathers annually from the country that it drains more than 123,000,000 tons of silt and soluble matter, some of which it distributes over the flood plains below to form productive agricultural lands, but most of which finds its way at last to the Gulf of Mexico.

It is by means of data of this kind that geologists compute the rate at which the lands are being eroded away. It has been shown that Missouri River is lowering the surface of the land drained by it at the rate of 1 foot in 6,036 years. The surface of the United States as a whole is now being worn down at the rate of 1 foot in 9,120 years. It has been estimated that if this erosive action of the streams of the United States could have been concentrated on the Isthmus of Panama it would have dug in 73 days the canal which has just been completed, after 10 years' work, with the most powerful appliances yet devised by man. (Overland Guidebook, Bulletin 612, U. S. Geological Survey.)

## GEE WHIZ!

The London Morning Post is exceedingly angry with the Government for not taking stronger action in Ireland, and gives us this version of conditions there:

"In Cork a committee recently appointed to organize St. Patrick's Day celebrations was offered the use of several companies of Irish soldiers, but the committee refused to allow them to participate, stating in reply:

"The British army is in hostile occupation of Ireland. It would be as absurd for Belgians to invite a contingent from the German army to participate in a Belgian national celebration."

## THE RACE FOR "THE THICKEST."

The thickest armor was pierced the other day at Sandy Hook by a projectile from the latest gun. Thicker armor will now replace the thickest, and it will perhaps resist the latest gun. Then a later than the latest gun will pierce the thicker than the thickest armor, and the thickest armor and the latest gun will be "scrapped"—and so on, ad infinitum. This seems to be an inevitable feature of the system of competitive armaments.

Landlords are perhaps the only great body of men whose interest is diametrically opposed to the interest of the Nation.—Buckle.

## NOTICE TO SEAMEN.

## IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Faternally yours,

LAKE SEAMEN'S UNION,  
V. A. OLANDER, Secretary.

## LAKE DISTRICT, I. S. U. of A.

## HEADQUARTERS:

LAKE SEAMEN'S UNION,  
570 West Lake Street, Chicago, Ill.

## BRANCHES AND AGENCIES:

BUFFALO, N. Y. .... 55 Main Street  
Telephone Seneca 936 R.  
CLEVELAND, O. .... 1401 W. Ninth Street  
Telephone Bell Main 1842.  
MILWAUKEE, WIS. .... 133 Clinton Street  
Telephone South 240.  
ASHTABULA, O. .... 21 High Street  
Telephone 552.  
NORTH TONAWANDA, N. Y. .... 152 Main Street  
Telephone Bell 2762.  
DETROIT, MICH. .... 15 Twelfth Street  
Telephone 3724.  
SUPERIOR, WIS. .... 1721 N. Third Street  
Telephone, New, Broad 385.  
BAY CITY, MICH. .... 108 Fifth Avenue  
OGDENSBURG, N. Y. .... 70 Isabella Street  
CONNEAUT, O. .... 922 Day Street  
SOUTH CHICAGO, ILL. .... 9142 Mackinaw Avenue  
PORT HURON, MICH. .... 517 Water Street  
ERIE, PA. .... 107 E. Third Street

## MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

## HEADQUARTERS:

71 Main Street, Buffalo, N. Y.  
Telephone Seneca 48.

## BRANCHES:

CLEVELAND, O. .... 1185 W. Eleventh Street  
CHICAGO, ILL. .... 445 LaSalle Avenue  
MILWAUKEE, WIS. .... 151 Reed Street  
DETROIT, MICH. .... 27 Jefferson Ave., East  
SUPERIOR, WIS. .... 1814 Fourth Street  
OGDENSBURG, N. Y. .... 70 Isabella Street  
BAY CITY, MICH. .... 108 Fifth Avenue

## MARINE COOKS AND STEWARDS' UNION.

## HEADQUARTERS:

406 N. Clark St., Chicago, Ill.  
Telephone Main 365.

## BRANCHES:

Buffalo, N. Y. .... Toledo, O.  
Cleveland, O. .... North Tonawanda, N. Y.  
Milwaukee, Wis. .... Superior, Wis.  
Ashtabula, O. .... Erie, Pa.

## UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

## MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

## RELIEF STATIONS:

Ashland, Wis. .... Ogdensburg, N. Y.  
Ashtabula Harbor, O. .... Oswego, N. Y.  
Buffalo, N. Y. .... Port Huron, Mich.  
Duluth, Minn. .... Manitowoc, Wis.  
Escanaba, Mich. .... Marquette, Mich.  
Grand Haven, Mich. .... Milwaukee, Wis.  
Green Bay, Wis. .... Saginaw, Mich.  
Houghton, Mich. .... Sandusky, O.  
Ludington, Mich. .... Sault Ste. Marie, Mich.  
Manistee, Mich. .... Sheboygan, Wis.  
Erie, Pa. .... Superior, Wis.  
Menominee, Mich. .... Toledo, O.

| Date.                 | Seaboard. |         | Great Lakes and western rivers. |         | Total.  |           |
|-----------------------|-----------|---------|---------------------------------|---------|---------|-----------|
|                       | Number.   | Tons.   | Number.                         | Tons.   | Number. | Tons.     |
| July 1, 1915.....     | 62        | 294,138 | 14                              | 15,951  | 76      | 310,089   |
| December 1, 1915..... | 143       | 644,150 | 59                              | 117,361 | 202     | 761,511   |
| February 1, 1916..... | 163       | 759,208 | 67                              | 142,163 | 230     | 901,371   |
| March 1, 1916.....    | 164       | 766,649 | 80                              | 179,149 | 244     | 945,798   |
| April 1, 1916.....    | 176       | 823,651 | 184                             | 244,205 | 360     | 1,067,856 |



## WEEKLY NEWS LETTER.

(Continued from Page 3.)

starvation wage and absolute servility to the captains of industry.

"The impoverished victim of corporate cupidity with no protection, save the union organized by Rockefeller and his henchmen, has awakened to the fact that the visit of the son of the richest man in America to the coal fields of Colorado, brought no material prosperity to the robbed, starved and imprisoned victim of the mine, and that Rockefeller, Jr., shaking hands with his slaves, munching a luncheon at a miner's cabin, slumbering in a collier's 'nightie' or tripping the light fantastic with the wives, daughters and sweethearts of miners, did not chase the gloom that shrouds the miners' sky with the midnight blackness of adversity."

## Long Textile Strike Ends.

The strike of several hundred employees of the Nashua (N. H.) Manufacturing Company and the Jackson Manufacturing Company has been settled. The strike started last October when a committee representing 57 employees in the dye house and bleachery of the former company was discharged because they asked that wages be increased to \$10.50 in the dye house and \$11 in the bleachery. Later the strike spread to the Jackson plant and practically all employees at both places suspended work. These workers were unorganized at the time, but since then many have joined the Textile Workers' Union. The strike developed much feeling and now the companies promise to make no discrimination because of strike activity. In the agreement, signed by both companies, it is agreed that "if any employe has a complaint he can go directly, without discrimination, to headquarters, and if he wishes, bring his own interpreter."

## Ancient Anti-Strike Remedy Again Urged.

In a signed article, published in a Milwaukee (Wis.) newspaper, President Van Hise of the University of Wisconsin suggests that wages of public utility employees be handled by public service commissions in the same manner that capital is regulated. He says "there is no reason why such a commission could not proceed in the case of a labor difference with the same promptness that existing commissions exercise in the matter of railway rates."

The question of wages and standards of living of the various workers could be decided by these commissioners, who, President Van Hise believes, should be furnished "expert and statistical aid to enable them to undertake elaborate investigations of the facts bearing upon the economic condition of railway employees." With this information in their possession the question of wages can be "settled" with, as much dispatch as a demand of railway managers for higher rates.

"An interstate wage commission" is the solution of this educator against strikes of public utilities and consequent inconvenience of the public. The commission, together with its "expert and statistical aid" would first agree on what constitutes a living standard of, for instance, train service employees. Then, when these train service employees present demands for higher wages, the commission can compare said demands with their figures, properly filed

and indexed, and render a decision accordingly.

By this simple method strikes would be eliminated, providing, of course, employees agreed that experts or other State-paid professionals are better qualified to set living standards for workers than the workers themselves.

Excepting this slight difference, the ancient anti-strike concoction, dressed up in new terms by President Van Hise, might prove workable—if a remaining vital portion of this "remedy" can be discovered.

## Cleric-Economist Favors Immigration Bill.

Rev. John A. Ryan, D. D., formerly of Minnesota, but now professor of economics, Catholic University, Washington, D. C., has declared in favor of the Burnett immigration bill. If this legislation is adopted by Congress, he says, "we shall have sufficient legislation to improve the quality, provide for assimilation and protect the standard of life that is required for decent living."

Rev. Ryan's statement, which includes a history of immigration legislation, has been published by the Weekly Press Service of the Social Service Commission, American Federation of Catholic Societies, and is, in part as follows:

The lowered standard of living is the main justification for restriction, and it is probably the reason behind the greater part of the agitation. Between two-thirds and four-fifths of the adult males of the country receive less than \$750 a year, and real wages have declined from 10 to 15 per cent. since 1890. The great majority of the new immigrants go into the unskilled industries, thereby overstocking the market for that kind of labor, and bringing down wages. They do not become farmers, as so considerably occurred with the old immigration. The supply of unskilled labor should be reduced. The immigration commission was unanimous on this point.

Among methods of restrictions suggested are: The requirement of a contract enabling the immigrant to command living wages; the restriction of the arrivals from any country to a certain per cent. of the average emigration from that country during the preceding period of ten years; the division of the immigration countries in groups, and the granting of the privilege of sending immigrants to only one group in one year; and the literacy test. The first three are difficult of administration, while the last was recommended by eight of the nine members of the immigration commission as the best single method of restriction. It would exclude about one-third.

The opposition to restriction is sentimental, or superficial, or selfish. The sentimentalists want America to be kept a haven for the oppressed, but charity begins at home, and we want to keep it a genuine haven, instead of developing a proletariat; and we want to keep it an example of genuine democracy and of a better distribution of wealth than exists in Europe. Thus we can serve humanity better than by enabling a comparatively small proportion of the oppressed of Europe to better their condition very slightly.

The superficial objectors find fault with the literacy test because it does not guarantee character, something that it was not meant to do. It is primarily a method of

affecting quantity, not quality. Others denounce it as the outcome of bigotry, but this factor is relatively unimportant in the movement; besides, the device ought to be judged on its merits. It is regrettable that Catholics will not consider more the economic argument for restriction. Others object that the country needs to be developed. If that means that a large group will be worse off than before, the objection is baseless. All the rough work generally done by unskilled foreigners would be done by Americans if they were paid sufficient wages. The immigration commission declared there is a constant oversupply of unskilled labor.

The selfish persons are those who wish to increase production and profits through cheap labor, at less than living wages. They would prefer Chinese and Japanese laborers if they could get them. They do not deserve serious consideration.

## JAPAN AND HOLLAND.

The *Allgemeene Handelsblad* of Amsterdam has published an article from its correspondent in Yokohama who considers that Holland's hold upon the Dutch East Indies is likely to be disputed by Japan.

He states that for years the Japanese press has referred significantly from time to time to what it has alleged to be a critical state of affairs in the Dutch East Indian colonies, and says that the impulse towards expansion to the south has been strengthened since the war by Japanese occupation of the Caroline and the Marshall Islands, both of which previously belonged to Germany.

According to the writer, the Dutch East Indian archipelago was included in the Japanese possessions that were colored red on a large globe carried in a procession during the recent coronation festivities in Japan, and a sensational book has since been published by the well-known statesman and ex-minister of education, Yusa-bura Takekoshi, openly advocating expansion to the south, if need be, by aggressive means. The Caroline and Marshall Islands, the Japanese publicist argues, are not really islands, but mere rocks, and Japan cannot pride herself on her possessions in the South Sea Islands until she has Java and Sumatra. The Sunda Strait between these two islands is a natural fortress, and as at present a submarine has a radius of activity of 5000 miles it would be no difficult task for the Japanese fleet to prevent any European fleet from approaching these possessions.

Even before the present war, the Dutch paper's correspondent continues, remarks have been let fall here and there in Japan to the effect that greater influence must be acquired in the Dutch East Indies, not only in the interests of trade, but also for other reasons. Thus Baron Kondo, the director of the Nippon Yusen Kaisha, has been responsible for utterances of this kind, without, however, intimating the nature of the "other reasons."

Wherever the ownership of the soil is so engrossed by a small part of the community that the far larger numbers are compelled to pay whatever the few may see fit to exact for the privilege of occupying and cultivating the earth, there is something very like slavery.—Greeley.



## WHERE "DEFENSE" IS NEEDED.

Mr. Cornelius Donovan, president of the Tenants' Union of New York City, presents to the conscriptionists of England and the preparationists of the United States some facts which they should consider. Here is one for them to explain with something else than abuse:

"England has not established justice for her plain people, and has forgot to conserve their freedom, and for this neglect and omission she is paying a fearful price.

"Recently a Government agitator, in an effort to rouse the patriotism of a great meeting of men and persuade some to enlist, exhibited a collection of cottages and asked, 'Are these houses worth fighting for?'

"A voice from the crowd shouted: 'Aye! Let the man that owns them fight for them!' The owner might have been an English Astor.

"It is not unreasonable to ask men to fight for their homes; to strike for their altars and their fires, for the green graves of their sires. But what manner of man will fight for a lodging house, the ministrations of the Salvation Army, or the privilege of decent burial in the potters' field?

"To force men to go off to the trenches to defend a government that has not defended them, though instituted for that very purpose, a government that has been perverted and made the most potent instrument of their exploitation and oppression, is tyranny indeed.

\* \* \*

"The lawyers who are governing Britain have not been good enough to restore to its citizens their ancient right of access to the soil which made them the freest people in all Europe. They have not compelled restitution of the commons stolen from them while they were fighting Napoleon; a perfidy that caused Byron to ask Wellington the question, 'Who, my lord, but you and yours have gained by Waterloo?' England's government has nurtured a blighting parasitism that has injured the saving patriotism of her inhabitants, and now leaves her nearly naked to her enemies.

"Let Americans be warned by the pitiable predicament of Great Britain and wipe from their own constitution and statutes the great number of parasitic eggs that have been stealthily planted in them by the cuckoos of absorbing privilege.

"Already the soil of the United States is in the legal possession of too few to give employment to myriads of persons who were born in the country.

"If the Congress at its coming session can be persuaded to be constitutional to the extent or extreme of establishing justice, it will return to the straight and narrow paths found by the men of '76, revoke the tribute-taking titles to the earth, and take for the support of the Government the annual values of the opportunities of the country collected by the States. The conservatives who control the Congress and the State Legislatures must be roused to an appreciation of the danger of delaying those concessions. An unprecedented hunger and thirst for injustice has come to the masses of Americans. This can only be satisfied by an equitable distribution of the vast wastes of wealth that surround and amaze them. The growing

knowledge that the few have become ultra-rich and the many condemned to poverty by the perverted powers of their own Government is filling the people with anger and anarchy. No strength of Government, no preparedness that can be imagined, can save these traitors and the beneficiaries of the treason from the wrath of an outraged public when at last aroused."

Before Congress proceeds to spend money toward off a danger that only exists in the imagination of certain excitable individuals, let it legislate against a great enemy that is already at work in this country—Predatory Privilege. Armies and navies are no defense against that enemy, and while it is allowed to oppress the people undisturbed, there is no reason why they should worry about another enemy that has not yet appeared.

## ON THE TRAIL OF DERELICTS.

(Continued from Page 7.)

rock in St. John's Harbor and was leaking badly. We therefore convoyed her into Halifax. The night of the 26th fell rainy, with a thick fog and a very heavy sea, so that it was difficult to maintain our respective positions. We accomplished it, however, by means of the fog-signals. The leak on the 'Mongolian' became worse, and it was necessary for us to remain very close to her. On the 28th we came safely into port with our charge.

"May, 1915.—We were informed that the lumber-laden ship, 'William Thomas Moore,' had been abandoned by her crew, and was floating with her decks awash. We were instructed to locate the derelict and remove it from the path of commerce. When the ship had been located, we attached two lines and proceeded to Halifax with her, a distance of 665 miles, which is, we believe, a record for this sort of work. To destroy this derelict would have been to scatter heavy wreckage in the paths of commerce; so it was decided to bring it into port.

"August, 1915.—Received a communication from the coast-guard station at Toms River that a vessel was flying distress-signals off that point. During the darkness of the early morning we searched for her, but without success. Just before dawn we picked up a wireless from the steamer 'Bermudian' giving us the exact location of the ship. We proceeded there immediately and found the schooner 'Emma F. Angell,' forty-five miles southeast of the Atlantic Highlands. She was already awash, her rigging carried away, her deck-house shattered, and both life-boats gone. All hands were at the pumps, and this was the only thing that served to keep her afloat. We immediately got tow-lines aboard and brought her into New York.

"September, 1915.—Located at last and removed from the path of commerce, the 'Lottie R. Russell,' lumber-laden, which was deserted about April 15. For five months she had drifted at will, and was finally reported as being in the path of commerce off Halifax. Our search took us over 700 miles before we finally located and removed her."

For many years the United States has been making admirable maps, section by section, of the vast national domain. Only recently, comparatively speaking, has the Government been shrewd enough to market these maps through the postoffices in the sections newly mapped. Postmasters make a commission on sales. The people of the district buy far more maps than when they had to send to Washington for them. The Government gets income helping to support the map makers; and residents within given areas know the topography and geology of those regions as never before. The scheme might have been worked years ago but had to wait the era of team work between the departments which is now on. As the postoffice is being made the pack horse of the new co-ordinated service, it calls for a higher type of postmaster than the old time politician or store-keeper.

Paralysis of the Belgian and German glass industries has resulted in greatly increasing business done by the glass factories in Japan.

## Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

## International Seamen's Union of America

(Continued from Page 5.)

## MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

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## Branches:

SEATTLE, Wash., Room No. 203, Grand Trunk Dock. P. O. Box 214.

PORTLAND, Ore., 89 Second St. N.

SAN PEDRO, Cal., P. O. Box 54.

## ALASKA FISHERMEN'S UNION.

## Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

## Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

## DEEP SEA FISHERMEN'S UNION OF THE PACIFIC.

## Headquarters:

SEATTLE, WASH., 84 Seneca St.

## Branches:

VANCOUVER (B. C.), Canada, 437 Gore Ave.

PRINCE RUPERT (B. C.), Canada, P. O. Box 968.

## UNITED FISHERMEN OF THE PACIFIC.

ASTORIA, OREGON, P. O. Box 138.

## The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia  
29 ERSKINE STREET, SYDNEY, N. S. W.



## Labor News.

The railroad committee of the New York State Assembly has refused to favor Assemblyman Nieker's proposal to repeal the full-crew law, passed in 1913.

As the result of a strike at the Ajax rubber plant, Trenton, N. J., wages are increased 2½ cents an hour, and about one hundred additional employees have joined the Soft Rubber Workers' Union.

New York Assemblyman Hess has introduced an amendment to the public officers' law which makes mandatory the provision giving each employee of the State a two weeks' vacation annually.

The Baldwin Locomotive Works has secured orders totaling \$1,850,000 for locomotives. Twenty-five of the locomotives, which are of the heavy freight type, will be built for the Pennsylvania Railroad, and an equal number of the same sort for the Great Northern Railroad.

The St. Louis packers have raised the wages of their employees \$30,000 a week. Sounds big, doesn't it? But there are 30,000 of them, and this is the first raise in eighteen years. Meanwhile the cost of living has risen by not less than 50 per cent. The packers take great credit for allowing this advance "unsolicited." Their generosity seems to have been influenced by their porcine associations.

A bill has been introduced in the New York Legislature providing for a penalty of not less than \$5 for the first offense for opening barber shops on Sunday. The present law provides for a fine of not more than \$5. The amendment would increase the minimum fine for a second offense from \$10 to \$15 or a minimum imprisonment of 25 days. The exceptions to the law in favor of barber shops conducted at Saratoga Springs and New York are stricken out.

The Street Car Men's Union of Hamilton, Ont., has signed a two-year contract with the local street car company. The following wage increases have been secured: First-year men, 22 cents an hour; second-year men, 24 cents an hour, and third-year men, 28 cents an hour. The original demand was a scale of 25, 28 and 30 cents an hour. Wages paid to the men before were 20, 22 and 25 cents per hour, according to the grade.

The minimum wage amendment to the Detroit, Mich., city charter has been resubmitted to the city council at the request of the Detroit Federation of Labor. The amendment provides for a wage of not less than \$2.50 a day for unskilled labor and the highest prevailing rates for skilled mechanics. This amendment, last spring, received the largest vote ever given a charter proposal, but was recently declared invalid because legal red tape had not been complied with.

The Reece Buttonhole Machine Company of Boston has reached an agreement with its 400 striking employees. A so-called "efficiency" system is abandoned, the eight-hour day granted, and wages are increased. Time and one-half will be paid for overtime and double time for Sundays and holidays. Arbitration provisions are also agreed to in the contract. These workers are mostly machinists. They were unorganized when they struck, but returned to work as members of Machinists' Union No. 264.

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## Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

|                    |                     |
|--------------------|---------------------|
| Alton, N.          | Macfarlane, Jas.    |
| Anderson, Frank    | Morgan, W.          |
| Allen, Hans        | Mynkmeier, H.       |
| Ackerson, A. R.    | McManigal, T. E.    |
| Augustin, Herman   | Mattson, Hilding    |
| Bakstrom, F.       | McLean, H.          |
| Bolsen, J.         | Nelson, Ed.         |
| Berg, Johannes     | Noll, Geo.          |
| Bohm, Franz        | Nasse, A. W.        |
| Brokow, Albert     | Nielsen, J.         |
| Borgen, Arne       | Nielsen, C. -1544   |
| Christensen, Hans  | O'Brien, J. S.      |
| Christensen, Lairs | Olsen, Ed.          |
| Camozl, M.         | Olsen, O. J. -542   |
| Connouton, T. H.   | Olsen, Harald       |
| Daniels, Chas.     | Olsen, Herman       |
| De Groot, Geo.     | Olsen, E. -2376     |
| Dazell, James      | Olsen, A. M. -944   |
| Dyrnes, L. C.      | Olsen, Hans -563    |
| Erikson, Otto      | Olsen, Frank        |
| Eugh, I.           | Olsen, Johan Gre-   |
| Farling, A.        | garlsen             |
| Hansen, Johanus    | Olsen, Andy         |
| Halvorsen, John L. | Olsen, C.           |
| Hein, Paul         | Oseberg, A.         |
| Hernes, John       | Paulson, A.         |
| Hunter, Ernest     | Persson, Jakan      |
| Hansen, Charlie    | Palentz, Adolf      |
| Hansen, Hans T.    | Ramberg, B. A.      |
| -1536              | Rosnes, C. B.       |
| Harknes, A. C.     | Robertson, P. R.    |
| Hellison, H.       | Stein, Eric         |
| Jacobson, Johan    | Schweistow, W.      |
| Jensen, Hans       | Smith, John         |
| Jones, J. H.       | Salverson, Sverdrup |
| Jorgensen, Fred    | Samuelson, W. L.    |
| Junge, Hanwick     | Sexby, C. H.        |
| Johnson, Jack      | Schauman, W.        |
| Johnsson, Karl     | Seddon, R.          |
| Kopper, Jack       | Soderberg, Albin    |
| Kustel, V. J.      | Strasdl, A. W.      |
| Kylander, H.       | Thorsen, Andrew     |
| Karell, J.         | Trabaut, M.         |
| Krohn, Heinrich    | Ursen, J.           |
| Larsen, J. E.      | Well, Max           |
| Lersten, J. O.     | Westerlund, Albert  |
| Lundgren, Carl     | Werner, Paul        |
| Lorentsen, Karl    | Wiekblad, Victor    |
| Mathisen, Axel     | Wick, John          |
| Mattson, Rudolf    | Wennecke, A.        |
| Markman, Henry     |                     |

## INFORMATION WANTED.

Anyone knowing the whereabouts of Thomas Rowe (now aged about 74), who was at one time a seaman and longshoreman on the Pacific Coast and also served in the Pacific Coast Navy Yards, will greatly oblige inquiring relatives by supplying such information. Address, Editor, Coast Seamen's Journal. 1-5-6

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## Eureka, Cal., Letter List

|                  |                   |
|------------------|-------------------|
| Contreras, Julio | Kustel, Victor J. |
| Kyrkslatt, Lars  | Kinowsky, A.      |
| Lawrence, Harry  | Ingebretsen, Alf. |
| Melander, G. L.  |                   |

## INFORMATION WANTED.

Ingvald Andreas Hansen, alias Andrew Hansen, a native of Norway, age about 36; tall, dark; last heard of July, 1905. His address then was, Andrew Hansen, Karluk, Kodiak Island, Alaska. He is inquired for by his mother. Anyone knowing his whereabouts please notify Staff Captain Robert Smith, district officer, native work, Alaska, Box 925, Wrangell. 4-13-15

Iwar Westerberg, age about 50, sailing second mate on some steam schooner on the Pacific Coast, is inquired for by Gus Englund. Any information regarding the above named will be gladly received at 214 Jackson street, San Francisco, Cal. 1-27-15

Olof Pedersen, a native of Norway, age about 60, supposed to be sailing on the Pacific Coast, is inquired for. Anyone knowing his whereabouts please notify J. T. Miles, 761 Greenwich St., New York, N. Y. 2-16-16

Phone Main 1202

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## Tacoma Letter List.

|                    |                      |
|--------------------|----------------------|
| Burke, Andrew      | Olsen, Martin E.     |
| Farrell, William   | Olsen, Ole -288      |
| Hunter, Gilbert H. | Paterson, John       |
| Johannsen, Chris-  | Persson, Fritz Leon- |
| tian               | ard                  |
| Johnson, Hans      | Persson, Herman      |
| Kathy, Albert      | Petterson, Charles   |
| Linea, W.          | -1287                |
| Line, Victor       | Rimmer, C. M.        |
| Murphy, Daniel     | Schultz, M.          |
| Nielsen, Alf. W.   | Schacht, H.          |
| -1054              |                      |

## INFORMATION WANTED.

Fred Marjama, a native of Russia, age 36, has not been heard from since 1908, at Buffalo, N. Y. Anyone knowing his whereabouts please notify his brother, J. Marjama, 51 South St., New York, N. Y. 9-1-15

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

Knut Jensen, No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Tangemunde, A/Elbe Ostenerweg, No. 7, Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis. 4-14-15

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## Portland, Or., Letter List.

Andreasen, N. S. Jonsson, Karl  
Anderson, N. P. Jensen, Henry  
Anderson, Nils Johansen, Nikolai  
Anderson, Rasmus Johansen, R.  
Anderson, Hans Karlson, Ingvald  
Adolfson, John Kronstrand, H. T.  
Anderson, John E. Kjer, Magnus  
Andreson, Hans Kristensen, Wm.  
Bleile, Ernest Kroon, L.  
Benson, S. Kaskinen, Albert  
Bartells, Otto Lindberg, A. C.  
Bernhardsen, Chas. Lange, Peter H.  
Bugge, Mr. Loscher, Joseph  
Bernadt, H. W. Munchmeier, H.  
Carty, Carl Molen, Derk von  
Dahlstrom, Gust Ohlsson, J. W.  
Dybdal, Olaf Oglive, Wm. A.  
Erickson, Eric Paulson, Herman  
Edstrom, John Palm, P. A.  
Eriksen, O. H. Petersen, John  
Fisher, Fritz Peltoma, Werner  
Gundersen, F. M. Roos, Oscar  
Gundersen, Fredrik Reskran, George  
Holen, J. Ross, Chas.  
Henriks, Waldemar Rensmand, Robert  
Hecker, Wm. Rosenberg, Adolf  
Hansen, Hans P. Shallies, K. G.  
Hagen, Arthur Smith, John  
Heinaman, Kustaa Swanson, John L. V.  
Hein, M. Schroder, Paul  
Jespersen, Martin Tuhkanen, J. J.  
Johnsen, A. Westengren, C. W.

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209 First Street, Raymond, Wash.

## INFORMATION WANTED.

Wilhelm Ekelund, a native of Sweden, is inquired for by his brother, Axel Ekelund, New Harbor Hotel, Drumm street, San Francisco, Cal. Anyone knowing his whereabouts please notify the above address. 3-10-15

Hans Nilson, a native of Tonsberg, Norway, was last heard from at Mobile, Ala., is inquired for by his mother. Anyone knowing his whereabouts kindly notify Louis Donald, Norwegian Vice Consul, 77 St. Francis St., Mobile, Ala. 12-22-15



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## Aberdeen, Wash., Letter List.

Andersen, -1118 Norling, Reinhold  
Andersen, Andrew Paaso, Andrew  
Burmester, T. Pettersen, Karl  
Bjorklund, G. Pettersen, J.  
Bliebe, Ernest Peterson, Nels  
Carlson, Sven Peterson, Hans  
Christiansen, Did- Risenius, Sven  
rich Rudt, Walter  
Clifford, Pat Schmidt, Heinrich  
Crantz, F. Simensen, Isak  
Davis, Frank Scheftner, Bernhard  
Gronros, Oswald Sandqvist, Gunnar  
Gueno, Pierre Skottol, A.  
Geschwendt, W. Steinhauer, Alvin  
Holmroos, W. Stenwall, Sigurd  
Hansen, Ove Max Thorn, A. L. -70  
Hylander, Gustaf Toves, H. C.  
Johnson, Alex Toren, Gustaf A.  
Karlsen, Victor Udy, Harold  
Ludtke, Emil Walder, Olsen N.  
Lindholm, John Wendt, Walter  
Lindgren, Ernst Westerlund, Albert  
Machado, Henry Williams, T. C.  
Magnusson, Walde- Packages.  
mar Glazer, Y.  
Munsen, Fred Gorgensen, Olaf  
Nilsen, Harry Hansen, John  
Nordgren, Chas. MacGulre, O. F.  
Nielsen, C. Stanners, W. S.

## INFORMATION WANTED.

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15

John Edstrom, alias Brynjulf Edstrom, born in Norway in 1879, was last heard from at Mobile, Ala., where his address was Norwegian Chapell, is inquired for. Anyone knowing his whereabouts please notify his mother. Address, 22 Pilestradet, Kristiania, Norway.—12-22-15

George Alexander Sharman, a native of Brooklyn, N. Y. About 28 years of age, height 5 feet 9 inches, supposed to have sailed on the Great Lakes in 1907, is inquired for by M. L. Kinvan, 1211 Mosher street, Baltimore, Md. 7-14-15

Patrick McFee, who was cook on board the schooner "Robert Henry" on a voyage to Mexico last year, is inquired for by the U. S. Shipping Commissioner, at San Francisco, Cal. 9-15-15

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## INFORMATION WANTED.

Theodore Krakan, last heard of in September 1911, at New Orleans, La., is inquired for by his mother. Any one knowing his whereabouts please notify Mrs. Ad. Krakan, Langenvehm 38 I, Hamburg 22, Germany.—8-25-15.

W. A. Goodrich, who left the British ship "Puritan" at San Francisco February 6, 1911, is inquired for by the British Consul-General at San Francisco.

Buried.—"Is this land rich?" asked the prospective purchaser, cautiously. "It certainly ought to be," replied the gentleman farmer. "I have put all the money I had into it."—Richmond Times-Dispatch.

A Corporal's Guard.—Hub (during the spat)—I don't believe in parading my virtues.

Wife—I don't see how you could. It takes quite a number to make a parade.—Boston Transcript.

After the Fall.—Observant Kiddy—Oh, look at that funny man, mother. He's sitting on the sidewalk takin' to a banana-peel!—Judge.

Eminently So.—She—Tell me, is an F. O. B. Detroit a reliable car?—Yale Record.

## Home News.

Several hundred farmers about Chicago went on strike recently, refusing to deliver milk to the dealers unless a desired increase in price was realized, and attacked those who attempted to market their supplies.

Officers of the National Automobile Chamber of Commerce announce the formation of a corporation with a capitalization of from \$5,000,000 to \$10,000,000, to engage in the manufacture of gasoline and other petroleum products.

Secretary of State Lansing has received a definite reply from the Allies that they will under no circumstances agree to disarm merchantmen on the proviso that the Germans agree not to sink them without warning.

The total number of automobiles registered in California is 164,877—1082 cars more than the total number registered for the year 1915, and the greatest number ever recorded. The total collections of the motor vehicle department are \$1,800,417.95, of which \$1,713,569.60 was paid by automobile owners.

Representatives of the 400,000 employees of 452 railroads of the United States, who presented demands for an eight-hour day and time and a half for overtime, have been met by a proposal for a conference committee at Chicago composed of delegates of the four great railroad brotherhoods and representatives of the railroads.

Lax federal laws governing steamboat inspection service were censured as being largely to blame for the sinking of the excursion steamer "Eastland" last summer, in a report just filed with the Chicago City Council by the "technical board vessel safety special committee," appointed after the overturning of the excursion steamer to investigate the affair.

Figures just made public by the Department of Agriculture show that the value of farm lands in the United States, exclusive of buildings, has increased 25.7 per cent. in the last four years and 11.5 per cent. in the past year. The average value per acre is \$45.50, as compared with \$40.85 a year ago, \$40.31 two years ago, \$38.10 three years ago and \$36.13 four years ago. The figures are based on reports of the department's field agents.

The English government has exercised an option with the United Metals Selling Company, the American Smelting & Refining Company and the Calumet & Hecla Mining Company for one of the largest amounts of copper ever sold in the history of the United States. It was learned that the amount was in the neighborhood of between 200,000,000 pounds and 300,000,000 pounds. The price, it was said, was close to the prevailing quotation now being given by the leading producers.

San Francisco is offering additional testimony to prove that local depression does not invariably follow the holding of an international exposition. The building statistics of the city show a very considerable increase in expenditure on improvements thus far this year over the corresponding period of 1915. The post-exposition depression theory was long ago exposed as a fallacy in Chicago and St. Louis. Both of the latter cities profited immensely, and permanently, by their world's fairs.



## Domestic and Naval.

Forty-two Chinese seamen, the entire crew of a steamer at Liverpool, were recently sent to jail for three months for absenting themselves from duty.

The schooner "Jerome Jones" was launched March 31 from the yard of G. G. Deering Co., at Bath, Me. Her length is 249.6 feet, breadth 43.1 feet, and depth 24.9 feet; gross tonnage 1891.

Three banana steamers are to be constructed by the Harlan & Hollingsworth Corporation, Wilmington, Del., for the United Fruit Co. Each boat will carry about 4500 tons and delivery is promised in June, September and December, 1917.

The stranding of the "Chiyo Maru" on one of the Lema Islands, about twenty miles south of Hongkong, is considered a most serious loss. The ship was on a voyage from San Francisco via Japan for Hongkong and has been abandoned by her crew. She is valued at £330,000 and is insured with the fleet of the Toyo Kisen Kaisha.

The "Macona," New York for River Plate, which stranded at Barbuda, has been floated by Merritt & Chapman. She is 5252 tons, built in 1903, and insured on a value of about \$440,000. Formerly known as the "City of Macon," and owned by the Savannah Line, she is now registered in the name of Messrs. Barber & Co., New York.

Although regulations recently adopted by the Board of Supervising Inspectors of the United States Steamboat Inspection Service permit young men who have reached the age of 19 years to take the examinations for licenses as masters, mates, pilots, or engineers, a further amendment has been adopted by the board which provides that no person shall receive a license as master or chief engineer before reaching the age of 21 years.

Complaints are heard with regard to the state of the River Plate channels which, through lack of steady dredging, are becoming shallower month by month. The channel leading from the port of Buenos Aires and the passes above and below Rosario have been allowed to silt very badly. Advices from Rosario state that a sandbank has recently formed in the centre of the channel of access to the north entrance of this important port.

A list of all the lighted aids to navigation maintained under the authority of the United States Lighthouse Service and the Dominion of Canada on the Great Lakes, the St. Lawrence River above St. Regis River, and on Lakes Memphremagog and Champlain has been issued by the United States Lighthouse Service. It includes lighthouses, lighted beacons, light vessels, lighted buoys, and fog signals, but not unlighted beacons or buoys. The list is corrected to April 1, 1916.

The Pennsylvania Steel Co. has placed an order for another ore boat to be constructed at the Sparrows Point yard of the Maryland Steel Co., to be utilized in carrying ore from Cuba. This makes three boats that are now under contract for this service, the others being the "Mayari" and "Daiquiri," of about 10,000 tons d. w. There are rumors that the Bethlehem Steel Co. will have ore boats constructed by the Maryland Steel Co., which it now controls, as soon as feasible.

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Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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| tan                | Anderson, A. -1447 |
| Ahlfors, Arthur    | Anderson, Alf      |
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| Albright, Emil     | Anderson, Ernst    |
| Alexander, Char-   | Anderson, Knud P.  |
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| Alfredsen, Adolf   | Andreassen, Karl   |
| Andersen, A. -1776 | Andstrom, Ivar     |
| Andersen, Hilding  | Apple, August      |
| Andersen, H. V.    | Arndt, Paul        |
| Andersen, Victor   | Addicks, Heinrich  |

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| Bassen, George    | Bobba, Romolo      |
| Behne, W. A.      | Bohm, August -1421 |
| Bendite, Emil     | Boylan, C. J.      |
| Berg, Charles     | Brady, Bernard     |
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| Beschoner, Robert | Brekke, Hans       |
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| Eklaf, John      | -844              |
| Eklund, John     | Erikson, Sven     |
| Eklund, S. W.    | Erlund, Hans      |
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| Pederen, P. -896 | Pettersen, P. O.    |
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| -1653            | Pettersson, Viktor  |
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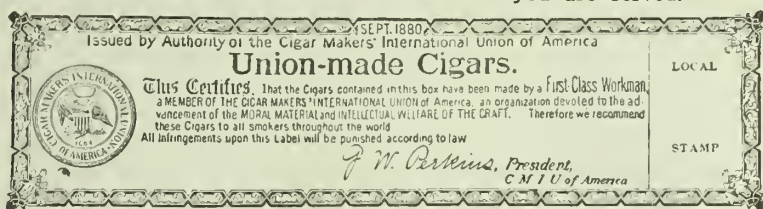
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## News from Abroad.

According to returns published in a Swedish paper, the Germans have during the war sunk Swedish steamers of a total tonnage of 47,823 tons gross register, with a value of 9,526,000 kr. No exact values of the cargoes lost are obtainable, but may be estimated at about treble the value of the steamers sunk. The number of people who lost their lives was 128.

The "Carnegie," the non-magnetic vessel which has been engaged in making a magnetic exploration in southern latitudes, has returned to Lyttelton, New Zealand, according to a dispatch from Wellington. The vessel covered 17,000 miles in 120 days. The purpose of the trip was to obtain material for magnetic charts which will indicate the variation of the magnetic needle from north and south points of the earth.

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Anyone knowing the whereabouts of Peter Murphy, better known as Boatswain McGann, will kindly notify Patrick Kieran, 58 Commercial St., San Francisco, Cal. 4-19-16

When making purchases from our advertisers, always mention the Coast Seamen's Journal.



## Domestic and Naval.

Forty-two Chinese seamen, the entire crew of a steamer at Liverpool, were recently sent to jail for three months for absenting themselves from duty.

The schooner "Jerome Jones" was launched March 31 from the yard of G. G. Deering Co., at Bath, Me. Her length is 249.6 feet, breadth 43.1 feet, and depth 24.9 feet; gross tonnage 1891.

Three banana steamers are to be constructed by the Harlan & Hollingsworth Corporation, Wilmington, Del., for the United Fruit Co. Each boat will carry about 4500 tons and delivery is promised in June, September and December, 1917.

The stranding of the "Chiyo Maru" on one of the Lema Islands, about twenty miles south of Hongkong, is considered a most serious loss. The ship was on a voyage from San Francisco via Japan for Hongkong and has been abandoned by her crew. She is valued at £330,000 and is insured with the fleet of the Toyo Kisen Kaisha.

The "Macon," New York for River Plate, which stranded at Barbuda, has been floated by Merritt & Chapman. She is 5252 tons, built in 1903, and insured on a value of about \$440,000. Formerly known as the "City of Macon," and owned by the Savannah Line, she is now registered in the name of Messrs. Barber & Co., New York.

Although regulations recently adopted by the Board of Supervising Inspectors of the United States Steamboat Inspection Service permit young men who have reached the age of 19 years to take the examinations for licenses as masters, mates, pilots, or engineers, a further amendment has been adopted by the board which provides that no person shall receive a license as master or chief engineer before reaching the age of 21 years.

Complaints are heard with regard to the state of the River Plate channels which, through lack of steady dredging, are becoming shallower month by month. The channel leading from the port of Buenos Aires and the passes above and below Rosario have been allowed to silt very badly. Advice from Rosario state that a sandbank has recently formed in the centre of the channel of access to the north entrance of this important port.

A list of all the lighted aids to navigation maintained under the authority of the United States Lighthouse Service and the Dominion of Canada on the Great Lakes, the St. Lawrence River above St. Regis River, and on Lakes Memphremagog and Champlain has been issued by the United States Lighthouse Service. It includes lighthouses, lighted beacons, light vessels, lighted buoys, and fog signals, but not unlighted beacons or buoys. The list is corrected to April 1, 1916.

The Pennsylvania Steel Co. has placed an order for another ore boat to be constructed at the Sparrows Point yard of the Maryland Steel Co., to be utilized in carrying ore from Cuba. This makes three boats that are now under contract for this service, the others being the "Mayari" and "Daiquiri," of about 10,000 tons d. w. There are rumors that the Bethlehem Steel Co. will have ore boats constructed by the Maryland Steel Co., which it now controls, as soon as feasible.

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Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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Capital paid up in Cash ..... 1,000,000.00  
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Employees' Pension Fund... 211,238.93  
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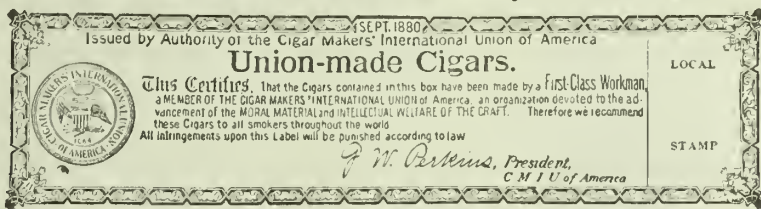
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### INFORMATION WANTED.

J. F. Joseph, supposed to be sailing mate on some schooner on the Pacific Coast, is inquired for by his sister. Any one knowing his whereabouts, please notify Mrs. Josie Jantzen, nee Langhorne, 196 Tenth street, Oakland, Cal. 3-29-16

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Adolph Krakan, last heard of at Port Pirie, January, 1912, and again in March, 1913, from Warumbo, 118 miles from Adelaide, South Australia, is inquired for by his mother at Hamburg, Germany. 8-25-15

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15

Anyone knowing the whereabouts of Peter Murphy, better known as Boatswain McGann, will kindly notify Patrick Kieran, 58 Commercial St., San Francisco, Cal. 4-19-16

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Aztecnialities.—We trust the pursuit of Villa will not extend as far south as Mexico's two mountains, Popocatepetl and Ixtacehuatl. Type-setters of war news have enough to contend with in Asiatic dispatches without an added burden of Central American consonants.—Puck.

History Repeats.—Two men were once talking over their respective sons' careers at college, and one remarked: "Well, I sometimes feel like saying as did Aaron in the wilderness, 'Behold, I poured in the gold and there came out this calf.'" —Christian Register.

Premonition.—The Colonel—So the bank refused to cash that check I gave you. Rastus!

Rastus—Yessah. Dat cashier man dun hav pos'tively de most secable mind Ah ebah saw, sah.

The Colonel—How's that?

Rastus—Yessah. Jes' as soon as Ah dun tell him whose cheek Ah had he said it wuz no good eben befo' he dun look at it, sah.—New York Globe.

Unconsciously Cynical.—"In our account of the Winterman-Hull wedding in last week's issue our reporter intended to state that 'after a brief wedding trip the newly-married couple would make their home at the Old Manse'; but through a typographical error which escaped the proof-reader, and which we regret exceedingly, 'Old Manse' was made to read 'Old Man's.'"—From the Weedsport (N. Y.) Sentinel.

### Joint Accounts

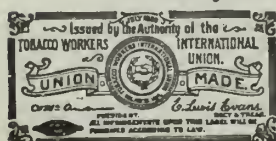
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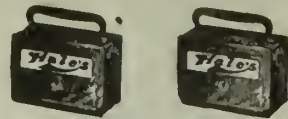


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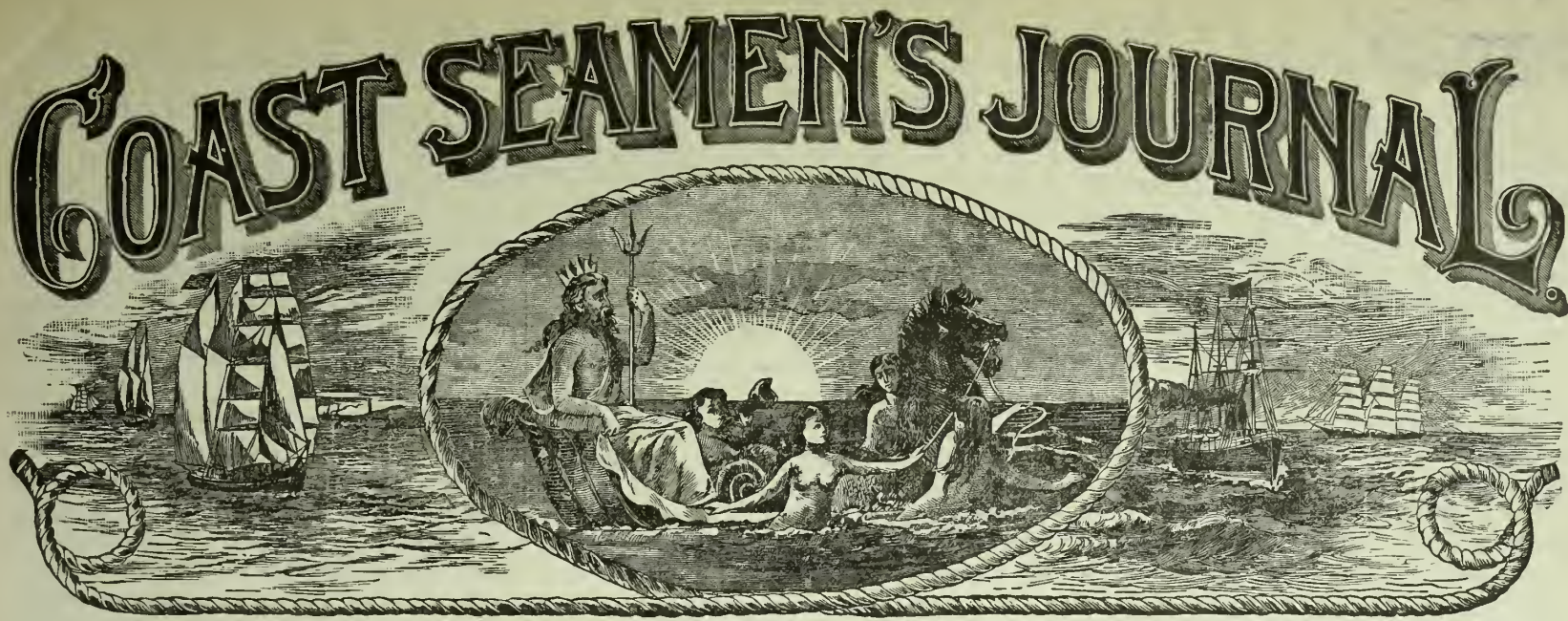
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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXIX, No. 34.

SAN FRANCISCO, WEDNESDAY, MAY 3, 1916.

Whole No. 2380.

# PACIFIC COAST SEAMEN WIN!

## General Wage Increases Secured Without a Strike.

"The world does move."

For the first time in history a general raise in wages and a substantial improvement in working conditions has been obtained by the organized seamen of the Pacific Coast without a strike.

After lengthy conferences between representatives of the seamen and the shipowners, all the wage increases asked for by the three Pacific district organizations of the International Seamen's Union of America were conceded and, in effect, practically all the changes in working rules originally requested were formally agreed to; the advance in wages and new conditions to prevail on all classes of vessels signing crews on and after May 1, 1916. It should be noted that the change does not apply to voyages for which men were engaged prior to May 1.

### Wage Increases in All Departments.

The \$5.00 increase in monthly wages is fairly general in all three departments of the vessels affected. In some instances, particularly in the Engineer's department, there was an equalization of the low wage men with the high wage men, involving a \$10.00 raise for the former and no raise for the latter. In other cases there was a more substantial increase than the general 10 per cent. advance. For example, in steam and sailing vessels engaged in the Honolulu and Australian trade, the increase for sailors ranged from \$10.00 to \$15.00 per month. In the Cooks and Stewards' department the \$5.00 increase applied alike to all hands.

Fully as important as the gain in wages, if not more so, is the adjustment of certain unsatisfactory working conditions which have prevailed in steamers and steam-schooners on the Pacific Coast since the early days.

### The "Time-back" Rule Is Abolished.

To begin with, the rule under which sailors on steamers were required to work any nine hours out of twenty-four has been abolished and hereafter regular steam-schooner rules will apply—i. e., there will be straight working hours from 7 a. m. to 5 p. m., and overtime pay for work performed outside of these hours instead of "time-back" during regular hours. This new rule will apply also to steamers in the oil trade.

On the other hand, working conditions in steam-schooners have been materially improved by the adoption of rules whereby watches will be set at noon on day of departure and will likewise be continued till noon on day of arrival.

Again, there has been a great improvement in the working conditions of sailors on steam-schooners and steamers when the latter are

running between ports on the Columbia River and on the Puget Sound. This has particular reference to certain runs where, under the old rules, sailors were required to work all day and then "move ship" a great part of the night without any extra compensation.

The new rules also provide for extra pay, both in regular time and overtime, when sailors are engaged in the loading or discharging of cement, plaster, lime, nitrate, and creosoted lumber of any kind.

Finally, there are certain much-needed improvements in the working conditions of quartermasters and watchmen, as well as a definite understanding that blankets and bedding will be provided for "all" members of the crew. And, of course, there is the usual stipulation that none but members of the respective unions shall be employed, when obtainable.

As in the past, the new wage schedules and working rules affecting the different classes of vessels will be published in convenient pamphlet form, copies of which may be secured at the Headquarters and Branches of the respective organizations.

### Total Gain Cannot Be Estimated.

It is difficult to make an absolutely reliable estimate of the total additional amount which will be paid during the ensuing year to members of the Sailors' Union of the Pacific, the Marine Firemen, Oilers and Watertenders' Union of the Pacific, and the Marine Cooks and Stewards' Association of the Pacific Coast, as a result of the new schedules. A conservative estimate, however, places the figure at approximately one-half million dollars. It is altogether impossible, of course, to estimate the net result which the shorter working hours and improved working conditions will have upon health, happiness and general well-being of the thousands of men affected by the change.

It must be very gratifying to all concerned—seamen as well as shipowners—that all these matters were adjusted and agreed to in conference and that there was no disposition by either side to be arbitrary, unreasonable or threatening.

Is not this a more equitable and "American" method of settling matters than that adopted by the Steel Trust with its hypocritical "Welfare Work" and its empty "Open-Shop" fulminations on the Great Lakes?

Is it not more satisfactory than the policy of Atlantic Coast shipowners, who concede improved conditions only when forced to do so by strikes?

Of course it is! So the difference in the at-

titude of the respective groups of shipowners toward their employes may be easily explained by the simple fact that there is compact organization, or 95 per cent. of worth-while "preparedness," among the seafarers on the Pacific Coast, while our sister unions on the Lakes and the Atlantic Coast have not nearly as large a percentage of the men actually sailing within their ranks.

### The Seamen's Act Has Helped.

But thanks to the La Follette Seamen's Act, this state of affairs is rapidly changing for the better. The Seamen's Act as such does not raise wages, but it does enable the seamen to do so through their economic organizations.

As individuals, the seamen are still as helpless as the individual (unorganized) workers ashore, but by means of their economic organization the seamen have now taken their rightful positions as a powerful, influential and "no longer to be ignored" element in society.

Organization has given the seamen freedom.

Organization has enabled them to protect themselves, to solve their own difficulties, and to order their own lives.

With organization they can raise wages and establish in their chosen calling their own ideals of their own welfare.

To all of these contentions the negotiations and conferences just concluded between seamen and shipowners on the Pacific Coast bear most eloquent testimony. It is true, conditions in the shipping industry have been exceedingly prosperous, due to the great demand for tonnage and the unusual high freight rates obtainable.

### High Freights Helped Also.

This has doubtless had a direct and important bearing upon the very successful outcome of the conferences. It should be distinctly understood, however, that at no time was there a suggestion or a stipulation, either expressed or implied, that the wages and conditions which have now taken effect should be regarded as a temporary or war-time arrangement. The new Pacific Coast wages and working conditions are to be permanent and established affairs until the general forward march of Labor warrants still higher wages and still better working conditions than have just been established.

In the meantime, the seamen on the Great Lakes, and the Atlantic and on the Pacific Coast should deem it their solemn duty to build up their respective organizations and make the International Seamen's Union of America an inspiration and a tower of strength to the toilers of the sea everywhere.



### SPITZBERGEN COAL.

In recent years valuable coal deposits have been discovered in Spitzbergen. The extent of the deposits appears to be enormous. It is estimated after careful examination that two strata in the neighborhood of the fjords between Advent Bay and Green Harbor contain over 1,000 million tons of coal. There appears to be also a third stratum in the same neighborhood. The strata are covered with sand, which is so compact that in mining a cave-in seems improbable. The coal is remarkably pure and is broken in large blocks.

The temperature in the pits during almost the entire year is under the freezing point, consequently no water runs in and pumping out is not necessary. For the same reason there is no dust, and the miners are exposed to few dangers. There are still difficulties in shipping and transporting the coal. This is compensated for in a measure by the favorable conditions of loading, as it is bright day and night and the work can be carried on without interruption. The coal is considered by the Norwegian railroad people to be considerably superior to British coal. Mining operations were first begun by the British. They were followed by Americans and afterwards by Norwegians. The exploiting of the mines increases rapidly from year to year. The Arctic Coal Co., of Boston, owns the coal mines at Advent Bay, and part of the deposits at Green Harbor, where also Norwegian capital is invested; but the actual rational working is confined to Advent Bay, where working has now been going on for some seven or eight years on an increasing scale. The coal has principally been sold to the North Norwegian steamer companies, some shipments also having taken place to Archangel, which latter place is expected to prove a good market for Spitzbergen coal, the excellent quality of which is now generally admitted.

Difficulties in regard to ocean transport may, to some extent, impede the development of the Spitzbergen coal-mining industry; freight rates are high, and will probably remain so, owing to the ice frequently rendering the approach to the island impossible. The men in the employ of the Arctic Coal Co. at Advent Bay at first only numbered some 30 or 40, whereas now their number has reached 350, and is likely to be further increased. Most of the men are Norwegian, and the wages, naturally, are tempting. It has been suggested that, in order to procure more stable and satisfactory labor conditions, provision should be made for the men to bring their families with them; there is nothing to prevent such an arrangement, the climatic conditions place no obstacle in the way, the health of the men employed at the mines remaining excellent. The company has its own stores, and sells provisions at moderate prices, and the staff includes a doctor and a pharmacist.

The mines of Advent Bay are located some 300 metres up the mountain and some 400 metres from the sea. There are two shifts—a day and a night one. Two electrically-driven coal-cutters will cut about 1,000 tons of coal in an eight-hours' night shift. The men of the day shift break the cut coal and load it on the trucks for delivery to the surface. During the winter the water supply is somewhat expensive; there is no open water, and ice has to be

used instead. This ice has to be taken from some small fresh-water ponds located at a distance of about 1 km. The Spitzbergen coal mines are very safe. The men are mostly on piece-work and are reported to earn a good wage. The coal-steamers arrive in the beginning of July, and shipments go on until the middle of September.

### TRAINING BOYS FOR THE SEA.

Speaking at the annual meeting of the Clyde Industrial Training Ship Empress Association, Glasgow, Scotland, recently, the Marquis of Grahame said: "It is necessary to keep in mind the important part played by the British mercantile marine during the present testing time for this country. It is the mercantile marine alone which has enabled the navy to carry on its extensive mine-sweeping and patrol work. Hence there is a need for a continuous stream of recruits for the senior service, and just now a notice has been issued asking for men to help man the fleet."

"The Clyde Industrial Training Ship Empress Association takes boys from the streets and alleys of Glasgow and gives them a thorough education, while training them in seamanship on board the obsolete war vessel 'Empress,' which lies permanently in the Gareloch, between Row and Roseneath." The work done on the "Empress," the Marquis continued, was of national importance, and, as one of those who had struggled for many years to see British ships manned by British seamen, it was a source of pride to him to think of the great part the mercantile marine had played in the war.

Lord Inverclyde, who presided, moved the adoption of the forty-sixth annual report, which showed how the ship had trained boys for the merchant service and the navy. One hundred and two boys were discharged this year, of whom 33 entered the merchant service and eight the navy. All who were fit for a sea life were expected to adopt it, and about two-thirds of those who left the ship did so. Last year, however, was an exception, owing to the high wages offered ashore. Captain Symons said the boys were keen enough, but their parents sometimes would not let them go.

### ROUGH ON ROYALTY.

British feeling against Germany has become so strong that in England it is proposed to substitute "I serve" for "Ich dien," in the crest of the Prince of Wales, both meaning the same thing.

A simpler and better way to proceed would be to cut out the trumpery crest entirely; still better, the whole institution of royalty, which is a costly sham, a hollow humbug, of no earthly use.—Sacramento Bee.

Perversions of justice ignore the fact that labor power is inseparable from the body and personality of the worker—that it is part of his very being. Labor in the speech of commerce and economic theory would not infrequently imply an inanimate something to be bought and sold exactly as an article of trade or commerce. Labor is the great, creative, productive force of the universe. It is that which gives dignity, nobility, and purpose to human life.

### "UPLIFTERS" DO NOT LIFT.

Organizing activity by the American Federation of Labor and the rapid growth in spirit among its 230,000 workers has forced another 10 per cent. increase in wages from the United States Steel Corporation.

The latest increase, announced April 18, to take effect May 1, means a minimum wage for unskilled labor in the steel industry of more than 24 cents an hour, or \$2.43 for a ten-hour day. On January 1, before the Youngstown strike forced the first increase, the rate was \$1.95 for a ten-hour day.

As in January, the Steel Corporation was impelled to give an increase by its fear of unionization. Reports from the steel district are that the second 10 per cent. increase will not satisfy the men. They are working ten and twelve hours a day. Their slogan now is "the eight-hour day with the same pay," and eventually they will get it.

The 20 per cent. increase in wages since January 1 shows how quickly the union agitation among the steel workers during the past four years bore fruit as soon as the tide of immigration stopped and the men could show their independence without facing starvation.

In the Youngstown district, as elsewhere, the so-called "independent" steel companies have followed the lead of the trust. Except that they will try to prevent any permanent betterment in the base rate of wages by paying the increase in the form of bonuses. The men will receive each month 10 per cent. of their pay in the preceding month, payments to be made while high prices for steel continue and the plants are running at capacity. Until the men form strong unions, therefore, they will be at the mercy of the companies whenever the latter find an excuse to put wages back at the old starvation level.

Remember that the United States Public Health Service says \$800 a year is the very least a family of average size can live on in decency. Under the new "high" wages, the steel worker getting \$2.43 for ten hours' work could earn only \$753.30 a year if he worked ten hours every weekday in the year and was never sick.

Yet Judge Gary is a director of the Americanization committee to uplift the foreign-born workers.

### CAUSES OF PAUPERISM.

Dr. Edward T. Devine (who is neither a labor agitator nor a demagogue) describes in *The Survey* the principal causes of pauperism, from which we quote in part: "Industrial exploitation is a contributory cause of pauperism, whether it is in the form of exceedingly low wages, or a long working day or a seven-day week or the speedy progress with its exhaustive fatigue. So are also irregular and uncertainty of employment, such as result even in periods of comparative prosperity from the custom of keeping about any industrial establishment (on the bait of occasional casual labor) a larger number of laborers than is normally required to do the work of the industry."

I painfully reflect that in almost every political controversy of the last fifty years the leisured classes, the educated classes, the wealthy classes, the titled classes, have been in the wrong. The common people—the toilers, the men of uncommon sense—these have been responsible for nearly all of the social reform measures which the world accepts to-day.—W. E. Gladstone.



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## Sixty-Hour Bill Signed.

Governor Manning of South Carolina has signed the so-called sixty-hour bill despite pleas of cotton mill men to veto this legislation. The law limits the work week to sixty hours, or not exceeding eleven hours in any one day in cotton and woolen manufacturing establishments. Exceptions are made in the case of mechanics, engineers, firemen, watchmen, yard employes and the clerical force. Another exception provides that "lost time to the extent of sixty hours per annum may be made up within three months from the time same was lost."

The mill owners can't understand why the hours of their women and child workers should be interfered with, and threaten to appeal to the courts. They say the law is "unconstitutional."

Another feature of this bill, regulating "docking" of wages, is objectionable to mill owners. Hereafter the wages of an operative shall not be seized on the claim that the worker is "fined." The law provides that "docking" cannot total a greater amount than the machine would have produced in the worker's absence.

## Oppose State Merger.

At an open meeting of the Springfield (Mass.) Central Labor Union a unanimous protest was made against the proposed consolidation of the State Department of Labor and Industries, the Minimum Wage Commission, the State Board of Conciliation and Arbitration, and the Industrial Accident Board. President Wrenn of the local Central body said:

"Labor knows that the proposed measure which will consolidate the foremost important boards in the State is nothing less than a veiled attempt to nullify the principal labor laws of Massachusetts. Organized labor has worked too hard and too long to see the fruits of its humanitarian legislation swept aside on the pretense of economy. Any person familiar with the work which these boards are doing in this State knows that they should have their powers enlarged rather than curtailed by consolidation."

Trade unionists in other sections of the State are conducting a similar agitation.

## The Rising Tide of Organization.

It's in the air—a vibrant hope that sees leading into to-morrow a road to better things. It's a contagious something, an infectious spirit of courage and inspiration that extends from the toilers of packing-house towns to those actors behind the footlights; from the teachers in the public schools to the yet unorganized workers in the steel plants; from employes and clerks in the Federal Government to miners delving far down in the depths of mines. To highly skilled and to unskilled, to those with high standards of living and those with low, to those of American customs and ideals to those yet unfamiliar with the traditions and the language of our land, there comes the vision thrilling with new opportunities, with the assurance of the attainment of rights and justice.

This thing which brings hope to so many,

which points out the road to better things, is that intangible, invincible, powerful revolutionizing force called organization.

Organization is the way whereby the toilers of all ages have found redress from wrongs and have secured greater opportunities. Organization has been tested and found effective.

There is nothing about organization that belongs to a particular group of workers, to special kinds of work, or to any particular degree of skill or kind of preparation for work.

Organization is a universal principle that has a meaning for those who work with their hands, with their brains, or with both.

Workers of all callings must learn that there are principles of human welfare which are of paramount importance. Conditions of daily work and living will not be in accord with these principles of human welfare unless those workers primarily concerned have some conception of their interests, and are prepared for sustained efforts to realize their ideals.

Organization is only an intelligent attitude toward everyday problems—the fundamental things of life. It is a preparedness for the best development, to take advantage of opportunities that constantly arise, as well as preparedness against exploitation, a narrowing of life's horizon, and a cramping of individuality.

Organization of an economic nature has a meaning for all workers, whether they be ditch-diggers or actors, "wops" exploited by the steel corporations or teachers of public school institutions. It is fundamental, protective, and secures for workers things which are the foundation for all betterment and progress.

The primary step is to secure leisure. This must be supplemented by increased wages that make leisure a real avenue to better living and self-development and freedom necessary for self-respect. Economic contracts dealing with personal services or labor power are a necessary protection. Human nature and the spirit of the business world are of such a character that all concerned in its affairs must have defensive and aggressive agencies.

Those who work for wages (even wages termed salaries) have the same kind of problems to solve, the same kind of opposition to overcome. Economic organization is the only agency that offers any practical effectiveness. The problem of securing fairer, more just relations between employes and employers is the same regardless of the degree of skill or intellectual attainments necessary for that particular work. Effectiveness in bargaining, power to enforce demands, skill in organizing economic power are the means to secure just compensation and improved conditions under which work is done.

Many who hold themselves aloof from "contamination" with trade unions, who hedge themselves about with "professional" pride, work longer hours and for less pay than do hodcarriers and common laborers. Teachers and Government clerks need economic organization just as badly as do the

(Continued on Page 10.)

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

### AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

### GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekland Bldgs., 22 Canning Place, Liverpool.

### BELGIUM.

Internationale Zcemansvereeniging, St. Pietersvliet 2.

### GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

### FRANCE.

Federation National des Syndicats des Inscriptions, Maritimes de France, 33 Rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

### NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

### SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgaten 1 B., Sweden.

### DENMARK.

Somandenes Forbund, Toldbogade 15, Kobenhavn.

Sofryboderenes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

### HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

### ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

### AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

### SPAIN.

Sociedad Sindicate de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

### URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

### ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

### BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

### SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



## World's Workers.

In view of the present scarcity of men available for filling the higher posts on the staffs of hotels, the international institute for training in hotel management in Düsseldorf, Germany, has decided, for the first time in its history, to admit educated women to its courses.

Nearly 3000 Mersey (England) dockers who recently came out on strike have resumed work. The executive council of the National Transport Workers' Federation interpreted the arbitration award on overtime as fully meeting the men's demands and urged their return to the works immediately.

Swiss papers report that the Governor of Abo-Bjorneberg in Finland has sentenced the editor of the Socialist organ in Bjorneberg to one year's imprisonment. The charge against the prisoner was that his paper had published a picture that bore the following inscription: "The banished members of the Social Democratic group in the Duma, in convicts' dress, on the way to their place of banishment."

The Union Mines and Industrial Department of Cape Town, South Africa, reports that during the month of December, 1915, 568 applications for employment were received at the labor bureaus, being a decrease of 152 as compared with November. During the same period 263 applications were received from employers, showing an increase of 32 as compared with the previous month. The report as to the demand for labor generally was that conditions were quite good, and there was a brighter and more optimistic tone.

The French labor journal, "La Bataille," protests against the suppression of an article bearing neither on military nor diplomatic questions, but dealing with the introduction of Chinese labor, and contracts regarding the same. "La Bataille" contends that employers will not succeed in obtaining Chinese labor at the expense of the state and to the exclusion of the French workman. It has been stated that only a limited number of Chinese are to be employed in the state arsenals and these only for a limited time. Assurances have been given that representatives of French workmen will be heard on these points by the Labor Minister and by the inter-ministerial commission on foreign manual labor.

The strike of seamen at Rotterdam was finally settled and five Holland-America liners left port April 14 bound for United States ports. They were the "Ryndam," "Noorderdyk," "Oosterdyk," "Westerdyk" and "Amsteldyk." The route taken by the vessels was round the north of Scotland. The "Ryndam" carries mails, which had accumulated since March 28, her original schedule date of sailing. The "Noorderdyk" also carried mails. The north of Scotland track will be used henceforth by all Holland-America liners, instead of that via English Channel. Demands of the crews of the ships that they be protected from mine and submarine dangers are given as the principal reason for the change. The north of Scotland route will also eliminate Falmouth as a port of call for passenger vessels. This change entails a considerable sacrifice of passenger business both East and West, as a great majority of passengers carried by the line landed or embarked at Falmouth.

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|                     |                 |
|---------------------|-----------------|
| Bergman, John       | Johnsen, Aug.   |
| Blom, Ernest        | Konig, D.       |
| Christiansen, Anton | Nielsen, Harold |
| Christiansen, A.    | Olander, Ed     |
| Doris, Geo.         | Thomson, John   |
| Eckart, T. G.       |                 |

### San Pedro Letter List.

|                      |                     |
|----------------------|---------------------|
| Anderson, Eduard     | Malm, Gustaf        |
| Andersen, John       | Merak, B.           |
| Andersen, Ernest J.  | Nelson, Dick        |
| Anderson, Martin     | Olsen, Oscar        |
| -1894                | Olsen, Nick         |
| Andersson, Oskar     | Orling, Gust        |
| Alexander, P.        | Olsen, Andy         |
| Berg, B.             | Olsen, E. F.        |
| Berg, A.             | Olsen, Olof S.      |
| Berggren, Gust       | Ophaug, W.          |
| Bentsen, Hans B.     | Orwold, Jack        |
| Brel, Hans           | Owen, Fred          |
| Benrowitz, Felix     | Perkins, Paul       |
| Carlson, Gus         | Peterson, Nicolai   |
| Cariera, Peter       | -1234               |
| Danielson, Dave      | Pintz, Johan        |
| Doyle, Wm.           | Peterson, N.        |
| Elwes, John          | Peterson, Hugo      |
| Ekland, Sven         | Petterson, C. V.    |
| Fjellman, Jonas      | Pedersen, P. -1064  |
| Fugelutsen, Thor     | Pakki, Emil         |
| Fjellman, Karl       | Pajala, Victor      |
| Ginar, Walter        | Pederson, Ole       |
| Gustafson, August    | Pedersen, Harald S. |
| Gronlund, O. -414    | Reuter, Chas. -407  |
| Heesche, Henry       | Rogenfeldt, J.      |
| Holmstrom, Fritz     | Roberts, G.         |
| Haupt, Fritz         | Stolzman, Emil      |
| Hansen, Charley      | Saarninen, H.       |
| Hansen, Ole          | Sanders, Charles    |
| Haave, Norval        | Schuldt, Theodor    |
| Johansson, C. -2497  | Samuelsson, Frank   |
| Janson, Dick         | Strahle, Chas.      |
| Janson, Osear        | Smith, Johan        |
| Jensen, Hans -1555   | Stenios, John       |
| Johnson, J. A. -1659 | Skaanes, Bigl       |
| Johanson, Victor     | Soderlund, Anton    |
| Karnup, Edward       | Schmidt, Lauritz P. |
| Lundstedt, Chris     | Shalles, Gust       |
| Lassen, Johan, -1542 | Thorsen, Carl       |
| Larsen, Klaus L.     | Trovlk, Harald      |
| Lutton, Theo.        | Uhlig, Richard      |
| Lauritzen, Ole       | Uappa, Kosti        |
| Larson, Max          | Vigon, Elias        |
| Lorenz, Bruno        | Wirak, A.           |
| Lybeck, Thos.        | Winblad, Martin     |
| Lindberg, G. W.      | White, Robert       |
| Lindberg, Ernst      | Warkkala, John      |
| Leideker, Elith      | Widln, Andrew       |
| Lalan, Joe           | Zunk, Bruno         |
| McNeal, John         | Zayan, G.           |
| Monterro, John       | Newspapers and      |
| Malmerez, E.         | Packages.           |
| Monts, Rehnolt       | Miller, W.          |
| Makela, N.           | Schmidt, Lauritz P. |

### Honolulu, H. T.

|                     |                   |
|---------------------|-------------------|
| Anderson, John E.   | Nelsen, C. F.     |
| Burk, Harry -1284   | Petersen, Carl    |
| Crantly, C. W.      | Peters, Walter    |
| Eugenlo, John       | Relther, Fritz    |
| Ekelund, Rickhard   | Solberg, B. P.    |
| Iverson, Sigvald B. | Strand, Conrad    |
| Lengwenus, W. L.    | Thompson, Emil N. |
| Moller, F.          |                   |

### INFORMATION WANTED.

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio. 3-24-15

Anders C. Anderson, a native of Norway, who left his personal effects at Port San Luis, Cal., after leaving a ship at that place, is inquired for. Anyone knowing his whereabouts please notify D. R. Jacks, Deputy Collector of Customs, Port San Luis, Cal. 12-22-15

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Any one knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St. 8-11-1915

Olai Ingebrigtsen (Brock), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American bark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469-49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Steuart street, San Francisco, Cal. 8-4-15

Oscar Olsen, age 37, a native of Hallarna, near Gothenborg, Sweden, who was sailing on the Great Lakes about three years ago, is inquired for by John V. Olsen, Sun Company, Marcus Hook, Pa. 5-26-15

Hugo Carlson Ljung, age 29, a native of Gothenborg, Sweden, was last heard from in a Cable Boat on the Atlantic Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Carlson Ljung, Jungmansgatan 5, Gothenborg, Sweden. 1-12-16

## HANDBOOK NAVIGATION LAWS OF THE UNITED STATES. SEAMEN'S ACT—NOTES AND TABLES

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# Pacific Coast Marine.

Swayne & Hoyt have taken over the "Alvado," which has been chartered to W. R. Grace & Co., and will have a general cargo to the Orient the last of May.

Announcement is made that the old whaling steamer "Beluga" has been purchased from H. J. Knowles by B. D. Foldwell. The "Beluga" operated out of San Francisco as a whaler for many years. She is of 409 tons net, built at Bath, Me., in 1882.

Among the sales of vessels announced during the week were those of the bark "C. D. Bryant," which has been laid up several years, to E. C. Sharp, and the sale of the steamer "Corwin," former revenue cutter, to C. Del Valle for \$30,000.

What is believed to be the record freight for a grain vessel will be paid the British bark "Birkdale," 1380 tons net, which has been fixed to take wheat at a North Pacific port, new season, August loading, for the United Kingdom, at the unprecedented rate of 150 shillings.

Andrew Moran, who has been with Swayne & Hoyt for several years and who sent out the chartered steamer "Yucatan" to the Orient twice, is leaving the firm to go into business for himself. He will be associated with Bruce Fair in general lumber and shipping.

Commencing May 29 there will be a direct service from San Francisco to Nome by the steamer "Senator," the first direct sailings from San Francisco to Nome for three years. The "Umatilla," operating out of Seattle, will start the Nome service June 1.

What is believed to be a record passage from New Zealand to a North Pacific Coast port was completed on April 23 by the schooner "Golden Shore," fifty-one days from Wanganui to Aberdeen. The "Golden Shore" will undergo repairs and then ship to Willapa harbor to load.

The Northwest Steel Company and the Willamette Iron & Steel Works, Portland, bidding jointly, have closed contracts with Hannevig & Johnsen, New York, for the building of at least one and possibly two 8500-ton steamers. Work will be started in thirty days. They will be general cargo craft with a speed of 14 knots.

Advices received locally indicate that the schooner "Oakland," which went ashore a few weeks ago near Nehalem, will have to be abandoned. She is laden with a cargo of Port Orford cedar, which she was taking to San Diego. All attempts to haul her out to sea have been unsuccessful and it is likely that no further effort will be made to save the craft.

Announcement has been made by the Pacific Coast Steamship Company that there will be a weekly "around the sound" trip by the steamers "President" and "Governor," leaving San Francisco every Saturday, the trip to occupy nine days. The summer schedule as arranged will give a steamer south every Monday and Friday at 4 p. m., and north every Wednesday and Saturday at noon.

Chairman W. C. Edes, of the Alaska Engineering Commission, has ordered work to begin immediately upon the construction of 353 feet frontage of the permanent wharf at Seward for the Government railroad. The new wharf will be built just east of the temporary structure built to replace the one burned several months ago. Chairman Edes is to make every effort to complete the section of the railroad along Turnagain Arm connecting Seward with the Matanuska coal fields before November.

Suffering from severe burns two firemen on the steam-schooner "Marshfield" of the Albion Lumber Company were rushed to the Harbor Emergency Hospital upon the arrival of the vessel at San Francisco from San Pedro on Friday, April 28. The men were burned by steam following the bursting of a boiler tube in the engine room early Thursday morning. They are in a serious condition. Other members of the engine room department had a narrow escape, according to Captain Basch. The "Marshfield" was sixty-two hours making the trip from the southern port.

The Toyo Kisen Kaisha is planning to increase its fleet of freight and passenger carrying ships. Eight large purely cargo steamers are expected to be launched next year, and plans are now being drawn for two passenger ships slightly larger than the "Empress of Russia" of the Canadian Pacific line. They are intended for the American service. A great part of the material for construction will be imported from the United States, but all the steamers will probably be built in Japan, some at a new dockyard to be erected at Yokohama by the company.

Two wire drag parties under John A. Daniels and L. O. Colbert, respectively, have left Seattle for Ketchikan, and will be employed in Clarence and Sumner Straits. The chartered drag boat "Equator" and power schooner "King and Wing," which will be used by these parties, are also on their way to Ketchikan. The steamer "Explorer," F. H. Hardy commanding, sailed for Ketchikan April 4. This vessel will be employed in surveying the waters to the westward of Prince of Wales Island. The steamer "Patterson," C. G. Quillian commanding, sailed from Seattle April 5. She will be employed in sur-

veying the passages on the west coast of Prince of Wales Island seaward.

Naval officers at San Diego are gratified over records made by vessels of the Pacific fleet at elementary and battle practice this year. In the recent try-outs the "Maryland" scored sixteen hits out of seventeen shots in elementary practice and the "Cleveland" fifteen out of sixteen shots. In battle practice the latter cruiser made thirty-two hits in forty shots. In torpedo practice off San Pedro the destroyer "Stewart" scored two hits in as many shots while steaming at a speed of twenty knots. The range was between 3500 and 4000 yards. Other vessels of the flotilla also made good averages. The "Stewart" made a perfect score at both night and day torpedo practice, and probably will be awarded the trophy pennant for 1915-16, according to naval officers.

Washington produces annually more than 4,500,000 feet of lumber, nearly half a million pieces of lath, and over 8,500,000 shingles. Of this quantity, she consumes only 2½ per cent. of the shingles and 12½ per cent. of the lath. Of the lumber produced, she consumes 17½ per cent., or over 700,000,000 feet, about two-thirds of which is used for building purposes. About one-fourth of the building material, of the lath, and of the shingles, is used in King County. Oregon produces over 2,000,000 feet of lumber approximately 160,000,000 lath, and 275,500,000 shingles. Of this quantity, she consumes nearly 23,000,000 lath and over 116,000,000 shingles. Of the amount of lumber produced, Oregon consumes 19.8 per cent., or 411,000,000 board feet, over half of which is used for building purposes. Nearly half of the building material, of the lath and of the shingles, is used in Multnomah and Clackamas counties.

It is reported that the Japanese Government, in consideration of the present condition of transpacific trade, has authorized an increase in freight rates, effective immediately, according to word brought by the Osaka Shosen Kaisha liner "Tacoma Maru," which arrived April 27 from the Orient. The rates to the North American coast from Japan have been raised between 15 and 20 per cent., except for a few commodities. The rates for shipments from the United States have generally been increased 25 per cent. The lines operating on the transpacific route which have made the advance are the Osaka Shosen Kaisha, the Nippon Yusen Kaisha and the Toyo Kisen Kaisha. The Japanese subsidized steamship companies have for some time been urging an increase in freight rates for contract liners for exports and imports on the Puget Sound and San Francisco routes and for exports on the European route.

On Puget Sound, as elsewhere, there has been a general advance in freights quoted for offshore voyages. To the Hawaiian Islands, an advance from \$10 to \$13 is noted. To New Zealand and Sydney, freights have advanced from 100 shillings a month ago to 120 shillings, while Melbourne and Adelaide jumped from 110 to 130 shillings. Valparaiso is up from 95 shillings to 110 shillings, the same being true of Callao, while South Africa has advanced from 190 to 200 shillings. The barkentine "E. R. Sterling," which recently loaded at 95 shillings for Sydney, has been rechartered for a return voyage early in 1917 at 100s. to Sydney and 112s. to Melbourne. The barkentine "S. G. Wilder" is fixed, November-December loading, from North Pacific to Sydney at 120s. and to Melbourne or Adelaide at 130s. These representative charters show that astute exporters anticipate that present conditions will continue for many months. Several recent fixtures have been done at private terms and others for lump sums.

Protests by American shipowners operating from Puget Sound to Alaskan ports over the fact that a British line, by stopping at Prince Rupert and giving an exchange order for a ticket is enabled to take passengers from Seattle to Alaska are to be made to Washington, according to Joseph E. Wilson, passenger agent of the Pacific Coast Steamship Company in San Francisco. American shipowners operating from this port and Puget Sound are exercised over the fact that a line flying the British flag is able to carry passengers from Seattle to Alaska, with a stay at Prince Rupert. Under the recent ruling of the Department of Commerce it is pointed out that passengers may travel from Seattle to Skagway on a British ship if they go ashore at Prince Rupert. Instructions in a circular just received at San Francisco are that such passengers shall buy tickets from Seattle to Prince Rupert and have an exchange order for a ticket to Skagway. Upon presentation of the order they are given a ticket to Skagway or other Alaskan port, it is said, and leave on the same British steamer which brought them from the American port.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

## International Seamen's Union of America

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PORTLAND, Ore., 44 Union Ave., North.  
EUREKA, Cal., 227 First St., P. O. Box 64.  
SAN PEDRO, Cal., P. O. Box 67.  
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

(Continued on Page 11.)



## Coast Seamen's Journal

Published Weekly at San Francisco

BY THE

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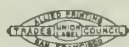
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### NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, MAY 3, 1916.

### A HAPPY MAY DAY.

May Day of 1916 finds the organized seamen of America in an exceptionally happy and advantageous position.

In all districts under the jurisdiction of the International Seamen's Union of America higher wages and better working conditions have been secured.

The noisy reactionaries who have demanded the repeal of the Seamen's Act seem to be on the retreat. At any rate, compared with past performances, their mud batteries are only making a feeble effort to stem the march of progress.

But, above all, there is a steady and constant growth in the membership of all the district organizations which are component parts of the International Seamen's Union of America. On the Atlantic Coast, from Texas to Maine; on the Pacific, from San Diego to Nome, and everywhere along the chain of Great Lakes the watchword among seamen is Progress!

The slogan is Agitate, Educate and Organize!

The aim: "A one hundred per cent. organization before the summer is over."

This is no child's play. It is man's work. And it requires the earnest co-operation of all. The men on deck; the firemen and all other members of the "black squad," as well as the entire personnel in the cooks and stewards' department must lend a hand. It is their work, their duty. It is work that cannot be performed by any "hired man." It is a duty that must not be shirked.

Comrades and fellow-seamen, let us all embrace the glorious opportunity now before us! Let us get together and pull together. Let us bend our efforts as we never did before to reap the full benefit of our long and patient waiting.

Let us Organize, Organize, Organize!

In reckoning upon the strength of his following the expounder of "radical" reforms should be careful to distinguish between those who are convinced and those who are merely amused. The most eccentric attracts the most attention.

### FORCING THE ISSUE!

In striking contrast with the almost universal acceptance of collective bargaining by shipowners in California, Oregon and Washington, the shipowners of British Columbia have absolutely refused to negotiate with the Sailors' Union's authorized representatives.

Of course, when we bear in mind the past performances of these British Columbia labor skimmers, nothing else was expected. Several years ago the organized seamen of British Columbia were practically forced to submit several very modest demands to a Board of Conciliation which was formed under the provisions of the notorious Canadian Industrial Disputes (Lemieux) Act. This Lemieux Act, by the way, was especially designed to forestall strikes and lockouts upon the theory that both parties to a dispute will prove amenable to reason.

But in actual practice the "theoretical" law did not work out that way. Certainly not with the greedy gentlemen who control the destinies of the Canadian Pacific Steamship Company. For when the Board of Conciliation (on November 29, 1910) rendered its findings mainly in favor of the seamen the Canadian Pacific Steamship Company simply ignored the decision and continued its "scientific" labor exploiting policy.

So much for the past contemptible but doubtless eminently respectable conduct of British Columbia shipping interests. In the present instance it can be proved that the crews on all vessels operating in adjacent American waters already enjoy better conditions of employment than are now being asked for by the seamen in Vancouver and Victoria. Yet the shipowners of British Columbia have again refused to "grant an audience" to the representatives of their organized employees.

Under the terms of that charming Lemieux Act the seamen of British Columbia are not "supposed" to go on strike until their grievances have been submitted to a Board of Conciliation. But why should workers be expected to submit to another such farcical procedure when they know beforehand that their employers will ignore the decision if it goes against them?

Surely here is a case where the shipowners' greed is running counter to every consideration of public interest. And if a tie-up of British Columbia shipping should be the final outcome we want the public and the press in all Canada to know that it was the despicable attitude of the shipowners rather than the work of the "agitators" which forced the seamen of British Columbia to use their one remaining weapon—the strike.

There are some queer labor (?) papers! The Youngstown (O.) Labor Record, for example, is boosting former United States Senator Burton for a four-year job in the White House. Senator Burton's labor record is notoriously bad. In his opposition to the Seamen's legislation he proved an apt pupil and willing servant of the big shipping interests. If we may be permitted to base the value of an office-seeker's promises upon his past performances this particular candidate should receive knocks instead of boosts from all thinking workmen. What sort of a record is kept by the Youngstown "Labor Record"?

### SERVANTS OR MASTERS?

For a great number of years it has been the general assumption that of the many inalienable rights guaranteed by the Constitution of the United States, is the privilege of the average citizen to do his own thinking, and if action of such does not intrude upon the rights and liberties of others, the same might be enjoyed in our general pursuit of happiness. Recent events, however, have given our puerile faith several severe and unpleasant surprises. In the inception of European hostilities, and when certain industries became opulent from sudden and boundless prosperity, any effort upon the part of the workers to participate in the benefits due to their efforts was vociferously decried as unpatriotic. Those misguided individuals who demanded better wages or conditions became immediately transformed from citizens to "hyphenates." Poor exploited and uneducated steel workers were declared as deep scheming emissaries of the Kaiser when they dared to demand living conditions, or an infinitesimal share of the blood-stained profits of the munitions trusts. Owing to the regular sequence of events no great attention was at first given to the noisy howls, or mercenary activities of the ravening jingoes; but recently they have begun to encroach upon the general public opinion to such extent as to demand immediate attention if not suppression.

Alarmed at the effectiveness of jingoistic campaigns, and the tendency of our Administration to drift into dangerous and warlike channels, thousands of well-intentioned citizens addressed certain requests to their Senators and Representatives in Congress. These appeals from the common people merely urged careful and deliberate action upon the part of those to whom they had entrusted the destinies of this nation, but such is the hysteria of thought at present amongst the jingo element, that the motives of these thousands of peaceable citizens were immediately suspected and impugned. It is, however, just within the bounds of possibility that the opinion regarding representation in Washington has long since been exploded as fallacious. Senators and Congressmen may not any longer consider themselves as servants of the people, but their masters. Recent actions of certain of these gentlemen are somewhat enlightening in this regard. Owing to the fact that the numerous protests against war, received from his constituents, were in contravention to his own personal ideas, Senator Husting of Wisconsin charges them with promoting plots to deceive Congress and poison public opinion. The Senator assumes that his ideas are public opinion and those of his constituents treason, declaring with Senators Sherman of Illinois and Pomerene of Ohio, that telegrams of protest do not represent either the initiative or the volition of the persons signing them. This coterie of Senators are very jealous of the unrestricted exportation of arms and ammunition, and place that principle above the wishes and desires of their constituents. In other words, they assume the same attitude towards the public as that of corporate wealth whose interests they are actually serving while supposedly representing the people.

The people generally are long-suffering, but even they will revolt at such high-handed effrontery upon the part of their



public servants. A pertinent sign of reaction is shown in the able and efficient reply to Senator Husting, received by him from one of his constituents, in which the Senator is branded as insulting and unworthy of the high office now held. It is probable that others will follow the lead of citizen Pabst not only now, but in the future, and that a number of gentlemen now misrepresenting their constituents at Washington will find that telegrams of protest do sometimes represent the initiative and volition of the persons signing them.

#### PRAISEWORTHY WORK.

The Industrial Accident Commission of California has just issued figures giving the number of deaths in the industries of California during the year 1915 and directs attention to the list as compared with the statistics for 1914. In the latter year 691 workers were killed and in 1915 533 workers gave their lives to the industries of this State.

The following comparative statistics show the reductions in the death list by occupations (the word "Service" includes employes of men in the professions, as well as those engaged in hotel service, apartment houses, restaurants, domestic servants and amusement or entertainment employes):

|  | 1915. | 1914. |
|--|-------|-------|
| Agriculture .....                      | 55    | 62    |
| Construction .....                     | 78    | 115   |
| Extraction (mining and quarrying)...   | 71    | 86    |
| Manufacturing .....                    | 99    | 121   |
| Service .....                          | 25    | 24    |
| Trades .....                           | 20    | 24    |
| Transportation and Public Utilities... | 172   | 239   |
| Unknown .....                          | 13    | 20    |
| Total .....                            | 533   | 691   |

This very effective work in behalf of "Safety First" has been accomplished as a result of cordial support from employers and employes, the public generally, and the press of California. It is certainly a gratifying and striking result to be able to show a reduction of 158 in the death roll of 1915 as compared with the previous year. That this reduction comes as the result of careful planning is shown by the decrease in the main industries of the State, excepting Service, where the record shows an increase of one death in 1915 over 1914.

It is the expressed hope of the California Industrial Accident Commission that statistics will show a substantial reduction for each succeeding year; the aim of the Commission being "no preventable deaths." This is praiseworthy work, indeed. The 158 lives saved furnish an eloquent and convincing argument. As Commissioner French puts it: "they speak in terms of breadwinners saved to wives and little children."

The Philadelphia Ledger and the New York Times are in a fever heat because the seamen that receive the higher wages are not Americans, and therefore all this legislation has been passed to benefit foreigners among the seamen. Their failure to understand or to appreciate that this is the result of the policy carried on by the shipowners for years is rather amusing if not tragic.—From Weekly Report of Andrew Furuseth.

Yes, it is the same old story. Our own plutocrats always become intensely patriotic when the foreign rabble refuses to submit to genuine "American" exploitation. Having helped to drive the American-born seamen off the seas, these self-styled oracles of public opinion have the nerve to bemoan the fact that foreign-born seamen as well as natives are benefited by the La Follette Act. Andrew Furuseth is right. In this instance the attitude of plutocracy resembles a tragicomedy.

#### RATES VS. WAGES.

How the California Railroad Commission Disposed of a New Issue Raised by Pacific Coast Shipowners.

During the recent wage negotiations between Pacific Coast shipowners and seamen a brand new issue was raised by the former. It was seriously contended by the representatives of the regular coastwise passenger lines that they could not grant all of the Seamen's demands because of their inability to raise their own rates without the sanction of the Interstate Commerce Commission and the California Railroad Commission. Just how the issue was met by the State Commission makes an interesting chapter in the history of collective bargaining. The story is told, in full, by the correspondence, which follows:

#### INTERNATIONAL SEAMEN'S UNION OF AMERICA.

San Francisco, April 27, 1916.

Mr. Frank R. Devlin,  
State Railroad Commission,  
San Francisco, Cal.

My dear Mr. Devlin:—

During the present wage negotiations between representatives of Pacific Coast steamship owners and representatives of Pacific Coast Seamen's Unions, the statement was made that the respective companies were unable to grant the Unions' demands because of their inability to raise their rates. By inference it was stated that the California Railroad Commission and the Interstate Commerce Commission would object to an increase in the present rates. Again it was asserted that if such application for an increase were made it would take a year or two before a decision could be expected.

In view of the vital importance which these points have raised, and in further view of the fact that approximately 10,000 seamen employed in Pacific Coast shipping are directly or indirectly affected by the wage negotiations referred to, I earnestly request that you supply us with a statement setting forth the attitude of the California Railroad Commission.

Very truly yours,

(Signed) PAUL SCHARRENBURG.

#### RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

San Francisco, April 27, 1916.

Paul Scharrenberg,  
59 Clay Street,  
San Francisco, Cal.

Dear Mr. Scharrenberg:—

I have your letter of this date in which you say:

"During the present wage negotiations between representatives of Pacific Coast steamship owners and representatives of Pacific Coast Seamen's Unions, the statement was made that the respective companies were unable to grant the Unions' demands because of their inability to raise their rates. By inference it was stated that the California Railroad Commission and the Interstate Commerce Commission would object to an increase in the present rates. Again it was asserted that if such application for an increase were made it would take a year or two before a decision could be expected."

followed by a request for a statement setting forth the attitude of the Railroad Commission in the premises.

In reply would say that if the representatives of the steamship companies intended to suggest that the State Railroad Commission would in any manner or by any action oppose or disapprove of an increase in wages, such suggestion was and is absolutely unfounded. The attitude of this Commission can possibly be best expressed by quoting the language of Honorable John M. Eshleman, the former President of this Commission.

On December 19, 1912, a delegation of certain railroad employes conferred with the Railroad Commission, Mr. Eshleman presiding, and stated in substance that a decrease in rates of the railroads would operate to the disadvantage of employes in matters of wages, safety devices, etc. In the course of such conference Mr. Eshleman used the following language:

"I will say another thing that the railroads have a right to put in every bit of wages they pay to any of their employes as operating expenses and this Commission will consider every bit—they could double your wages to-morrow and the Commission would have to take into consideration that doubling. In other words, any statement of any railroad men that the reduction of rates causes them to keep your wages down is absolutely untrue and can not be verified by anybody. The law is that the wages of employes—and no one desired that the wages of employes be better and that the condition of the employe be better than I do and the other Commissioners feel the same, but you can verify these statements if you desire to be fair, as I

(Continued on Page 10.)

## OFFICIAL.

#### SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., May 1, 1916.

Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping fair. It was reported that the new wage schedules and working agreements adopted by the Pacific District of the International Seamen's Union of America had been conceded by the shipowners. On motion, same were ordered printed in convenient pamphlet form.

JOHN H. TENNISON, Secretary pro tem.

Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., April 24, 1916.

No meeting. Shipping fair, prospects uncertain.

REGINALD TOWNSEND, Agent.

Room 11, De Cosmos Block, 1424 Government St.

Vancouver, B. C., April 24, 1916.

Shipping fair, prospects uncertain.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, April 24, 1916.

No meeting; no quorum. Shipping fair; no members ashore. Prospects uncertain.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, April 24, 1916.

Shipping good in offshore vessels.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, April 24, 1916.

Shipping fair, prospects poor.

J. PEARSON, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, April 24, 1916.

Shipping medium; prospects uncertain.

JACK ROSEN, Agent.

44 Union Ave. North. Tel. East 4912.

Eureka Agency, April 24, 1916.

Shipping fair; prospects uncertain.

OTTO DITTMAR, Agent.

227 First St. P. O. Box 64. Tel. 159.

San Pedro Agency, April 24, 1916.

Shipping fair, prospects uncertain.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, April 17, 1916.

Shipping dull; prospects poor.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

#### MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Apr. 28, 1916.

The regular weekly meeting came to order on Friday at 7 p. m., Eugene Burke in the chair. Secretary reported shipping slow, prospects better. The new wage schedule calling for an increase of \$5.00 to all the men employed on passenger lines and steam-schooners with modifications in the working rules was accepted by the shipowners' associations.

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, April 20, 1916.

Shipping slow, plenty of men ashore.

LEONARD NORKGAUER, Agent.

Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, April 20, 1916.

Situation unchanged.

HARRY POTHOFF, Agent.

P. O. Box 54.

Portland Agency, April 24, 1916.

Shipping slow.

THOMAS BAKER, Agent.

89 Second St. N. Phone Broadway 2306.

#### DIED.

Charles Olsen, No. 1303, a native of Norway, age 33, died on board the U. S. Survey Steamer "Patterson," in Alaska, April 12, 1916.

John A. Johnson, No. 149, a native of Sweden, age 43, reported drowned in the wreck of the Schooner "Magnolia." By letter April 24, 1916.



### THE DRED SCOTT DECISION.

Probably no child who has studied history in the common schools has failed to hear something about the Dred Scott decision, and yet, many lawyers practicing law, would be unable to give a concise and authentic account of the salient facts concerning this case.

While there are other cases decided by the Supreme Court of the United States of a more fundamental character, from the legal standpoint, and more far-reaching in a permanent sense than the Dred Scott decision, there is no case of equal importance when considered from the standpoint of the influences which brought about the fratricidal strife between North and South. A brief summary therefore of the salient features of the case will, I believe, be of interest to our law students.

Dred Scott was a negro slave, born in Missouri. In 1834 his owner removed from Missouri to Illinois, a state where slavery was prohibited by statute. Two years later his owner removed him from Illinois to Minnesota, Minnesota at that time being a territory in which slavery was prohibited by the act of Congress known as the "Missouri compromise." In 1838 his master, an army officer, was transferred to Jefferson Barracks, near St. Louis, and took Dred Scott and his family back to Missouri. It was here that Scott was sold to John Sandford of New York.

It is easy for us to imagine now that Lincoln's prophetic words were prompted by a consideration of the decision in the Dred Scott case, when he spoke of "every drop of blood drawn from the back of a slave by the lash being requited by another drawn from the breast of a soldier by the sword," for Scott was whipped by his new master for a trifling offense, and, resenting the whipping, brought an action for damages against Sandford, based upon the reasoning that he, having been taken to free soil, by his previous owner, on which slavery did not exist, thus became a citizen of the United States and a free man. Following this line of reasoning, to hold him as a slave and whip him as he was whipped constituted an assault and battery against his person, and if Scott's contention that he was a free man were well taken, then his right of action would be secured.

He sued Sandford in the Federal Court, relying upon and alleging diverse citizenship, based upon the contention that Scott was a citizen of the state of Missouri and that Sandford was a citizen of the state of New York. This appeared like a very innocent sort of lawsuit, to begin with, and as the case progressed it attracted little or no attention, publicly, until it came before the Supreme Court of the United States on a writ of error in December, 1854. To Scott's plea, Sandford entered a plea to the jurisdiction of the Federal Court that he (Scott) was not a citizen of Missouri nor of any other state, and in support of this plea alleged that Scott was a slave descended from negro ancestors and was the property of Sandford.

It was contended therefore that the Federal Court had no jurisdiction and that the action should be dismissed. Scott entered a demurrer to the appeal made by Sandford, and the Circuit Court found for the plaintiff, sustaining the demurrer. Sandford thereupon answered in the case,

denying the charges alleged. On these issues the case was tried to a jury, the jury finding Sandford "not guilty." The writ of error then presented the issue to the Supreme Court as to whether Dred Scott, a negro, had any claim to citizenship by reason of his having been removed to free soil. The case was twice argued before the Supreme Court. The court then held against Scott, dismissing his petition for the reason that the Constitution of the United States did not recognize free soil from which slavery could be barred, and as a negro could not acquire citizenship, the Circuit Court had no jurisdiction to hear or determine the case.

Very likely during the days leading up to the Dred Scott decision the campaign orator, then, as now, the school teacher, then, a snow, the press and the pulpit, then, as now, the press and the pulpit, virtues of the Constitution of the United States. The youngsters were taught that the Constitution was the Palladium of the liberties of the people, that it guaranteed certain inalienable rights. History shows clearly that the public, generally, believed more or less in the correctness of this view of the Constitution, and yet this same document failed to provide any rights which citizens, after they became such, might exercise with reference to political control, except the right to petition Congress and the right to parade. Chief Justice Taney in his decision says:

"The people of the representative states were the parties to the Constitution. These people consist of the free inhabitants of those states. They had provided, in their Constitution, for the adoption of a uniform rule of naturalization, and that their descendants and persons naturalized were the only persons who could be citizens of the United States, citizenship of the United States coming through the citizenship of the several states, but there was one restriction. While each state confers its own citizenship on any class or description of persons it thinks proper, such as a free person descended from Africans held in slavery, yet such a person would not be a citizen of the United States, for the reason that the state could not introduce any person or description of persons who were not intended to be embraced in the new political family, which the Constitution brought into existence, but were intended to be excluded from it. Consequently, a man of African descent, as the negro, Dred Scott, whether slave or free, was not and could not be a citizen of the United States."

From this time forward the question of free soil and slavery, the Missouri compromise, etc., became a burning issue in the United States, finally resulting in secession and war.

As illustrating "the nice, sharp quilllets of the law" that judges use in their reasoning, from time to time, in important cases, Judge Taney's reasoning is fine, but it was shown to be a piece of judicial legislation, called "construing the Constitution" by the dissenting opinion of Justice Curtis of Massachusetts, who sat in the Dred Scott case, in which he said:

"I can find nothing in the Constitution which, *proprio vigore*, deprives of their citizenship any class of persons of the United States at the time of its adoption, or who should be native born citizens of any state after its adoption, nor any power

enabling Congress to disfranchise persons born on the soil of any state, and entitled to citizenship of such state by its constitution and laws. An important opinion is that under the Constitution of the United States every free person born on the soil of a state, who is a citizen of that state by force of its Constitution or laws, is also a citizen of the United States."

This reasoning punctures the legal balloon upheld by the majority of the court, for it is clear there was nothing in the Constitution to justify this infamous case. Not a word or a line or a letter which justified a holding that citizens of the different states were not citizens of the United States. And so the Dred Scott case was appealed from the decision of the Supreme Court of the United States to the court of public opinion, and the infamous findings of the court were wiped out in a deluge of blood.

When the case began it appeared to be of no especial consequence whether a negro slave recovered damages for a whipping or not, but before its final decision by the arbitrament of arms it proved again that for injustice to dwell in the land constitutes a perpetual menace to the welfare of the entire race, even though it involves only one small unit of the mass.—Arthur Le Seuer.

### A "POOR MAN'S PARADISE."

One of the oddest and quaintest little independent States that ever existed in Europe—the tiny Republic of Noli, founded before Rome and maintaining its liberty for many centuries until Napoleon swept away its privileges—is to-day merely a fishing village near Genoa, but it is full of reminders of its former greatness, and affords a wonderful glimpse of mediaeval times. Destroyed by the Carthaginians in 217 B. C., and who knows how often by subsequent marauders, there seemed no limit to her powers of recovery. This quaint little fishing village maintained itself as a sovereign State for centuries, took a prominent part in the quarrels of Guelphs and Ghibellines, sent doughty warriors to the Crusaders, commanded the interest of emperors and Popes, and only succumbed at last to the armies of Napoleon. Dante clambered hither over terrible hills on hands and knees, and revenged himself by consigning Noli to his "Purgatory." Everybody is rich in this poor man's paradise, says the Wide World Magazine. During the anchovy months it is not rare for the hundred and twenty boats to earn eight hundred pounds in a night, or fifteen thousand pounds in a season. Through fish alone a man earns far more than a clerk, besides which he has no "appearances" to keep up. Under these happy conditions he soon acquires lands and houses, which afford a steady revenue while he sleeps or fishes. The earth here has only to be scratched in order to bring forth wealth, so rich is the soil and so abundant the water.

The Danish West Indies, comprising the three islands St. Croix, St. Thomas and St. John, have an aggregate area of 138 square miles. The 28,000 inhabitants, most of whom are of the negro race, are engaged in the cultivation of sugar cane, cotton, fruit and vegetables.



## GOVERNED BY THE DEAD.

Among the many strange things in American society is the acquiescence on the part of an apparent majority of the people in being governed by the dead.

It was Professor Ross of the University of Wisconsin who substantially said, in his work on Social Psychology, "that the American people have no right to criticise English people for keeping an outworn monarchy while we reverence the laws formulated in the latter part of the eighteenth century."

It is not only out of date statute and constitutional laws that the American is satisfied to be governed by but he also seems to be disposed to allow the "fathers of the nation" to tell him how he should act in society. It is true that the men and women who are foremost in American history had much in their lives to be retained by us, but it must not be overlooked that the conditions of society and the height of social ethics of their day can be no criterion for present-day society except in those practices which have held true in all societies for countless ages.

To use the logic of many it would be justifiable to uphold certain acts to-day that are treated as statutory offenses, because Alexander Hamilton once paid "hush money" to a man because of the violation of one of the most sacred laws of family life. Or again, it would be logical to defend a man in supporting concubines in his household, because Solomon did so in Old Testament days. Dueling was a favorite means of defending one's personal honor, in the early centuries and up to the days of Hamilton and Burr, but no sane man today would think of defending such practices simply because Hamilton considered it proper.

Admiring the founders of the nation as we do, the mere fact that they said and probably did certain things has no bearing on present-day society. The issues of to-day must be met under present-day conditions. The arguments set forth to-day must comply with the facts that have been demonstrated through the thorough and searching investigations of modern science.

Man and society grow. The right of to-day, or rather the recognized practices of to-day, may become the wrongs and follies of to-morrow. It is only through the willingness of society, as a whole, to accept the established doctrines of to-day—not of yesterday—and keep an open mind as to the progress that is taking place in our midst, that the people can reach out and grasp new truths that lead to better conditions. Without an open mind which carries with it the capability of throwing over decadent beliefs and customs, society would remain at a standstill.

Progressive men refuse to be governed by the dead. It is high time for all men and women to set aside their petty prejudices and work for the common good. The dead have ruled long enough! May their souls rest in peace in order that we may live to-day.—The Duluth Labor World.

There are thousands who live by war; it is their harvest, and the clamor which these people keep up in the newspapers and conversation passes unsuspectingly for the voice of the people, and it is not until the mischief is done that the deception is discovered.—Thomas Paine.

## NEW WALL MAP OF ALASKA.

A new wall map of Alaska has just been issued by the United States Geological Survey. This map is on a scale of 23.7 miles to 1 inch (1:1,500,000) and measures 82 by 55 inches. It is printed in two colors, the oceans, large rivers, and lakes being in blue and the other features in black. The relief is not shown, but the location of the principal mountains is indicated. This map is based on the most reliable data available, gleaned from various sources, but principally from the maps of the United States Geological Survey. This organization began its systematic survey of the Territory 18 years ago and in this time has mapped about 150,000 square miles, or over 25 per cent. of the total area of Alaska (586,400 square miles). The shore line of the new map is largely taken from the charts of the Coast and Geodetic Survey, and full use has also been made of the maps of the International Boundary Commission, the War Department, and other governmental organizations. In lack of better information concerning some regions use has also been made of the work of early exploring expeditions and the reports of prospectors and traders. Information which is not very exact is indicated by broken lines.

The largest unsurveyed areas in Alaska lie in the drainage basins of the rivers flowing northward to the Arctic Ocean. This region is so inaccessible as to be of small commercial importance and is not known to contain mineral resources other than coal. There are also considerable areas in the Kuskokwim River basin that are still unsurveyed, and this is one of the fields to which the Geological Survey is dispatching parties this year. The Aleutian Islands are still known only through the charts of the early exploring expeditions, made chiefly by the Russians.

On the other hand, practically every mining camp has been surveyed and investigated by the Geological Survey. The high-grade coal fields of the Matanuska and Bering River and many of the more important gold and copper bearing districts have been surveyed in detail. The region traversed by the proposed Government railroad from Seward to Fairbanks has also been surveyed and investigated by the Geological Survey. The results of all these topographic surveys are summarized in graphic form on the new wall map.

This map can be purchased of the Director of the United States Geological Survey for 80 cents a copy.

## THE NEW VOTERS.

Of citizens who voted in the United States presidential campaign of 1896, the Federal Census Bureau estimates, only forty-nine in every hundred will vote next November. Every twenty years the basis of political power in the country passes to a new set of men. It is this fact, together with the other one of the new issues now facing the nation, that makes it so difficult for the wisest politicians to predict with any certitude as to what the verdict will be in the coming contest.

Navies and armies are insurance for the wealth of the leisure class of a Nation invested abroad.—Rear Admiral F. E. Chadwick, at Clarke University Conference.

## NOTICE TO SEAMEN.

## IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Faternally yours,

LAKE SEAMEN'S UNION,  
V. A. OLANDER, Secretary.

## LAKE DISTRICT, I. S. U. of A.

## HEADQUARTERS:

## LAKE SEAMEN'S UNION,

570 West Lake Street, Chicago, Ill.

## BRANCHES AND AGENCIES:

BUFFALO, N. Y. ....55 Main Street  
Telephone Seneca 936 R.  
CLEVELAND, O. ....1401 W. Ninth Street  
Telephone Bell Main 1842.  
MILWAUKEE, WIS. ....133 Clinton Street  
Telephone South 240.  
ASHTABULA, O. ....21 High Street  
Telephone 552.  
NORTH TONAWANDA, N. Y. ....152 Main Street  
Telephone Bell 2762.  
DETROIT, MICH. ....15 Twelfth Street  
Telephone 3724.  
SUPERIOR, WIS. ....1721 N. Third Street  
Telephone, New, Broad 385.  
BAY CITY, MICH. ....108 Fifth Avenue  
OGDENSBURG, N. Y. ....70 Isabella Street  
CONNEAUT, O. ....922 Day Street  
SOUTH CHICAGO, ILL. ....9142 Mackinaw Avenue  
PORT HURON, MICH. ....517 Water Street  
ERIE, PA. ....107 E. Third Street

## MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

## HEADQUARTERS:

71 Main Street, Buffalo, N. Y.  
Telephone Seneca 48.

## BRANCHES:

CLEVELAND, O. ....1185 W. Eleventh Street  
CHICAGO, ILL. ....445 LaSalle Avenue  
MILWAUKEE, WIS. ....151 Reed Street  
DETROIT, MICH. ....27 Jefferson Ave., East  
SUPERIOR, WIS. ....1814 Fourth Street  
OGDENSBURG, N. Y. ....70 Isabella Street  
BAY CITY, MICH. ....108 Fifth Avenue

## MARINE COOKS AND STEWARDS' UNION.

## HEADQUARTERS:

406 N. Clark St., Chicago, Ill.  
Telephone Main 365.

## BRANCHES:

Buffalo, N. Y. ....Toledo, O.  
Cleveland, O. ....North Tonawanda, N. Y.  
Milwaukee, Wis. ....Superior, Wis.  
Ashtabula, O. ....Erie, Pa.

## UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

## MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

## RELIEF STATIONS:

Ashland, Wis. ....Ogdensburg, N. Y.  
Ashtabula Harbor, O. ....Oswego, N. Y.  
Buffalo, N. Y. ....Port Huron, Mich.  
Duluth, Minn. ....Manitowoc, Wis.  
Escanaba, Mich. ....Marquette, Mich.  
Grand Haven, Mich. ....Milwaukee, Wis.  
Green Bay, Wis. ....Saginaw, Mich.  
Houghton, Mich. ....Sandusky, O.  
Ludington, Mich. ....Sault Ste. Marie, Mich.  
Marquette, Mich. ....Sheboygan, Wis.  
Erie, Pa. ....Superior, Wis.  
Menominee, Mich. ....Toledo, O.



## WEEKLY NEWS LETTER.

(Continued from Page 3.)

most skilled and even the workers in the steel plants and packing houses.

There has been what appears to be a concerted effort by the enemies of the trade-union movement to create the impression that the American Federation of Labor seeks to organize only the so-called skilled workers; quite the reverse is true. Those whose work requires a high degree of skill or special preparation are sure sooner or later to recognize the necessity and benefits of organization, and to seek organization on their own initiative. But where less degree of skill is necessary for work, and where standards and conditions are lower, then the A. F. of L. does its hardest work to arouse a desire for organization and to cause opportunities to inaugurate it. But when the workers once grasp the purpose and possibilities of organization, there has entered into their mentality that which never leaves them and which changes their whole make-up.

The effectiveness of economic organization does not depend upon any strategic advantage derived from superior skill, but upon skill in organization and in presenting demands.

Because of skill in organization common laborers now receive higher wages than many Government clerks, railroad engineers receive higher pay than many officials in petty banks.

Organization is intelligent self-interest. All who work for wages have much in common. As the captain's lady and Norah O'Grady were sisters "under their skins," so there is a kindred spirit that unites all workers for fundamental interests regardless of superficial distinctions and nomenclature.

There is coming for all workers a better life, a brighter day, through economic organization, for the maintenance of principles of human welfare—an organization which vivifies, democratizes and makes beautiful the world of work and life.—American Federationist.

## Working Conditions Blamed for Accidents.

The California Industrial Accident Commission declines to accept the theory that the wilful misconduct of employees is responsible for accidents.

The commission believes the mental condition of the worker, through poor food, long hours and bad working conditions makes it impossible for a man's mind and his body to co-ordinate.

During 1914 there were 62,211 industrial accidents in California, and in answering the oft-repeated claim that "90 per cent. of accidents are preventable," the commission says:

"Sixty thousand men, who can least afford to suffer and lose time and money, can scarcely be said to rush into trouble with a clear consciousness of the results. Some accidents result from foolishness; some from carelessness on the part of the injured; some are 'pure' accidents, but it seems that the best explanation is found in the almost universal lack of co-ordination between a man's mind and his body. That is to say, the question of accident is almost inseparable from the physiological and, consequently, the mental, condition of the man. A man with a dead liver, or a vivid imagination, makes a poor aviator or

structural steel worker. A man with a leaky heart is a 'bad risk' on the top of a scaffold. The same is true with machinery. A bad bearing, or a leaky steam chest, and industry pays for it. The economy is false; cheap clothes, cheap food, cheap labor, and cheap machinery never have and never will bring the desired results. They are always more expensive in the end. If an automobile is to render the best service, it must have the best care. Likewise, with the man who labors in industry; if he is not to be a burden and a loss to industry, he must have reasonable attention. The continued recognition of this economic law and its persistent application will, no doubt, compensate society beyond its hopes."

## Squalor of Aliens Community Menace.

Dr. George A. Zeller, alienist for the State of Illinois and a member of the State Board of Administration, has reported to the board on housing and living conditions of a Mexican colony, in what Dr. Zeller terms "the wretched shanty-town" of Silvis, near East Moline, where he discovered a case of leprosy.

He says it is a public duty to call attention to the miserable housing conditions "tolerated and possibly encouraged and invited by the great and wealthy corporations for whom these Mexicans work. The squalor and wretchedness of the surroundings cannot be adequately described."

Dr. Zeller reports that at this place there are a dozen old box cars, sitting flat on the ground with scarcely a window and sometimes only a cinder floor. There is no sanitation and no sewage, while the clang of the shops, shrieking whistles and the roar of the passing trains preclude the thought of rest. The nearest school is miles away and to reach it twenty railroad tracks must be crossed. There is no place for a garden, no flowers, and no playground for the many children.

"Families reared under such surroundings," continues Dr. Zeller, "cannot rise to the level of American citizenship. Measures should be taken to break up this system, which smacks of peonage. Such communities become the breeding places of vice, immorality and illiteracy. If these aliens are competing with citizens who maintain presentable households, or their own homes, then the competition is unfair.

"To my mind the greater infection is that which fastens itself upon the neighborhood and the community in general by reason of tolerating an industrial and social evil which, tolerated by the wealthy corporations, finally comes to be looked upon as a necessity and eventually results in a lowering of civic and individual pride and a degraded standard of living."

## GREAT LAKES SHIPPING.

The heaviest traffic the Great Lakes ever have known was predicted for this summer by Edwin F. Sweet, Assistant Secretary of Commerce. He has recently returned from a visit to the Lakes region. He expects 60,000,000 net tons of ore, 33,000,000 net tons of coal, and 14,000,000 net tons of grain.

To care for this traffic, he reported to Secretary Redfield, that he found vessels which had been out of commission two or three years have been fitted up and that

many of them were fully loaded now, so as to be ready to move as soon as the breaking up of the ice will permit.

"Railroads have been utterly inadequate to handle the gigantic production of the Lake region this winter," said Mr. Sweet. "The surplus they left as well as an abnormal production this summer must be cleared away by lake shipments. Among the surplus are 358,000,000 bushels of last year's crops. Railroads have moved only 30,000,000 bushels all winter."

According to Mr. Sweet 88 per cent. of the Lakes seamen who have applied have been given certificates of able seamanship under the La Follette law.

## RATES VS. WAGES.

(Continued from Page 7.)

think you do. But every time they raise your wages that is allowed in the operating expense and under the law must be taken into consideration by the Commission. In other words if they double the engineers' salaries to-morrow and they put on all the headlights you want, do everything you want, that would have to be taken out before the Commission could begin to consider the matter of the reduction of rates."

Later Mr. Eshleman again stated:

"I will interpolate here, Mr. Finley, that it is the duty of the public to pay high enough rates so that the railroad companies could furnish every adequate safety and can give you a good substantial wage which is in accordance with American living."

And also later in the conference uses the following language:

"Here is what I wish we could have: I wish we could have the responsible heads of the railroads of this State in this room with you and with us and I will guarantee to call nine-tenths of those statements which they make to you and have the information to establish it. You know they don't want to raise your wages and you know they want to give an excuse because they don't want you men to fight. Now, I don't know whether your wages ought to be raised or not; that is a question that should be determined by the proper parties; I presume you gentlemen and the railroads are the ones to determine that. But I do know they are giving the wrong reason for not raising them, and I do know if they did raise them it would show up next year in their operating expense and we would have to take every penny of it legally and charge it off before cutting rates. Furthermore, there haven't been any rates reduced in the State to such a degree that the railroads are not earning a greater percentage than any State in the United States."

There are but two other Commissioners present here to-day—Commissioners Thelen and Gordon—and they heartily concur with me in an unqualified endorsement and re-affirmation of the declarations of Mr. Eshleman regarding the policy of this Commission as announced by him at the conference referred to, involving, in my opinion, questions and policies very similar to those in which you are interested. I feel very confident that if Commissioners Loveland and Edgerton, who are both absent, were here they too would concur.

Regarding the assertion that if an application for an increase in rates were made it would take a year or two before a decision could be expected, I would say that certainly the records of this Commission do not justify any such conclusion or statement, and I have no hesitation in saying that the time stated for a decision is a gross exaggeration of the probable time.

You will understand, I am sure, that nothing herein contained is to indicate that any rates will be raised by reason or as a result of increase in wages, as wages would be but one of the many elements and factors in determining what a reasonable rate should be. I would, however, emphasize the fact that the wages paid the employees of the steamship companies would be and must be taken into account as operating expenses; and I am sure that there is not a decision or any other action of this Commission justifying for a moment the assertion or suggestion that the Commission has refused to allow in operating expenses wages paid by any utility under its jurisdiction to its employees.

The records and files of the Commission will, I am sure, fully support the statements herein made by me as well as the pronouncements made by Mr. Eshleman.

Yours very truly,

(Signed) FRANK R. DEVLIN,  
Commissioner.

The national parks of this country cover a great area, 4,665,966 acres in all. If all were put together it would mean an area of 7,290 square miles, as large, nearly, as the State of New Jersey.



## DANIELS STRIKES BACK.

For the past year the readers of the Hearst papers and all the reactionary press have been entertained with flings, innuendoes, and aspersions reflecting upon the intelligence and capability of the Secretary of the Navy, Josephus Daniels.

To the average reader the real cause of these constant attacks was unknown; he accepted the implication that Daniels was "a joke" and unconsciously followed the lead of those who sought to hound him from office. The better informed students of politics and business early detected the hand of the manufacturers of munitions and armor plate in this campaign of derogation and pointed out the loss of profits shown by those interests under the business administration inaugurated by the new head of the Navy Department.

Now we have the real state of affairs revealed in an interview given George Creel for the New York World, in which Secretary Daniels makes some very interesting revelations.

The derision heaped upon the secretary, according to Creel, is the price that Daniels has been made to pay for saving millions of the people's money from the traffickers in armor plate and munitions; for breaking up the arm-chair clique that ruled the navy for years; for making merit the test of promotion rather than "social pull"; for opening the doors of advancement to the enlisted man. He has given us a navy that, according to Admiral George Dewey, "is not excelled, except in size, by the fleet of any nation in the world." Facts and figures entitle him to rank with the greatest secretaries of history, and yet so well have his enemies wrought that many of the people for whom he has labored grin at his name.

The real causes of the campaign of hatred against Secretary Daniels, declares Creel, are not to be found on the surface, but deep down in the mud of human greed. The powder trust hates him because he is manufacturing smokeless powder for 34 cents a pound as against the 50 to 80 cents that used to be paid to the monopoly. In 1915 alone \$1,115,793 was saved, and this year the capacity is doubled. The projectile makers hate him because he cut out \$1,077,210 on one bid alone, and is asking Congress for money to build his own plant. The grafters hate him because his economies have effected a reduction of fifteen odd millions on public work at shore stations. The armor plate monopoly hates him because he made them lop off \$1,110,084 that was headed for its pockets, and has caused a bill to be introduced for a Government plant where armor can be manufactured for \$230 a ton as against the \$440 exacted by the trust. Back in 1900 Congress appropriated \$4,000,000 for a Government armor plant unless contracts could be made at "a reasonable and equitable figure," but Secretaries Moody, Morton, Bonaparte and Meyer closed their eyes to the expert reports that proved the gross extortions of the monopoly, and paid out over \$76,000,000 in high prices.

When Josephus Daniels took office he found an investment of millions in navy yards going to waste. Many stations were closed and the others were used for petty repairing so as not to infringe upon the profits of private companies. Secretary Daniels opened them up for real business, and to-day every one is aiding naval construction and saving millions.

Everything that is being manufactured by the Government is produced at from 20 to 60

per cent. less than the old private purchase price.

Secretary Daniels defended himself from the charge that the navy was going down hill, that the men hate the service, and that his brand of democratization had spelled the demoralization of the service. When he took office only 52 per cent. of the men discharged in good standing were re-enlisting, while to-day the percentage is 85. He continues:

I found a navy 5,000 men short of the number allowed by law. In my three years, 6,365 men have been added. There was an average of 1,800 men in prison while to-day there are less than 700, permitting us to restore two prison ships and two disciplinary barracks to normal uses. During the Taft administration there were over 10,000 desertions. A decrease of 17 per cent. has been achieved already, and every day sees the number lessening. Do these figures indicate discontent, hatred of the service and destroyed discipline?

This improvement is due largely to opportunity given the enlisted men to acquire education and advancement. He admits that there is a shortage of officers, but says it must be remembered that it takes ten years to educate and train an officer.

Referring to some of the slanders that have been circulated against him, the secretary said:

It has been said repeatedly that I made an order for officers and men to mess together, and that I gave up the idea only when informed that black men and white might be brought together at the same table. There was never a more infamous falsehood. No such order was ever made or contemplated.

After showing the high character of the appointments he had made to important positions, he recounts how, when he came into office, he found a system of aides, each one standing as a buffer between the secretary and his bureaus. This he abolished because he desired direct contact with the bureaus. It did away with much red tape and made for efficiency.

As to the charge of "muzzling," Secretary Daniels says:

I have been criticized also for refusing to permit naval officers to deliver public addresses, and otherwise seek to influence legislation. This has been the unbroken policy of the Navy from time immemorial, and President Roosevelt, in 1902, and President Taft, in 1909, reinforced the rule by executive orders that established dismissal as a penalty for violation. But even while I did not make this regulation I gave it the usual enforcement.

Secretary Daniels concludes with the statement:

The people of the United States have never had cause to be ashamed of their Navy, and never more than to-day has there been cause for pride. Testifying before the House Committee the other day, Captain J. S. McKean said that we had made more progress in the last two years than in any previous five-year period, and that he had never known a time when everybody in the service was working as hard with their heads and hands.

On every hand, in every department of the Navy, there is a generous enthusiasm that is finding effective expression in efficient and devoted service, and I say to you, and I say to the people of the United States, that even while we are urging the expenditure of \$500,000,000 in construction during the next five years, the Navy to-day is a finer, better balanced and more effective first arm of defense than ever before in its history.

Mr. Creel's excellent article includes a review of the opposition to the plan put forward by Secretary McAdoo, and heartily endorsed by Secretary Daniels, for the creation of a Government system of merchant marine, the vessels of which would be available for commercial expansion in time of peace and as auxiliaries in event of war. Mr. Creel concludes with the assertion that it is not our naval preparedness that is being attacked, but the honesty, sincerity, keen intelligence, splendid vision and unfaltering courage that have enabled Josephus Daniels to smash rings and defeat graft and rapacity.—San Francisco Star.

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## Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

## International Seamen's Union of America

(Continued from Page 5.)

### MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

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### ALASKA FISHERMEN'S UNION.

#### Headquarters:

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#### Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

### DEEP SEA FISHERMEN'S UNION OF THE PACIFIC.

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## The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia  
29 ERSKINE STREET, SYDNEY, N. S. W.



## Labor News.

The Senate Committee on Interstate Commerce has ordered that a favorable report to the Senate be made on the Keating-Owen Child Labor bill.

The Sheet Metal Workers' Union of Rockford, Ill., has secured the eight-hour day and wage increases, to take effect May 1. These gains were made through conferences.

Through conferences with the Illinois Glass Works Company, of Alton, Ill., the Machinists' Union has reduced hours at this plant from fifty-four to fifty per week.

The Painters' Union of Tiffin, O., has secured recognition and raised wages from 22½ and 25 cents to 30 cents an hour. Time and one-half will be paid for overtime and Sunday work. This scale has been generally signed by contractors.

The Citizens' Electric and Gas Appliance Company, of Johnstown, Pa., the leading electrical concern in that city, attempted to increase hours and reduce wages, and as a result is minus its union electrical workers.

The membership of the San Francisco Jitney Bus Operators' Union has increased from 200 to more than 600 members during the past three weeks. It is predicted that within the next few days the remaining membership of the Jitney Bus Association will go over to the union.

The Typographical Union and proprietors of commercial printing shops of Greater Boston have signed a five-year agreement which carries the same arbitration provisions that prevail in the newspaper industry. Wages are raised to the extent of \$2 a week for men and \$2.50 for women during the life of the contract.

The deckhands employed on the San Francisco transbay ferries, dissatisfied with existing working conditions, have appealed to the International Seamen's Union of America for assistance in organizing. Many of them have already filed application for membership in the Bay and River Steamboatmen's Union.

The Leather Workers on Horse Goods' Union of Boston has presented a new wage demand to the Master Teamsters' Association and corporations employing harness makers. A fifty-three-hour week is asked except in May, June, July, August, September and October, when work shall cease at noon Saturdays.

A majority of the California Supreme Court has ruled that the workmen's compensation law is constitutional in respect to the allowance of compensation by the Industrial Accident Commission to dependents of employees accidentally killed. The court had previously ruled that the commission could award compensation to injured living employees.

Dr. Lorin Stuckey, of the Department of Economics, Iowa State University, has written a book on "The Iowa State Federation of Labor," in which it is stated that practically all reform legislation in this State was first advocated by Iowa trade unionists. Included in the list is the Australian ballot, Bureau of Labor Statistics, workmen's compensation, compulsory education, child labor laws, the State Tuberculosis Hospital, parcel-post system and laws protecting workers in shops, mills and mines.

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## Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

|                    |                     |
|--------------------|---------------------|
| Alton, N.          | Macfarlane, Jas.    |
| Anderson, Frank    | Morgan, W.          |
| Allen, Hans        | Mynkemyer, H.       |
| Ackerson, A. R.    | McManigal, T. E.    |
| Augustin, Herman   | Mattson, Hilding    |
| Bakstrom, F.       | McLean, H.          |
| Bolsen, J.         | Nelson, Ed.         |
| Berg, Johamus      | Noll, Geo.          |
| Bohn, Franz        | Nasse, A. W.        |
| Brokow, Albert     | Nielsen, J.         |
| Borgen, Arne       | Nielsen, C. -1544   |
| Christensen, Hans  | O'Brien, J. S.      |
| Christensen, Lairs | Olsen, Ed. -542     |
| Camozl, M.         | Olsen, Harald       |
| Connouton, T. H.   | Olsen, Herman       |
| Daniels, Chas.     | Olsen, E. -2376     |
| De Groot, Geo.     | Olsen, A. M. -944   |
| Dazell, James      | Olsen, Hans -563    |
| Dyrnes, L. C.      | Olsen, Frank        |
| Erikson, Otto      | Olsen, Johan Gre-   |
| Eugh, I.           | garinsen            |
| Haring, A.         | Olsen, Andy         |
| Hansen, Johanus    | Olsen, C.           |
| Halvorsen, John L. | Oseberg, A.         |
| Hein, Paul         | Paulson, A.         |
| Hernes, John       | Persson, Jakan      |
| Hunter, Ernest     | Palentz, Adolf      |
| Hansen, Charlie    | Ramberg, B. A.      |
| Hansen, Hans T.    | Rosnes, C. B.       |
| -1536              | Robertson, P. R.    |
| Harknes, A. C.     | Stein, Eric         |
| Hellison, H.       | Schweistous, W.     |
| Jacobson, Johan    | Smith, John         |
| Jensen, Hans       | Salversen, Sverdrup |
| Jones, J. H.       | Samuelson, W. L.    |
| Jorgensen, Fred    | Seiby, C. H.        |
| Junge, Hanwick     | Schaurman, W.       |
| Johnson, Jack      | Seddon, R.          |
| Johnsson, Karl     | Soderberg, Albin    |
| Kopper, Jack       | Strasdin, A. W.     |
| Kustel, V. J.      | Thorsen, Andrew     |
| Kylander, H.       | Trabaut, M.         |
| Karell, J.         | Ursen, J.           |
| Krohn, Heinrich    | Well, Max           |
| Larsen, J. E.      | Westerlund, Albert  |
| Lersten, J. O.     | Werner, Paul        |
| Lundgren, Carl     | Wickblad, Victor    |
| Lorentsen, Karl    | Wick, John          |
| Mathisen, Axel     | Wennecke, A.        |
| Mattson, Rudolf    |                     |
| Markman, Henry     |                     |

## INFORMATION WANTED.

Anyone knowing the whereabouts of Thomas Rowe (now aged about 74), who was at one time a seaman and longshoreman on the Pacific Coast and also served in the Pacific Coast Navy Yards, will greatly oblige inquiring relatives by supplying such information. Address, Editor, Coast Seamen's Journal. 1-5-6

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## Tacoma Letter List.

|                    |                     |
|--------------------|---------------------|
| Burke, Andrew      | Olsen, Martin E.    |
| Farrell, William   | Olsen, Ole -288     |
| Hunter, Gilbert H. | Paterson, John      |
| Johannsen, Chris-  | Person, Fritz Leon- |
| tian               | ard                 |
| Johnson, Hans      | Persson, Herman     |
| Kathy, Albert      | Petterson, Charles  |
| Linea, W.          | -1287               |
| Line, Victor       | Rimmer, C. M.       |
| Murphy, Daniel     | Schultz, M.         |
| Nielsen, Alf. W.   | Schaeht, H.         |
| -1054              |                     |

## INFORMATION WANTED.

Fred Marjama, a native of Russia, age 36, has not been heard from since 1908, at Buffalo, N. Y. Anyone knowing his whereabouts please notify his brother, J. Marjama, 51 South St., New York, N. Y. 9-1-15

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

Knut Jensen, No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Tangemunde, A/Elbe Ostenerweg, No. 7, Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis. 4-14-15

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with latest Swedish, Finn and Nor-  
wegian newspapers.

BARBER SHOP  
125 D. St., Eureka, Cal.  
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## Eureka, Cal., Letter List

|                  |                   |
|------------------|-------------------|
| Contreras, Julio | Kustel, Victor J. |
| Kyrkslatt, Lars  | Klowsky, A.       |
| Lawrence, Harry  | Ingebretsen, Alf. |
| Melander, G. L.  |                   |

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## INFORMATION WANTED.

Ingvald Andreas Hansen, alias Andrew Hansen, a native of Norway, age about 36; tall, dark; last heard of July, 1905. His address then was, Andrew Hansen, Karluk, Kodiak Island, Alaska. He is inquired for by his mother. Anyone knowing his whereabouts please notify Staff Captain Robert Smith, district officer, native work, Alaska, Box 925, Wrangell. 4-13-15

Olof Pedersen, a native of Norway, age about 60, supposed to be sailing on the Pacific Coast, is inquired for. Anyone knowing his whereabouts please notify J. T. Miles, 761 Greenwich St., New York, N. Y. 2-16-16



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SOFT DRINKSCorner Front and Burnside,  
Portland, Ore.

## Portland, Or., Letter List.

Andreasen, N. S. ..Jonsson, Karl  
Anderson, N. P. Jensen, Henry  
Anderson, Nils Johansen, Nikolai  
Anderson, Rasmus Johansen, R.  
Anderson, Hans Karlson, Ingvald  
Adolfson, John Kronstrand, H. T.  
Anderson, John E. Kjer, Magnus  
Anderson, Hans Kristensen, Wm.  
Blalle, Ernest Kroon, L.  
Benson, S. Kaskinen, Albert  
Bartells, Otto Lindberg, A. C.  
Bernhardsen, Chas. Lange, Peter H.  
Bugge, Mr. Loscher, Joseph  
Bernadt, H. W. Munchmeier, H.  
Carty, Carl Molen, Derk von  
Dahlstrom, Gust Ohlsson, J. W.  
Dybdal, Olaf Oglive, Wm. A.  
Erickson, Eric Paulson, Herman  
Edstrom, John Palm, P. A.  
Eriksen, O. H. Petersen, John  
Fisher, Fritz Feltoma, Werner  
Gundersen, F. M. Roos, Oscar  
Gundersen, Fredrik Reskran, George  
Hoten, J. Ross, Chas.  
Henriks, Waldemar Rensmand, Robert  
Hecker, Wm. Rosenberg, Adolf  
Hansen, Hans P. Shallies, K. G.  
Hagen, Arthur Smith, John  
Heinanen, Kustaa Swanson, John L. V.  
Hein, M. Schroder, Paul  
Jespersen, Martin Tuhkanen, J. J.  
Johnsen, A. Westengren, C. W.

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209 First Street, Raymond, Wash.

## INFORMATION WANTED.

Wilhelm Ekelund, a native of  
Sweden, is inquired for by his  
brother, Axel Ekelund, New Harbor  
Hotel, Drumm street, San Francisco,  
Cal. Anyone knowing his where-  
abouts please notify the above ad-  
dress. 3-10-15

Hans Nilson, a native of Tons-  
berg, Norway, was last heard from  
at Mobile, Ala., is inquired for by  
his mother. Anyone knowing his  
whereabouts kindly notify Louis  
Donald, Norwegian Vice Consul, 77  
St. Francis St., Mobile, Ala. 12-22-15

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no matter what its name, unless it bears  
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WILL DRINKAsk for this Label when  
purchasing Beer, Ale  
or Porter,As a guarantee that it is  
Union Made

## Aberdeen, Wash., Letter List.

Andersen, -1118 Norling, Reinhold  
Andersen, Andrew Paaso, Andrew  
Burmeister, T. Petersen, Karl  
Bjorklund, G. Peterson, J.  
Bleib, Ernest Peterson, Nels  
Carlson, Sven Peterson, Hans  
Christiansen, Did- Risenius, Sven  
rich Rudt, Walter  
Clifford, Pat Schmidt, Heinrich  
Crantz, F. Simensen, Isak  
Davis, Frank Scheftner, Bernhard  
Gronros, Oswald Sandqvist, Gunnar  
Gueno, Pierre Skottol, A.  
Geschwendt, W. Steinhauer, Alvin  
Holmroos, W. Stenwall, Sigurd  
Hansen, Ove Max Thorn, A. L. -70  
Hylander, Gustaf Toves, H. C.  
Johnson, Alex Toren, Gustaf A.  
Karlsen, Victor Udby, Harold  
Ludtke, Emil Walder, Olsen N.  
Lindholm, John Wendt, Walter  
Lindgren, Ernst Westerlund, Albert  
Machado, Henry Williams, T. C.  
Magnusson, Walde- Packages.  
mar Glazer, Y.  
Munsen, Fred Gorgensen, Olaf  
Nielsen, Harry Hansen, John  
Nordgren, Chas. MacGuire, O. F.  
Nielsen, C. Stanners, W. S.

## INFORMATION WANTED.

George Barrett, who, on November  
12, 1912, left the ship "Port Logan"  
at Newcastle, of which he was an  
apprentice, is inquired for by his  
mother, his father having died. Any-  
one knowing the whereabouts of this  
lost son please at once communi-  
cate with Amelia Barrett, 1 Wood-  
land Place, East Greenwich, Lon-  
don, England. 3-3-15

John Edstrom, alias Brynjulf Ed-  
strom, born in Norway in 1879, was  
last heard from at Mobile, Ala.,  
where his address was Norwegian  
Chapell, is inquired for. Anyone  
knowing his whereabouts please no-  
tify his mother. Address, 22 Pile-  
stradet, Kristiania, Norway.—12-22-15

George Alexander Sharman, a na-  
tive of Brooklyn, N. Y. About 28  
years of age, height 5 feet 9 inches,  
supposed to have sailed on the Great  
Lakes in 1907, is inquired for by  
M. L. Kinvan, 1211 Mosher street,  
Baltimore, Md. 7-14-15

Patrick McFee, who was cook on  
board the schooner "Robert Henry"  
on a voyage to Mexico last year, is  
inquired for by the U. S. Shipping  
Commissioner, at San Francisco, Cal.  
9-15-15

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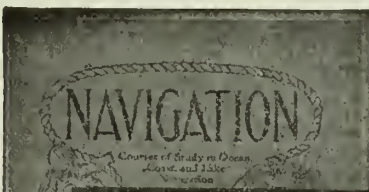
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TOBACCO, ETC.Wholesale and Retail  
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## INFORMATION WANTED.

Theodore Krakan, last heard of in  
September 1911, at New Orleans, La.,  
is inquired for by his mother. Any  
one knowing his whereabouts please  
notify Mrs. Ad. Krakan, Langenvehm  
38 I, Hamburg 22, Germany.—8-25-15.



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## Home News.

At least seven passengers were  
killed and thirty-five injured in a  
collision on the New Haven Railroad  
near Bradford, R. I., on April 18.

In a 300-mile flight with a passen-  
ger in a Curtiss plane from New-  
port News to Washington and re-  
turn, in four and a half hours, Steve  
MacGorden secures the flight with  
passenger cross-country record.

Captain Hans Tauscher, husband  
of the opera star, Mme. Johanna  
Gadski, and American agent for the  
Krupps and several other big muni-  
tion manufacturers of Germany and  
Austria-Hungary, was arrested in  
New York City, charged with having  
set on foot a military enterprise to  
blow up the Welland Canal.

The New York State Senate  
passed the Welsh-Slater bill to pro-  
vide military training for boys be-  
tween the ages of 16 and 19. Sena-  
tor George F. Thompson of Niagara  
cast the only vote in opposition, and  
was abused and vilified for this  
by Senator Ogden L. Mills of New  
York.

Pacifism is more popular than  
preparedness among Michigan Re-  
publicans. They have shown it by  
expressing their preference for  
Henry Ford as their Presidential  
candidate. Though Mr. Ford pro-  
tested against the use of his name,  
and urged the voters to disregard its  
presence on the ballot, he neverthe-  
less received a majority of the vote  
cast.

Wisconsin Presidential primaries  
held recently resulted in a majority  
of approximately 35,000 for Senator  
R. M. La Follette over Governor  
Emanuel Philipp as the Presidential  
preference. Of the 26 delegates  
elected, 17 are La Follette adherents,  
though, on the first ballot at least,  
all must vote for the winner at the  
primary. Press reports for several  
days had declared La Follette de-  
feated, until it became impossible to  
adhere to that view.

The American press is filled with  
the most sensational reports from  
Mexico, which are published one  
day only to be contradicted the  
next. No verified statements have  
been published that have betrayed  
any lack of good faith or co-opera-  
tion on the part of the Carranza  
forces. The latest rumor, and one  
that may have some truth, is that  
General Ynez Salazar, one of  
Huerta's generals, who has been in  
El Paso, has been implicated in a  
plot to aid the Diaz movement in  
the south. The United States au-  
thorities have arrested fifteen Mexi-  
cans at El Paso, but General Salazar  
escaped into Mexico.

A bulletin issued by the Pueblo  
(Colo.) Single Tax League shows  
that the repeal of the Single Tax  
law has put higher taxes on small  
home owners and lowered the taxes  
of the Colorado Fuel & Iron Com-  
pany and other wealthy corpora-  
tions. Had the Single Tax law re-  
mained in force, 1472 lots owned by  
the Colorado Fuel & Iron Company,  
all but 17 of which are vacant, would  
have paid \$18,931.48 in taxes. The  
repeal of the law made the corpora-  
tion's tax bill on these lots less by  
\$6815.07. In the case of small home  
owners a different result is shown.  
A number of concrete examples of  
this have been presented by the  
League. In assessment of personal  
property figures are presented show-  
ing that the wealthy have been  
favored.



## Domestic and Naval.

The Erie Canal will be open for the season's traffic May 15. Spring floods worked considerable damage to the canal in the western and central divisions, but the damage will be repaired so the canal can be opened at the usual time.

Shipbuilding at Brunswick, Ga., has begun with the organization of the Brunswick Shipbuilding Company, with a total capital stock subscribed of \$50,000. The keel of the first vessel has been laid. It is a three-masted schooner, 190x36.6x14 feet, to cost about \$35,000.

The Swiss navy is at last in sight! A Berne dispatch via Paris states that the project for the purchase of transatlantic steamships by the Swiss government, to enable it to bring in the nation's food supply under the protection of the Swiss flag, has been taken up by the Federal Council.

Notice is given that the cutters of the Coast Guard are to be called on for service only by vessels actually in distress. Recently calls have been made on the Coast Guard by vessels that were safely at anchor in good water, with plenty of sea room, merely because they were held up by head winds and wished a tow into port. Such action by shipmasters prejudices the interests of craft that actually are in distress and are in peril of foundering or going ashore.

It is confirmed that the majority of the German vessels requisitioned by Portugal have been rendered useless—for a time at least—owing to the machinery having been tampered with. In some of the vessels the cylinders have been cracked and valves and other important parts removed. A government decree has been issued to the effect that all cargo remaining on board the vessels is to be landed into the Custom House for account, and at the risk, of whom it may concern.

Forty-nine hospital ships were employed in handling the casualties during the attack of the allies upon the Dardanelles, according to reports received at the Navy Department. Some of the largest passenger liners were converted into hospital ships and the work that they did exceeded that of former wars. The hospital ship "Rewa" in two months handled 7424 patients; of these 507 submitted to major operations. An instance was given where the hospital ship "Soudan" took on board between 10 a. m. and 8 p. m. 430 patients.

Representative Alexander, chairman of the House Committee on Merchant Marine, has introduced a bill establishing two Government schools for training and educating young men to become engineer and deck officers in the merchant marine. It is proposed to incorporate the measure in the Ship Purchase bill now under consideration by the committee. The bill provides that one of the training schools be established on the Atlantic and one on the Pacific coast. It is further proposed that 125 cadets shall be appointed each year who must have qualified for entrance by having served six months as apprentice seamen in the Navy or for two years in the merchant marine. It is estimated that the schools will cost \$245,000 a year—\$125,000 as allowances to the 250 cadets at \$500 per annum each, \$100,000 for maintaining training ships and \$200,000 for instructors and incidental expenses.

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#### San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abbers, Arne  
Abrahamson, Half-  
Addicks, Henrich  
Aho, Jack  
Albright, Emil  
Alexanderson, Char-  
ley  
Alexanderson, Paul  
Alfredsen, Adolf  
Andersen, Edward  
Andersen, H. V.  
Andersen, Victor  
Andersen, W. J.  
Anderson, A. -1447  
Anderson, A. -1344  
Anderson, Alf  
Bakstrom, Folke  
Bassen, George  
Bencite, Emil  
Benson, John  
Benson, Severin  
Berg, Charles  
Bergholm, Edward  
Bergstrom, A.  
Beschornier, Robert  
Bessesen, Ole  
Beyersdorf, E. A.  
Bertelsen, B. J.  
Bjork, R. -2206  
Carey, Arthur L.  
Carlsen, Gust  
Carlson, Alex  
Carlson, O. P.  
Carlson, Gustav  
Carlson, Julius  
Carlson, Adolf M.  
Carlsson, G.  
Carroll, John J.  
Dahlkvist, Fred  
Danielsen, Sigurd  
Davis, Frank A.  
Dieckman, Geo.  
Dixon, John  
Eckhoff, Otto  
Eggers, J. O. V.  
Eklaf, John  
Eklund, John  
Eklund, S. W.  
Ellefsen, Otto  
Elo, Frank  
Engelhardt, F.  
Farridan, P.  
Fieldstad, Olof O.  
Finneley, W. A.  
Fraser, James  
Gardell, Jho.  
Gerner, Hans  
Gibbons, J.  
Gillgren, Tom  
Gillholm, Albin  
Gilljere, I.  
Grabower, Martin  
Grantstrom, Nestor  
Graagard, L. J.  
Graves, E. L.  
Gronman, H. R.  
Greenbeck, Jack  
Hacklin, C. R.  
Hagman, Jack  
Hall, Sven C.  
Halls, Peter  
Hannus, Alex.  
Hannus, M. H.  
Hannut, A.  
Hansen, Erick  
Hansen, M. -968  
Hansen, M. S.  
Haveness, Emil  
Hejen, H.  
Heinonen, Kusta  
Henry, H. A.  
Illig, Theo.  
Jacobsen, Joakim  
Jakobsen, Valdemar  
Jacobson, Charles  
Jacobson, Gustaf  
Jacobson, Karl  
Jacobs, Fred  
Jaeger, S. J.  
Jensen, H. -1555  
Jensen, Helger  
Jensen, J. K.  
Jensen, Just  
Jensen, O.  
Johansen, Alf  
Johansen, T. A.  
Kaasik, August  
Kahl, Willy  
Kallas, M.  
Karlson, John  
Kasik, A.

Anderson, Albert  
Anderson, Ernst  
Anderson, Henry  
Anderson, Hilding  
Anderson, Knud P.  
Anderson, Richard  
Anderson, S.  
Anderson, Sture  
Andersonson, A. -1772  
Andersson, Carl E.  
Andersson, E. -1941  
Andersson, Erick  
-1781  
Andstrom, Ivar  
Apple, August  
Arndt, Paul  
Aylward, James  
Bobba, Romolo  
Boehm, Frank  
Bohm, August -1421  
Boylan, C. J.  
Brady, Bernard  
Brandt, Birger  
Brekke, Hans  
Brenen, Wm.  
Brennan, Leo  
Bryant, W. J.  
Buaas, Tomas  
Buhler, Karl  
Bushman, J.  
Catt, Frederick  
Cavanagh, J. E.  
Christensen, H. M.  
Christensen, Louis  
Clark, J.  
Clever, Hugo  
Cook, Harry  
Courtney, Ed.  
Crosiglio, G.  
Dracar, Edgardo  
Dragor, O.  
Drege, John  
Duval, Bennett  
Erickson, G. -795  
Erickson, Sigurd  
Ericksen, C. A.  
-844  
Erland, Hans  
Ertman, Eskild  
Evans, David  
Evensen, Louis  
Freeman, Chas.  
Fredriksen, F. M.  
Freltag, Willy  
Fugelutsen, Th.  
Green, Teddy  
Grunberg, Tom.  
Gulexson, A.  
Gulleksen, G. A.  
Gulliksen, A.  
Gunderson, C. A.  
Gundmundsen, B.  
Gustafson, Charles  
Gustavsen, Olaf  
Gutenberg, Karl  
Guthre, Raymond  
Hermansen, Ingar  
Hermansson, C. P.  
Hilig, Albert  
Hoglund, J. A.  
Hohr, Carl  
Hokanson, John  
Hollman, William  
Holm, Arthur  
Hoose, Frank  
Hoseth, Christ  
Hubner, Carl  
Huhlman, Louis  
Huul, H.  
Huotari, J.  
Iversen, Carl  
Johansen, Louis  
Johanson, N. A. -280  
Johnsen, H. -2273  
Johnson, Emil  
Johnson, Fred  
Johnson, Gunner  
Johansson, Bernard  
Johansson, John  
Johnson, A. M.  
Johnson, Gus  
Johnson, Peter  
Jordan, O.  
Jorgensen, S.  
Jorgensen, Walter  
Kaspersen, Henrik  
Kennedy, James R.  
Kessa, Theo.  
Kjellberg, A. C.  
Knut, Alex

Konopacki, Martin  
Korsberg, Walmar  
Krause, Franz  
Krishnan, Karl  
Kristensen, Erling  
Laine, Alex V.  
Larsen, C. A.  
Larsen, J.  
Larsen, K. L.  
Larsen, L. K.  
Larsen, Martin  
Latham, I. H.  
Laula, Victor  
Lawrence, C. W.  
Lauritsen, Carl A.  
Leaf, Frank  
Lebrun, Ernst  
Lekschass, H. F.  
Lewis, Peter  
Madden, P. J.  
Madsen, P. -1998  
Make, David  
Malkoff, Peter  
Manss, Fred  
Mariner, R. W.  
Martens, Paul  
Martin, H.  
Mathisen, O.  
Mathsen, Nils  
Mayers, Paul M.  
McCarthy, W.  
McGlashan, W. T.  
McKeating, R.  
McManus, Peter  
McNelly, R.  
Melander, G. L.  
Melder, Albert  
Nelson, N. E. -552  
Neuman, Fred G.  
Nicholson, F. E.  
Nicolaisen, Carl  
Nielsen, Carl  
Nielsen, N. P.  
Nielsen, C. C.  
Nikander, E. D.  
Nilsen, A. J.  
Nilsen, Charles  
Ober, Harry  
Obrien, J. S.  
Ohlsen, Ernst  
Ohlsen, W.  
Okhnlisen, J. H. J.  
Olango, J.  
Olson, A. -1303  
Olson, O. J. -1020  
Olson, Fred  
Olson, G.  
Olson, H. C. -991  
Olson, Olaf I.  
Olson, O. P. -1141  
Padock, W. H.  
Patrich, Fred  
Paulsen, Aksel  
Paulsson, Herman  
Pedersen, P. -896  
Pedersen, C. A. -1653  
Pedersen, P.  
Pedersen, Robert  
Pederson, O.  
Pedersen, Paul  
Penny, Anton  
Perkins, Paul  
Pestaff, S.  
Peterson, A.  
Quinlan, Thos.  
Raaum, Henrik  
Ramstad, Andreas  
Rasmussen, J. -446  
Rasmussen, Jacob  
Rasmussen, L.  
Rasmussen, Paul  
Reinhold, Ernst  
Renstrom, Axel  
Robinson, Wallace  
Saar, John  
Samuelsen, Ingvald  
Sandvick, R.  
Sanne, Rudolf  
Saxby, C. H.  
Schmidt, E. R.  
Schneider, E.  
Schroeder, Peter  
Schwarzi, Wilhelm  
Schwenke, C. -2904  
Seiffert, Johannes  
Selin, H. W.  
Shultman, J. H.  
Siebert, Gustav  
Sigwartsen, A.  
Simonsen, Sigvart  
Siwertsen, Martin  
Sjogren, E.  
Skellerup, Axel  
Skold, C. A.  
Smedsvik, Oluf  
Smith, Donald  
Takkanen, Joosep  
Tanum, Helge  
Thomgreen, Chas. G.  
Thompson, Chr.  
Thompson, Pete  
Thorsen, Herman  
Thoren, Wicktor  
Ulappa, K.  
Upitt, Walter

Kristoffersen, H. O.  
Kroon, Sion  
Kuhn, John  
Kustal, Victor J.  
Kvalvik, Oscar  
Lidsten, Charley  
Lindblad, Conrad  
Lind, C.  
Linde, August  
Linder, V.  
Lindgren, Oscar  
Livan, Charlie  
Lorents, Jack  
Lorin, Christ W.  
Lundberg, Thorsten  
Lunstedt, Chris.  
Lybeck, Thomas  
Lyngaard, George  
Melder, John  
Mellen, H.  
Meiner, Herm  
Mersman, O.  
Mesak, E.  
Meyer, Billy  
Meyerlerks, Henry  
Meyer, G.  
Meyer, W. H.  
Mickelsen, Sigurd  
Miller, Winford  
Moberg, Alfred W.  
Mohr, Carl  
Moller, Hilding  
Monroe, A. J.  
Morris, Patrick  
Murphy, Lawrence  
Myrhaj, J. Peter  
Nilsen, John  
Nilsen, N.  
Nilsen, O.  
Nilson, Wm.  
Nord, K.  
Norris, Ed.  
Norris, N. A.  
Nyberg, Erick  
Nyhagen, Julius  
Olson, Chas.  
Olson, F. E.  
Olson, Oscar  
Olsson, A. V.  
Olsson, B. O. S.  
Olsson, James  
Olsson, J. -794  
Olsson, J. M.  
Olstad, John O.  
Opderbeck, Eugen  
Osenburg, Ansgar  
Osterberg, Hjalmar  
Owens, J. V.  
Petersen, Anton  
Pettersen, C. -1493  
Pettersen, O. -1551  
Pettersen, A.  
Pettersen, P. O.  
Pettersen, Adolf  
Peterson, Chr.  
Pettersson, Viktor  
Phillips, John H.  
Pohland, Marx  
Pollack, Thos.  
Pottage, C. E.  
Publicatus, August  
Punis, Anton  
Rodin, Knut  
Rosenqvist, Gunner  
Rott, Sven T.  
Rommerdahl, Knud  
Rundquist, O.  
Runge, Charles  
Rutsid, Fred  
Ryden, Oskar  
Smith, E.  
Smith, J.  
Smith, Max  
Solberg, Bernhard  
Soderlund, Uno.  
Sorgor, E.  
Sorensen, N.  
Sorensen, Vigo  
Spormberg, Otto  
Stangeland, Peter  
Stanton, James  
St. Clair, Thos.  
Stephens, T. Carl  
Stinesen, John  
Stinesen, Harry  
Stotzerman, Emil  
Strand, Louis  
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Sundberg, John  
Svenson, August  
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Waunkvist, Ernst  
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Zabel, Carl  
Zickerman, Hugo  
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"A German giv it me," he answered.

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"'E 'ad to," was the laconic reply.  
—London Nation.

The Pliant Bard.—"The Shakespeare Club met with Mrs. Hoe. The following subjects were discussed: City of San Diego, Robinson Crusoe's Island, the President of Chile, and the Great South American Desert."  
—The Niles (Mich.) Sun.

Cool.—Visitor—And what did you do when the shell struck you?

Bored Tommy—Sent mother a post-card to have my bed aired.—Puck.

Just His Luck.—Jimmie (who has to stand in the corner as punishment)—Aw, darn it! I wisht we lived in a lighthouse!—Judge.



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Assets .....\$61,849,662.02  
Deposits ..... 58,840,699.38  
Capital paid up in Cash..... 1,000,000.00  
Reserve & Contingent Funds 2,008,962.64  
Employees' Pension Fund... 211,238.93  
Number of Depositors..... 67,406

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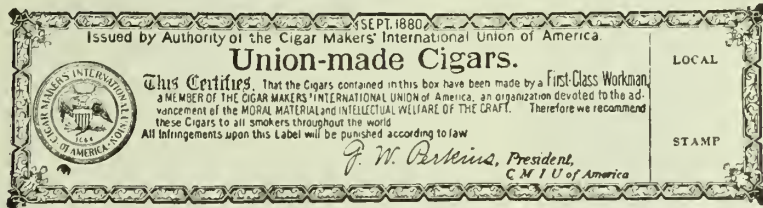
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### INFORMATION WANTED.

J. F. Joseph, supposed to be sailing  
mate on some schooner on the  
Pacific Coast, is inquired for by his  
sister. Any one knowing his where-  
abouts, please notify Mrs. Josie  
Jantzen, nee Langhorne, 196 Tenth  
street, Oakland, Cal. 3-29-16

## News from Abroad.

Germany and Roumania are re-  
ported to have reached an under-  
standing for the exchange of home  
products, which means that the lat-  
ter will probably remain neutral.

Armstrong, Whitworth & Co.,  
shipbuilders at Newcastle, pay total  
dividends of 12½ per cent., in re-  
spect of the 1915 working. Cammell,  
Laird & Co., Birkenhead, pay 5 per  
cent. in preference and 10 per cent.  
on ordinary shares for last year and  
Vickers, Limited, Barrow, announce  
a final dividend for 1915 of 2½ per  
cent. on the 5 per cent. stock and 5  
per cent. preference stock.

The Brazilian steamer "Saldanha  
da Gama," which sailed from Para,  
February 6, for New York, with a  
cargo of 120 tons of raw rubber, has  
been seized off the Orkney Is-  
lands by a British patrol boat. The  
ship and her cargo have been placed  
in the prize court. This is be-  
lieved to be a deliberate case of at-  
tempted blockade running, as a  
steamer from Para for New York  
could never have got so far off her  
course.

The Bremer Vulcan Shipbuilding  
Company, Vegesack, has declared a  
dividend of 11 per cent. out of earn-  
ings for 1915, which is the same as  
for the preceding year. J. C. Teck-  
lenborg, Geestemunde, paid a dividend  
of 10 per cent., the same as for 1914,  
and other dividend declarations of  
German shipbuilding concerns are:  
J. Frerichs & Co., Osterholz-Scharm-  
beck, 6 per cent., against 5 per cent.  
for 1914. Koch's Shipbuilding Com-  
pany, Lubeck, 16 per cent., against  
12 per cent. Janssen & Schmilinsky,  
Hamburg, 6 per cent. (no dividend  
for 1914).

Closely connected with the excel-  
lent results of the German sanitary  
and medical arrangements at the  
front is the fact that hygienic condi-  
tions in the interior of Germany are  
better than ever. The figures just  
issued by the Government for in-  
fant mortality have never been so  
low as now in war times. The mor-  
tality in some suburbs of Berlin is  
at present so low that the question  
has been raised in jest whether the  
time may not be in sight when dying  
will be quite out of date. Germany  
is now reaping the benefits of the  
many years of systematic work  
which her scientists have devoted to  
public health. But there is no dis-  
position, the Government holds, to  
stop here.

War news of the past week was  
unusually spectacular and dramatic.  
The rebellion in Ireland, the sur-  
render of General Townshend after  
a 145 day siege at Kut-el-Amara,  
and the combined air and sea raid of  
the Germans on the British coast at  
Lowestoft made interesting reading,  
but they had little or no bearing  
upon the ultimate issue of the war.  
Even if the rebels in Ireland had  
been able to organize any consider-  
able army they could not effect a  
junction with the enemies of the  
entente allies. The Irish navy is still  
a dream, and as for transports, they  
would have less chance of breaking  
through the British naval barrier  
than a division of the German navy.  
It is, however, safe to assume that  
the uprising was much more serious  
than appeared in the dispatches, all  
of which were duly censored, and,  
on the same reasoning, it is probable  
that the difficulty has not been set-  
tled as promptly and as effectively as  
reported from London.

### INFORMATION WANTED.

Any information regarding Wilhelm  
Kuhme, age 27, a native of Germany,  
who was supposed to have been  
drowned in the wreck of the steam  
schooner "Francis H. Leggett," Sep-  
tember 18, 1914, will be thankfully re-  
ceived by the German Consul, San  
Francisco, Cal. 1-19-16

Adolph Godfred Eriksen, born in  
Moss, Norway, is inquired for by  
his brother, Herman Eriksen. Any  
one knowing his whereabouts please  
notify W. Nielsen, 206 Moravian St.,  
Philadelphia, Pa. 5-26-15

Eugene Martin, age 25, 6 feet tall,  
gray eyes, is inquired for by his  
mother. Anyone knowing his where-  
abouts please notify Mrs. Rose T.  
Martin, 4231 15 N. E., Seattle,  
Wash. 1-27-1915

Vencelus Durbich is inquired for  
by his brother. Anyone knowing his  
whereabouts please communicate with  
Gerolamo Durbich, Zurich, Switzer-  
land. 7-28-15

Peder Bjorback, supposed to be a  
sailor on the Pacific coast, and a  
native of Norway, is inquired for.  
Anyone knowing his whereabouts  
please notify Mrs. Mildred Baxter,  
Box 27, R. F. D. No. 5, Seattle,  
Wash. 2-2-16

Adolph Krakan, last heard of at  
Port Pirie, January, 1912, and again  
in March, 1913, from Warumbo, 118  
miles from Adelaide, South Australia,  
is inquired for by his mother at  
Hamburg, Germany. 8-25-15

Otto E. Bickel and John Sherman  
Bickel, brothers, who have not been  
heard of for many years, are in-  
quired for by their sister. They are  
both tall, light complexioned, and  
blue eyes. Any information regarding  
their whereabouts will be highly ap-  
preciated. Please address Miss Laura  
Bickel, 1591 East Ninety-third street,  
Cleveland, Ohio. 4-14-15

Anyone knowing the whereabouts  
of Peter Murphy, better known as  
Boatswain McGann, will kindly notify  
Patrick Kieran, 58 Commercial St.,  
San Francisco, Cal. 4-19-16

When making purchases from our  
advertisers, always mention the Coast  
Seamen's Journal.



### With the Wits.

Laying the Blame.—Doctor (to patient)—You've had a pretty close call. It's only your strong constitution that pulled you through.

Patient—Well, doctor, remember that when you make out your bill.—Topeka State Journal.

Obliging.—Long-Suffering Employer—Good gracious, girl, I sent you to get me fifty post-cards nearly an hour ago! What's kept you?

New Office Girl (war substitute)—Well, sir, I had to pick 'em out. I wasn't very sure which you'd like best, so I got half actresses and half comics.—London Opinion.

Daring.—"One wife too many!" exclaimed Mrs. Wederly, as she glanced at the headlines of her husband's paper. "I suppose that is an account of the doings of some bigamist?"

"Not necessarily, my dear," replied her husband, without daring to look up.—Buffalo Courier.

Retribution.—The teacher was telling her class a long, highly embellished story of Santa Claus, and the mirth of Willie Jones eventually got entirely beyond his control.

"Willie," said the teacher sternly, "what did I whip you for yesterday?"

"Fer lyin'," promptly answered Willie; "an' I was jest wonderin' who was goin' to whip you."—Ladies' Home Journal.

Reassured.—Jenkins was always trying to borrow money, and his friends had begun to avoid him.

One morning he tackled an acquaintance in the street before the latter had a chance to escape.

"I say, old man," began Jenkins, "I'm in a terrible fix. I want some money badly, and I haven't the slightest idea where on earth I'm going to get it from."

"Glad to hear it, my boy," returned the other promptly. "I was afraid that you might have an idea you could borrow it from me."—Houston Chronicle.

### An Invitation

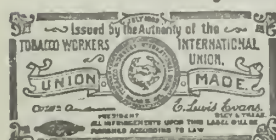
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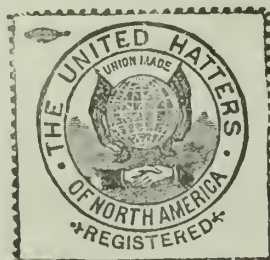
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The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar. There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



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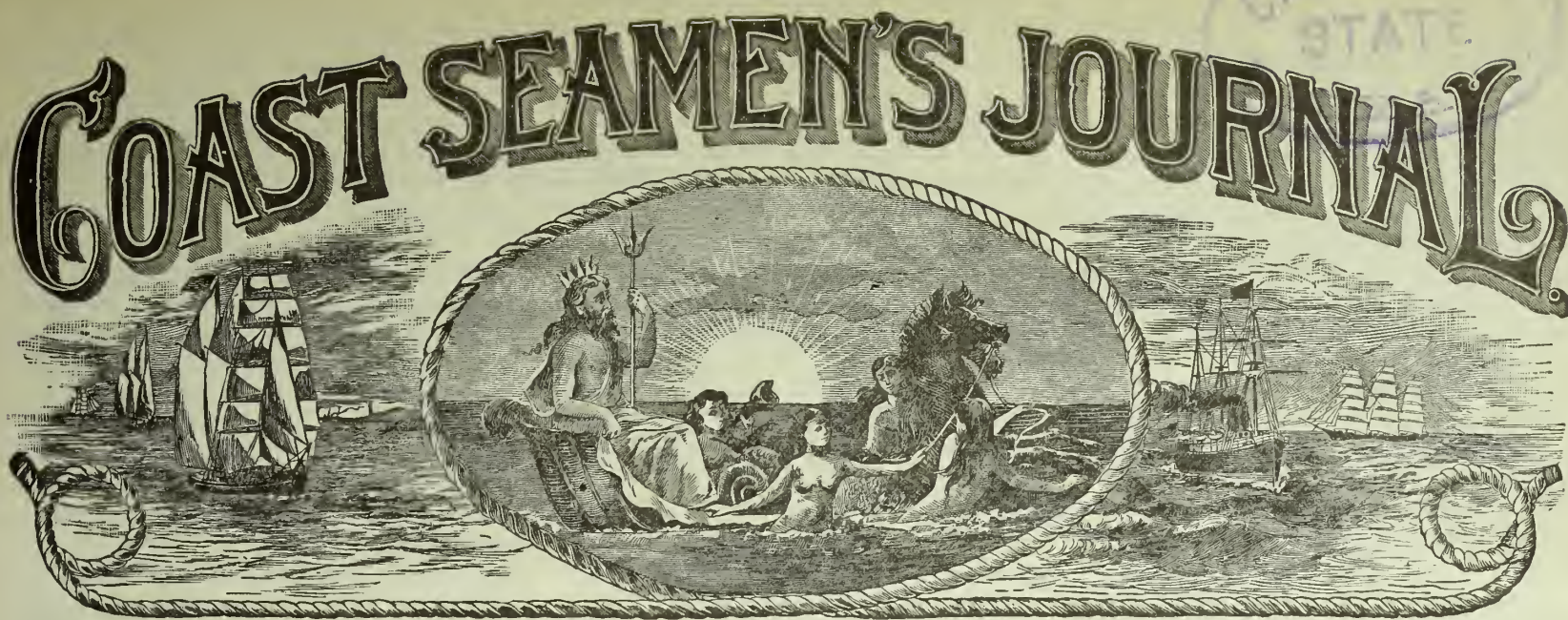
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A Journal of Seamen, by Seamen, for Seamen.

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Our Motto: Justice by Organization.

VOL. XXIX, No. 35.

SAN FRANCISCO, WEDNESDAY, MAY 10, 1916.

Whole No. 2381.

## IS BIG BUSINESS PATRIOTIC?

Frederic C. Howe's New Book Attempts to Supply the Answer.

Why the workers and producers of America, —all who are fighting to make it a real democracy,—should oppose war and resist appeal to the "patriotism" that means privilege, is told in clear and convincing fashion in the sensational new book by Frederic C. Howe, "Why War."

Here, in chapter after chapter, is the whole story, told for the first time in America, of how Big Business manipulates the patriotic impulses of the people and uses government to back its schemes of exploitation with the treasure and blood of the nation.

"Everybody's Magazine," has attacked the Committee on Industrial Relations for warning the public against the conspiracy of the Rockefeller-Morgan group to use the nation's "surplus wealth," now heaped up in New York banks, for a campaign of financial imperialism in weak foreign countries where labor is cheap and rich natural resources may be plundered almost at will.

The committee had pointed out that the men who organized the American International Corporation are the same men who have been preaching cheap labor costs at home, attacking President Wilson for his refusal to conquer Mexico in their interest, and urging with all their might a great army and navy and an aggressive foreign policy.

In Dr. Howe's new book the editors of "Everybody's" and all the other shouters in behalf of financial imperialism will find page after page of evidence showing the danger that threatens democracy in America from the conspiracy now masquerading as a program to increase foreign trade.

By relating some of the recent history of Europe Dr. Howe shows that the use of governmental authority to promote private schemes of spoliation, as Wall Street would like to have it used in Mexico, is the prime cause of a large percentage of the international troubles of the world.

The Vanderlip pretense that it is necessary to acquire huge concessions in weak and undeveloped countries, in order to build up foreign trade, is exposed.

"The real trade of the world," Dr. Howe points out, "is among the civilized peoples: it is between the great powers. The real markets for foreign trade are with the great powers rather than with the colonies and dependent peoples."

Dr. Howe quotes from the American International Corporation's announcement that its purpose is to enable the United States to take a larger part than heretofore in the industrial

development of other countries where capital is needed.

"Such countries are certainly not Great Britain, France and Germany,—the great investing nations of Europe," adds the author. "The countries where 'capital is needed' are the weak and helpless peoples of Mexico, Central America, and South America, of Morocco, Tunis, Persia, Africa, China and the insular possessions of the United States.

"Wealth is accumulating," so the announcement reads, "so rapidly that a portion of it can be spared for investment abroad."

And Dr. Howe shows how this "surplus wealth" has lured Great Britain into Egypt and the Transvaal, France into Morocco, Germany into Turkey, aided in strangling Persia, drained France of capital needed for internal development, negotiated the six-power loan to China. And how President Wilson saved us from "dollar diplomacy" by refusing to sanction our taking part in the scheme to control the internal administration and revenue system of China.

"Dollar diplomacy, navalism and the exploitation of weaker peoples," he adds, "have gone hand in hand during the last twenty years. The darkest pages of this story will never be written, for the records lie buried in the graves of weak and defenseless peoples in every part of Africa, in Asia, in Turkey, Persia, Asia Minor and the Balkans; it is a story that would have been written in the subjugation of Mexico, in Central and South America, had not the Monroe Doctrine intervened.

"We should be slow to accept the statement that this is a movement for the promotion of foreign trade, as the organizers of these corporations declare and as patriotic business men have been led to believe. As has been seen, none of the countries of Europe have materially advanced their trade and commerce by the organization of banking institutions for that alleged purpose. Rather the foreign banking agencies are engaged in obtaining concessions, building railroads, securing mining, land and oil grants, in the making of loans to weaker powers, and in co-operating in the sale of munitions.

"And an examination of the interests of the banking institutions that are promoting the new corporations shows that their relations are not in the field of manufacturing, trade and commerce at all. They are in the field of monopoly, finance and speculation.

"As happened in Europe, it is necessary to give a patriotic sanction to financial imperialism

to identify the nation with its program. Wall Street can easily finance a dozen \$50,000,000 corporations. But that would leave them Wall Street corporations. The flag would not willingly follow their investments; the nation would not be a complacent collection agency for such questionable claimants: so the new international corporation is to include as many other interests as possible. Such strength is needed, the announcement says, as can only be found by arousing the interest and securing the co-operation of the entire country. It is necessary to make it a national undertaking and appeal to the confidence, enterprise and patriotism of the American people.

"No element is lacking in this new imperialism of finance, which under the glamour of patriotism aims to exalt America to the dignity of Great Britain, Germany, Russia and France as a world 'power.' Line by line the history of the exploitation of defenseless people is foreshadowed in the program that privilege would have us enter upon. High finance, the making of munitions at colossal profits, overseas exploitation, dollar diplomacy, and a great navy ready and willing to demand the open or the closed door as the immediate advantage may dictate, these are the elements of financial imperialism that have brought Europe to its present end.

"Only the chance election of a President might determine the uses to which this preparedness would be put, with the power of high finance, the control of the press, and the invisible powers of privilege ready at a moment's notice to urge the unleashing of guns in the name of 'dignity' and 'national honor.'

"This is the program of preparedness offered by those who have monopolized the railroads and public service corporations, who have seized the iron ore, coal and copper deposits of the nation, who have enclosed the public domain and laid their hands upon the banks and credit resources of the nation, and who, having exploited prostrate America, are now turning wistful eyes to the virgin opportunities of weak and defenseless peoples in other parts of the world.

"Yet these same classes are unwilling to bear their share of the cost of preparedness; they cry confiscation when taxes are suggested on the things they own no heavier than England and Germany were carrying in times of peace. They suggest that the cost should be borne by a higher tariff and by indirect taxes on the things the people consume.

"Democracy has a right to insist that preparedness is not merely a demand for private profit; that an increased navy is not designed as an agency for the promotion of overseas finance, and that militarism shall not be the grave of the things we hold most dear.



### LA FOLLETTE'S VICTORY.

As noted in the news columns of the JOURNAL, Senator La Follette has again received an overwhelming endorsement by the citizens of his home State—Wisconsin.

In this connection it is interesting to note the attitude of the boughten press. Both in Wisconsin and in the rest of the country the reactionary press heralded the outcome as a "crushing defeat" for La Follette. This they did before the ballots had been counted. When the returns were in and the people, at least in Wisconsin, knew how false these first reports were, the organs of the reactionary interests no longer kept up the pretense. They took on a note of alarm. La Follette wasn't really beaten, they admitted, "as at first appeared." And they urged their cohorts to "get down to business" if they were to have any hopes of defeating La Follette next fall.

How the subsidized and reactionary press spread "fake" despatches as "news" about this election is told in the following extract from an article in the Wisconsin State Journal:

Have the people of Wisconsin really ever stopped to consider the tremendous odds that La Follette has been fighting in this State in the past twenty years? Never has this been better illustrated than by the incidents of the past week. Never has the maliciousness and venom of a subsidized press in Wisconsin been better illustrated than during the past week.

Last Tuesday night the office boys in the reactionary newspaper offices of Milwaukee could have eaten all of the returns received on the presidential primary up to midnight. At midnight there wasn't a single primary figure to be had right under their feet—from Milwaukee county. They had about as much from the rest of the State.

And yet what happened? In the early editions of the Chicago Wednesday morning papers, printed about 11 o'clock Tuesday night, appeared stories from Milwaukee telling of the election of twenty out of twenty-six delegates, of the election of every Philipp delegate-at-large, of the "repudiation" of La Follette by "an overwhelming majority by Wisconsin voters."

This was what the special interest organs over the country wanted. They were tickled to death to get anything that would show that this fellow La Follette had been beaten. Thursday morning followed editorials in all of the Wall Street organs in New York gleefully spreading the news that "they had finally gotten La Follette in Wisconsin." They have been waiting for a long time to write La Follette's political obituary.

And so to the glee of every minion of special privilege and to the dismay of every friend of good government in this country, the news was flashed over the United States that Bob La Follette "was through." These Milwaukee correspondents, finished artists in the game of "putting their stuff over," knew what they were doing. They didn't want to wait to get the facts because they knew that the first story would "get the play" in all the big papers and that when the corrected returns came along no attention would be paid to them.

This game has been going on for years. Have you ever stopped to consider what this means? Have you ever stopped to consider that in addition to this organized press against him in this campaign, there were the railroads, the big insurance companies, the water power magnates, the traction interests; and yet La Follette, a poor man, comes back at this crowd with his bulldog determination and pushes the whole aggregation back to defeat.

There must be something back of this whole thing, isn't there? When a man fighting practically alone can go out in this State and poll 110,064 votes in a light ballot when the best that the gentleman supported by the subsidized press, the railroads, the insurance companies, the water power grab interests can get is 70,813, what is the answer?

Simply that the rank and file of the people of Wisconsin still have a whole lot more confidence in the things for which La Follette stands for than they have for the things that special privilege wants.

The workingman is looked upon as an undesirable citizen when he refuses to permit his employer to do his thinking. The employe who permits his boss to do his thinking is a mental slave, and a mental slave is a more pitiable object than the chattel who submits to the despotism of physical oppression.—Trinidad Free Press.

### TRAFFIC THROUGH THE CANAL.

After being closed to traffic for seven months 15 ships made the transit through the Panama Canal on April 15. Following are the names of the ships in the order of passage:

Saturday, April 15—Northbound: "St. Veronica," "Cettriana," "Edith Crown of Seville," "Harry Luckenbach," "Sommerstad" and "Alfred Nobel. Southbound: "Cyrus W. Field," "Oyleric," "Lewis Luckenbach," "Buford," "Jacob Luckenbach," "Windber," "Gilgai," and "Eureka."

Sunday, April 16—Northbound: "Florence Luckenbach," "Copenhagen," "Kim," "American," and "Thode Fagelund." Southbound: "Tenryrus Maru," "Harima Maru," "Chimu," "Luz Blanca," and "Falstria."

Monday, April 17—Northbound: "Capac," "Selandria," "Gwladys," "Consols," "Solano," and "San Juan." This was the maiden trip of the "San Juan" through the Canal and the first Pacific Mail ship to use the Canal. Southbound: "Arabian" and "Foreric."

The deepest draft ship making the transit during these three days was the "Arabian," drawing 28.3 feet.

According to the Canal Record no unusual incidents marked the reopening of the Canal.

### FOOD YOU SHOULD EAT.

What foods and how much does the body need? These are questions which every man and woman should be able to answer, but very few people can do so. Most men eat when they are hungry and of whatever food and in whatever quantity their fancy or appetite may choose. Or they are compelled by a well-meaning, but misguided housewife to successions of pot-roast, corned beef and cabbage, meatpie or some other dish. These things may be good in themselves, but the body demands a variety as well as a quantity of food. The following kinds of food will suggest what you should eat:

1. The body needs water every day, in order to keep the digestion, circulation, etc., in order. You will understand this need if you remember that three out of five parts of the body are water. Almost all foods contain some water; milk and fruit have a large part water. You need six or eight glasses of water every day. If you have milk, skim milk or buttermilk to eat, you will not need quite so much water to drink.

2. The body needs mineral substances to supply material for growth of bones in childhood and to help regulate the functions of the body. These minerals are found in milk, the grains of wheat and oats, etc., the yolk of egg, in fruits and vegetables. There are very small quantities in any one of these, so it is well to have as great a variety of these foods as possible.

3. The body needs food to supply material for building the body tissue (muscles, etc.). The flesh of animals, the cheesy part of milk, the white of eggs, parts of peas, beans, wheat, oats, and other grains and nuts give us the tissue building food.

4. The body needs food to furnish heat and energy to move about and to do work. Sugar and molasses; the starchy part of flour, cornmeal, rice, oatmeal, pota-

toes, beets, parsnips and other vegetables and fruits; the fats of milk, meats, seeds (cotton seed, etc.); fruits (olives, olive oil, etc.); and grains give us this energy-food.

5. The body also needs certain things which, strictly speaking, are not foods at all. You should eat certain things not so much for the nourishment they contain but because they have a large amount of waste. Vegetables of certain kinds, particularly the green ones, are largely waste, with the exception of the mineral salts mentioned above, but you need the bulk and the waste these foods supply for the effect on your bowels. If these organs do not have a certain amount of waste or bulk to work upon, they become flabby, and constipation and what people often call "stomach trouble" results. So serious does this situation become in certain people that sometimes doctors prescribe for them biscuits made of such things as sea-weed or bran which have no food value but which are eaten because they furnish bulk for the intestines.

If a man eats large quantities of meat and neglects those foods which furnish heat and energy, or the mineral substances so much needed, his diet is one-sided and sooner or later he will suffer from a weakened digestion; this may lead to many diseases, among which is tuberculosis. To keep well and strong, and to avoid disease, you must eat a varied and balanced diet.

### THE PATRIOTS.

It has become an aphorism that capitalism knows no country.

One of the most recent shafts of light showing the axiomatic nature of the phrase was thrown by the British Munitions Committee recently. During the course of their investigations they discovered that England had been depredated systematically by numerous contractors.

These commercial brigands, after listening to the cries that the nation was in dire difficulty, thought they had better do their share. Incidentally they "did" their own country of something like £10,000,000.

It appears that one article out of many was being sold to the Government at £30 per ton. Its legitimate price was £20.

When the committee realized this condition of affairs they saved over £5,000,000 in a very short time.

At a conservative estimate, it is thought that the nation has been fleeced of something like £130,000,000. That figure is taken as representing the difference between what would be fair prices and those prices which have been charged.

Perhaps the reason the rich snobocracy of England made such a mouthing about slacking and drunkenness among munition workers was because they wished to keep the Government off the scent of their gigantic and extremely serious depredations.—The Worker, Brisbane, Queensland.

If men would take trouble to verify those reports of current happenings which they use in substantiation of their views and in proof of the progress thereof a good many theories of reform would be deprived of their only appearance of public acceptance. As it is, most of these reports are unimportant because untrue.

Demand the union label upon all purchases!



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## Granite Cutters Progress.

International President Duncan of the Granite Cutters' International Association reports continued progress by these workers. The Granite Cutters' executive says:

"After several weeks of suspensions for new agreements, the granite cutters in Fitzwilliam, N. H.; Milford, N. H., and in Oklahoma City, Okla., have secured new agreements with substantial increases of wages. The New Hampshire settlements will be in use until May 1, 1920, and carrying with them improved working conditions and an increase of wages of 75 cents per day, bringing the minimum rate up to \$4 per day for a 44-hour week. The change at Oklahoma City is an increase of 25 cents per day, bringing the minimum wage rate there up to \$4.25.

"The improved conditions and increase of wages have not been accomplished by the mere passage of a motion or a snap of the finger, but by long and earnest campaigning and an excellent display of solidarity among the union granite cutters, and happily in connection with our contentions no efforts were made by employers to hire strikebreakers or non-union men, for both brands are not profitable enough to employers in the granite industry, hence the need of the stamina, skill and productivity of union men."

## Teachers to Form Union.

Public school teachers in the nation's capital are discussing trade unionism. In a call signed by nearly 100 of these educators, it is said:

"Every class of people in the country, including capital, labor and the professions, have nation-wide organizations for their protection and well-being. The teachers alone remain in an unorganized condition.

"The teachers of this country, through the molding of the political thought and the developing of the economic efficiency of each succeeding generation of citizens, control, more than any other class of people, the future of the republic, and have the least control over their own destiny.

"A nation-wide organization of teachers, consolidated for protection, would be recognized by the political parties, by capital and by labor as a body possessing unwonted power.

"Such an organization would give the teachers of the country a voice in their own affairs which they do not at present possess."

## Safety Acts Cover Intrastate Business.

The United States Supreme Court has ruled that the various Federal safety appliance acts apply to all employees, regardless of whether they are engaged in intrastate or interstate commerce, and that employees may recover damages for injuries occurring through the failure of railroads to comply with the safety appliance laws.

The court's decision is regarded as a precedent maker, as it gives safety appliance laws a scope far greater than the Federal Employers' Liability law. The first employers' liability law was even an-

nulled years ago because it applied to employees engaged in intrastate commerce as well as those in interstate commerce.

The decision was announced in the suit of A. R. Rigsby, a brakeman on the Texas and Pacific Railroad, who was injured by a defective ladder on a car marked "bad order" and left standing in the Marshall (Texas) yard for repairs. It was necessary for Rigsby to take the car over the main line to the shops for repair.

Justice Pitney, speaking for the entire court, held that Congress had taken to itself exclusive jurisdiction over safety appliances for interstate railroads, and that the States would not have authority to make laws regarding them for the benefit of State employees.

The court held all that was necessary was that the railroad be engaged in interstate commerce for the Federal law to apply to all their acts regarding safety.

Judgment of the Texas courts in favor of Rigsby for \$11,000 was affirmed.

## Industrial Publicity Favored by Senate.

By a yea and nay vote the United States Senate ordered printed 100,000 copies of the report and 10,000 copies of the testimony taken by the recent Commission on Industrial Relations.

The resolution now goes to the House for concurrence, as the resolution passed by that body provided that the report alone be printed.

Before the final vote in the Senate, Senator Hoke Smith, who had previously blocked consideration of the resolution, notified his colleagues that "I will oppose the motion, but I will not endeavor to prevent the Senate voting on it." The Georgia lawmaker insisted that the expenditure of \$90,000 to print the testimony was a waste of money and that the printed volumes would be "speedily thrown out as junk after being received."

Several Senators differed with this statement and declared that not only workers, but libraries and universities, have asked for copies of the testimony, which was secured at a cost of nearly half a million dollars.

There was no opposition to printing the report of the commission. This consists of final recommendations by the various groups of the commission. The testimony of witnesses who appeared before the commission, however, tells its own story. It lays bare mining conditions in Colorado; of the Southern tenant farmer and cotton mill worker; of the textile operative in the East and South; of the migratory worker in the West, and in a graphic manner shows present-day industrial conditions in every section of the country.

This feature of the commission's work is evidently distasteful to the element that fears publicity, and which has raised the cry of "economy" in an effort to suppress the first attempt of the Government to secure information relative to our economic life.

A majority of the Senators, however, did not believe this information should be

(Continued on Page 10.)

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

## AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

## GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeld Bldgs., 22 Canning Place, Liverpool.

## BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

## GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

## FRANCE.

Federation National des Syndicats des Inscriptions, Maritimes de France, 33 Rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

## NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

## SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgaten 1 B., Sweden.

## DENMARK.

Somandenes Forbund, Toldbogade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

## HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

## ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

## AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

## SPAIN.

Sociedad Sindicate de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

## URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

## ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

## BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

## SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



## World's Workers.

An experiment in the extension of female labor is being made at the Liverpool docks, where about fifty women are engaged as porters at the West India branch of the Leyland line. They are only engaged in the trucking of cotton bales, the trucking of sugar, or the rolling of oil barrels, and the heavy work on the hoists, etc., is still carried on by male labor.

The British ministry of munitions has announced that on and after May 1, only men actually occupied on work for war purposes and able to show that they are eligible to hold war service badges will be recognized as "starred" and exempt from military service. The possibility of men not thus employed being required thereafter will not be recognized. It is further announced that the committee on reserved occupations are now reconsidering their list, having regard to the above alteration.

Female writers have been employed in the Royal dockyards of England for some months, and good accounts are given regarding their progress and their usefulness. Now, however, it is proposed that women shall not only be employed on clerical duties, but that their services shall extend to shipbuilding. They are to be given various light duties hitherto performed by sailors, and they are also to be placed in charge of small machines in certain departments. These machines serve a vital purpose in shipbuilding.

The proclamation of the national eight-hour working day law in Uruguay has given rise to various disturbances among workmen in factories and business houses which have been unable, or at least unwilling, to conform at once to its provisions. The President of the Republic and the Secretary of the Treasury recently conferred on the representations made by the shipping interests to the effect that it was impossible for them to comply with the law in its present form. The officials agreed to seek some plan by which the port might be kept from loss and be able to perform all its functions without breaking the law. In consequences of the new law, many of the smaller shops are closing from 1 to 3 o'clock in the afternoon.

The British Workers' National War Emergency Committee put forward to the Government proposals for the preservation of the homes of men who have been called to the colors. They recommend that married men already enlisted should be treated in the same way as those about to join the colors; that rents should not be charged upon local rates, as the incidence of such rates would be heavy where enlistment has been heavy, and light where enlistment has been light; that local committees should be empowered to consider local claims, and the public funds required to meet them should be found by the treasury. The permanent charges requiring to be dealt with in the main are stated to be rent, mortgage and building society obligations, and insurance and annuities. It is proposed that rent might be approximately apportioned on the basis of one-third borne by the landlord, one-third by the householder, and one-third borne by the treasury.

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Blom, Ernest      Konig, D.  
Christiansen, Anton      Nielsen, Harold  
Christiansen, A.      Olander, Ed  
Doris, Geo.      Thomson, John  
Eckart, T. G.

### San Pedro Letter List.

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| Andersen, Ernest J.  | Nelson, Lick        |
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Nelsen, C. F.  
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Peters, Walter  
Reither, Fritz  
Solberg, B. P.  
Strand, Conrad  
Thompson, Emil N.

### INFORMATION WANTED.

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio. 3-24-15

Anders C. Anderson, a native of Norway, who left his personal effects at Port San Luis, Cal., after leaving a ship at that place, is inquired for. Anyone knowing his whereabouts please notify D. R. Jacks, Deputy Collector of Customs, Port San Luis, Cal. 12-22-15

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Any one knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St. 8-11-1915

Olai Ingebrigtsen (Brock), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American bark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469-49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Steuart street, San Francisco, Cal. 8-4-15

Oscar Olsen, age 37, a native of Hallarna, near Gothenborg, Sweden, who was sailing on the Great Lakes about three years ago, is inquired for by John V. Olsen, Sun Company, Marcus Hook, Pa. 5-26-15

Hugo Carlson Ljung, age 29, a native of Gothenborg, Sweden, was last heard from in a Cable Boat on the Atlantic Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Carlson Ljung, Jungmansgatan 5, Gothenborg, Sweden. 1-12-16

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# Pacific Coast Marine.

After being laid up in Siuslaw River since April, 1914, the schooner "Coquille" sailed for San Francisco.

A cut in the round-trip fare between Portland and San Francisco of \$8 was announced by the Great Northern Pacific Steamship Company.

After having made a voyage to the Orient under charter to Struthers & Dixon, the "City of Puebla" of the Pacific Coast Steamship Company's fleet is back again in the coast service.

Only nine steamers used the services of the municipal pilots at San Pedro in the month of April, according to the report of Port Warden Fugitt. The aggregate tonnage of the steamers was more than 26,000.

The Pacific Mail Steamship Company has notified the State Department that its steamer "San Juan" would stop at Mazatlan, Manzanillo and Salina Cruz on the west Mexican coast to take off American and other refugees desiring to leave.

John K. Bulger, Supervising Inspector of Steam Vessels, left San Francisco last Wednesday on the steamer "Wilhelmina" for an inspection trip to Honolulu. Bulger recently returned from Washington, where he attended the National Convention of Supervising Inspectors.

The State of Washington consumes annually over 3,300,000 cords of fuel wood. Reduced to board measure, this amounts to approximately 1,672,000,000 board feet. Oregon consumes annually over 2,200,000 cords of fuel wood, which, reduced to board feet, amounts to over 1,105,000,000 feet.

The State Board of Harbor Commissioners, in meeting at San Francisco during the past week, granted \$60,000 to contractors for work performed since the last meeting. The S. B. Peterson Company was instructed to begin work on Pier 44 at the foot of Townsend street. The work is in the nature of repairs and additions and the estimated cost is \$40,000.

How oil has superseded the use of coal as a generator of motive power on vessels of the Pacific is brought out by a table just compiled by the marine department of the San Francisco Chamber of Commerce. This table covers the coal imports to San Francisco from 1898 to the present year and shows that the year 1900, with imports of 1,570,649 tons, was the largest, and 1914, with 372,105 tons, was the smallest year for such imports.

Inspectors of Hulls and Boilers Captain James Guthrie and J. P. Dolan have exonerated Captain Thomas Boyd of the Associated Oil tanker "Coalinga," which rammed and sank a launch in Carquinez Straits, March 26, with a loss of six lives. Testimony introduced before the inspectors showed that the launch carried no lights and was without life-saving equipment. John Mahan, sole survivor of the launch party, admitted that the launch carried neither lights nor life-preservers.

One of the largest passenger lists from Sydney and ports of call brought by an Oceanic liner for many months came to San Francisco on the "Sonoma," Captain J. H. Trask. For several months travel from Sydney has been light, owing to the fact that males of military age were not allowed to leave the country. The list on the "Sonoma" would indicate that travel from the southern continent is again picking up, as well as from Pago Pago and Honolulu, the other ports of call.

Edward L. Prescott of Seattle is reported to have purchased from the Washington Shipping Corporation two large wooden lumber-carrying steamers now under construction at the yards of the Puget Sound Bridge and Dredging Company, for about \$300,000 each. Prescott has also obtained an option on two similar vessels now under construction at Astoria. Prescott, who is connected with the Seattle Construction and Dry Dock Company, says he is acting for Eastern clients.

The Hanlon Shipbuilding Company of Oakland, Cal., has taken a contract to construct one of the largest wooden ships ever built on this Coast, a barkentine for the Western Fuel Company. The vessel will be used between San Francisco and the Antipodes, carrying coal. It will be 260 feet long, 2000 tons net, and will cost \$300,000. Delivery must be made by November, and more than a hundred men will be employed on construction. Another barkentine is contemplated.

Within a few weeks the old black hull, yellow stripe and black funnel, colors of the Pacific Mail Company for half a century, will be obliterated and the new color scheme will be on all the steamers flying the house flag of the historic company. The first vessel to receive the new colors is the "City of Para," and all others of the fleet will be repainted as soon as they arrive. Hulls will be apple green, with a white stripe; the houses will be white as before and the funnel will be deep yellow, with a white stripe between the yellow and the black cap.

After considerable trouble in getting crews below the prevailing wage schedules, the British windjammers "British Yeoman," "Talus" and "Yawry" are finally getting away, the "Yawry" being the first to leave for Falmouth with a full cargo of California barley. The "British Yeoman" is taking out a full cargo of 132,877 barrels of flour. She is being towed to Balboa by

the Red Stack tug "Hercules" and there await orders. This is believed to be the largest shipment of flour which ever left this port in a sailing vessel.

On her first trip with a general cargo since she was raised from the bottom of Papeete (Tahiti) harbor for Sudden & Christenson of this city, the freighter "Republic" cleared during the past week for Vancouver and will load there for Vladivostok. She is under charter to the Robert Dollar Company for the trip to the Russian port and will then go to Manila and load sugar to San Francisco. Coming back she is to be surveyed, it is understood, for sale to the Guggenheims as an ore carrier, and is to be taken over for \$825,000 if found satisfactory.

San Pedro agents of the North Pacific Steamship Company denied frequent reports that the company intended abandoning the service of the steamers to Portland, and sending the steamers "F. A. Kilburn" and "Breakwater" to the trade between San Francisco and Mexico. The local agents of the company said that dock contracts which would not expire for a year at Eureka and Marshfield prevented the company from taking its steamers from the service north of San Francisco, and also that the steamers were not adapted for the trade along the western Mexican coast.

During the month of April 464 vessels arrived at and 518 vessels departed from San Francisco, according to statistics compiled by the marine department of the Chamber of Commerce. Vessels from foreign ports arriving, steam, totaled 109,619 tons, and sail 11,278 tons, while those departing made 128,984 tons steam and 9368 tons sail. From coast ports arriving there were 343,390 tons steam and 39,962 tons sail, while departing, coast, there were 346,542 tons steam and 42,321 tons sail. The total of all steam vessels arriving was 518,341 tons, sail 53,361, and departing, 519,376 tons steam, with 100,734 tons sail.

News received at the marine department of the San Francisco Chamber of Commerce from the East told of the charter of the Norwegian steamer "Pacific" at a price which will bring the vessel's owners \$1,140,000 during the next twelve months. The "Pacific" was the first "Annette Rolph" and built at the Union Iron Works, afterward sold to George W. McNear for Norwegian owners and carried flour from Puget Sound to Havre at \$31.50. According to word received here the "Pacific" has been taken over by the Steel Trust to ply between New York and Buenos Aires at a monthly charter of \$95,000 for twelve months.

The steamer "Tjikenbang" of the Java-Pacific line, which arrived at San Francisco during the past week, was warned by wireless to be on the lookout for a German commerce raider when three days out from Honolulu, according to officers of the vessel. The message came from Honolulu and stated that the supposed raider was an interned merchantman which had escaped and was at large in the North Pacific. Captain N. Van Wyck Juriaanse of the "Tjikenbang" placed little credence in the raider report, but a sharp lookout was maintained during the remainder of the voyage. None of the German vessels interned in Pacific ports has been reported officially as having departed.

Dredging operations preparatory to laying the concrete foundation for the new \$2,000,000 Hunter's Point dry dock, the two jobs together amounting to \$700,000, will begin within a week, according to President Stetson G. Hindes of the San Francisco Bridge Company, which was awarded the contract by the Union Iron Works. The construction of this new dock will give employment to an army of men, and will take many months. Upon its completion San Francisco will have one of the finest dry docks in the world. "I have been notified that our company has received the award for the dredging and concrete work," said President Hindes, in discussing the matter. "Papers will be signed at once, and we shall start work with a large corps of men." The dock will be able to accommodate ships 1000 feet long and 100 feet beam, larger than anything now afloat or which is likely to be constructed within the next few years. As already announced, the building of the dry dock, which means so much to San Francisco as a port, will be in full swing within a month, and the preliminary work called for in the contract of the Bridge Company will be completed in twenty weeks. Several of the largest construction firms in the United States bid on the work, which was awarded to the local company, and the fact that the contract went to the San Francisco firm received much favorable comment. President John A. McGregor of the Union Iron Works is in the East to consult with Charles M. Schwab on various matters, principal among them being the dry dock work.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

## International Seamen's Union of America

Affiliated with

AMERICAN FEDERATION OF LABOR and

INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary.  
570 West Lake St., Chicago, Ill.

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EUREKA, Cal., 227 First St., P. O. Box 64.  
SAN PEDRO, Cal., P. O. Box 67.  
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

(Continued on Page 11.)



# Coast Seamen's Journal

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BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBERG .....Editor  
I. M. HOLT.....Manager

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## NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, MAY 10, 1916.

## NOTES FROM THE FIRING LINE.

The Atlantic District Unions of the International Seamen's Union of America are making splendid progress. Practically every vessel leaving New York for Europe is paying the new wage schedule, including the 25 per cent. bonus for going into the war zone. The coastwise steamship lines are rapidly falling in line owing to their inability to secure competent seamen at the old rates. There is real solidarity among Atlantic Coast seamen and most effective co-operation between the three Unions. A few I. W. W. disrupters are doing their utmost to persuade the Spaniards among the firemen from joining with their fellow-workers of the sea, but it is becoming more and more evident that the shipowners' money is behind this move and the agents of the Idle Wonder Workers are having a hard time in delivering the goods.

On the Great Lakes the new wage schedule is taking effect as fast as the boats are going into commission, and, notwithstanding steel-trust predictions, no shortage of certified seamen is experienced in any of the Lakes ports. This proves the contention made by the Seamen's representatives that the experienced sailor will come back to seek employment at his calling if living wages are paid. On the Great Lakes the value of the Seamen's Act regarding watch-and-watch and a nine-hour workday in port has already been tried and not found wanting. At Toledo, Ohio, the U. S. District Court awarded overtime pay to the crew of the steamer "Verona" and the amount due was paid before the vessel left port.

On the Pacific Coast the new wage schedules and improved working rules are now in full force and effect. Pamphlets, containing these schedules and rules, have been published by each of the three maritime organizations and may be obtained by members at the respective headquarters in San Francisco and in the branch offices wherever maintained along the Coast.

Altogether the general outlook for the organized seamen of America is decidedly hopeful and encouraging. It is up to every single member, of course, to keep the wheels mov-

ing. Remember our aim: "A one hundred per cent. organization before the summer is over." And, by all means, bear in mind that "you" are expected to lend a hand and do your share in work. If you have not done it in the past, start right now. It is never too late to organize. So get busy and do your part in the glorious work of establishing "justice by organization!"

## WHITE VS. CHINESE SEAMEN.

Among those who take the most strenuous exception to the language test in the Seamen's Act are the American agents of foreign steamship companies.

Said Mr. E. J. Manion of Dodwell & Co., who are the Pacific Coast agents for the Blue Funnel Line:

We most certainly will not change our crews. . . . Personally I believe that it would be impossible to secure Europeans or Americans for our crews if we wished. There is not a supply of trained whites willing to do this character of work available. From point of efficiency we choose the Oriental every time.

For upward of fifty years Alfred Holt has employed Oriental crews on the Blue Funnel Line. . . . He would not have waited for the Seamen's bill to discard his Oriental crews had safety and efficiency in the navigation of his vessels dictated the use of white seamen. As a matter of fact we have found the white seamen unreliable, while we can absolutely count upon the Oriental. The Oriental never holds up the sailing of a vessel on account of drunkenness. He is efficient, very attentive to his duties, and always on hand.

It is absurd to think that the commanding officer of a vessel gives individual orders to members of his crew. It is ridiculous to demand that 75 per cent. of the crew understand the language of the commanding officer. It is perfectly apparent that this law is aimed at the Oriental and that safety is merely a guise. But it will not drive the Oriental from the Blue Funnel Line.

Mr. Manion's eulogy of cheap Chinese crews and his assertion that American laws "will not" drive the Oriental from the British Blue Funnel Line are deserving of friendly criticism.

If "there is not a supply of trained whites available" it is because Mr. Manion's British employers have for "upward of fifty years" trained cheap coolie crews.

Perhaps Mr. Manion's employers will concede that the British empire is at present engaged in a most stupendous struggle of which the end is not yet in sight.

As an incident in this terrific contest between nations the British navy has increased her forces from a regular peace complement of 125,000 to about 350,000 men. Needless to say, the vast majority of these men were "trained whites" from the merchant marine.

Now if all British shipowners had adopted the "safety and efficiency" policy of Mr. Alfred Holt there would have been absolutely no "trained whites" available for the protection of the empire.

It may be that the American agents of the Blue Funnel Line are not concerned about the safety of the British empire. But it is hardly conceivable that Mr. Holt is in the same position nor is it likely that he would altogether approve of his agent's published slanderous interview.

If white seamen are totally unreliable and unfit to man British merchant ships, why not let the sober, efficient and attentive Chinamen man the British Navy, too?

An early reply from Mr. Alfred Holt and his American press agent would be deeply appreciated!

The organized workers will do well to question the disinterestedness of those friends who appear only in times of prosperity or excitement.

## STATE INSURANCE DATA.

The current issue of the Compensation News Bulletin, issued by the California Compensation Insurance Fund, contains many items of general interest.

This Bulletin comments on the recent sweeping decision of the Supreme Court upholding the Workmen's Compensation, Insurance and Safety Act, and points to the fact that, while the law has been attacked on many different points, the Supreme Court has consistently upheld its constitutionality. This latest decision removes the old argument against State insurance so often advanced by corporate insurance companies.

The News Bulletin also gives some interesting figures on compensation insurance, showing that the refund to policy-holders for the years 1914 and 1915 amounts to \$165,000 and that this is to be followed by a further substantial return to policy-holders of those years when the legal reserves have been released.

To December 31, 1915, the total compensation and medical payments actually made by the "Fund" on injury cases amounted to \$269,847.44, and when all future payments have been made on claims for injuries sustained prior to December 31, it is estimated that these claims will have cost \$446,006.55.

The refunds now being paid to policy-holders on 1915 earned premiums vary in accordance with the experience under the individual policies. Some employers are receiving less than the average of 15 per cent., while others are being paid as much as 25.6 per cent. of their premiums. When the risk shows no profit no refund is allowed.

This plan assists the Safety movement materially, as it furnishes a monetary incentive for employers to adopt every means possible in the prevention of accidents.

The financial report of the "Fund" shows that it increased its business materially the second year and now writes by far the largest compensation insurance business in the State, having increased its lead over its nearest competitor to more than \$250,000 in premiums.

Some space is devoted to the new Rating Law, under which the Insurance Commissioner controls rates. It is shown that State competition has forced rate reductions and the Bulletin adds the cheering news that the new rates soon to be published will show a revision which is principally downward.

Copies of the Bulletin are to be sent to about 20,000 employers throughout California as soon as they are completed by the State printer.

Of late, much of the time of the San Francisco Labor Council is taken up with war issues and kindred matters foreign to the real interests of the wage-workers. The official paper of the Labor Council, which is usually sound and well-balanced in matters concerning trade-unionism, is also furthering the drift toward militarism by giving a great part of its limited space to the propaganda emanating from the so-called Pacific Coast Defense League and making it appear, by an adroit manipulation of words and phrases, that "Labor" is tied up with the preparedness schemes of military boosters. If the Labor Clarion is not paid for these weekly write-ups the paper "Gineral" of the Pacific Coast are getting a whole lot of free advertising for which they ought to pay cash in advance.



**"ENLISTING" THE UNEMPLOYED.**

The current issue of the "Literary Digest" contains a reproduction of a photograph, taken somewhere in Canada, of the so-called "American Legion," i. e., an entire battalion of U. S. citizens who have gone to Canada to enlist. In this connection the following dispatch from the American Consul General at Vancouver, B. C., to the Department of State should prove of more than passing interest:

I have the honor to report that there are in Vancouver more than one thousand unemployed, and that many able-bodied men in this province are dependent upon public charity for the reason that they are unable to obtain employment.

Special efforts are being made to induce every foreigner of military age, residing in this province, to enlist for overseas service, and it is practically impossible for an American citizen to secure employment here in any capacity. It is reported through the Canadian Immigration officials in Vancouver that a systematic endeavor is to be made this season to induce Americans to come to the north-western provinces on the promise of profitable employment, notwithstanding the fact that there is, as stated above, a large number of unemployed in this province at the present time. . . .

There is no demand for mechanics or laborers in this part of Canada, and I have to recommend that this fact be made known through the press in the United States, as a means of warning American citizens against coming to British Columbia with the expectation of securing employment of that kind. Any considerable influx of mechanics or laborers into British Columbia at this time, would result in many being stranded in a foreign country, in which instance they would be urged to join the military ranks for overseas service, as a means of securing employment. In the endeavor to secure recruits among Americans, they are told by the military officers that they will sacrifice their citizenship by enlisting for service in the British Army.

This method of recruiting for the Canadian forces may be effective but it can scarcely be called honorable. The labor organizations of Canada, fully informed as to conditions there, have earnestly protested against the coming of any workmen to the Dominion for fear of swelling the ranks of the unemployed.

This, then, seems to be the moral of the story: If you want to enlist, by all means go to Canada; but if you want work—stay away!

**MILITARY TANGLES.**

During the past week members of the Sailors' Union of the Pacific, who are competent seamen and full-fledged citizens of the United States, have been unceremoniously discharged from the U. S. Army mine-planter "Colonel George Armistead," at San Francisco, because their parents did not migrate to America in order that their sons might become "native-born" citizens.

Since the beginning of the war our foreign-born citizens, or "hyphenates," have received plenty of unjust criticism and abuse from all sections. To their credit it should be said that they have shown a disposition to take it smilingly, but this "official" discrimination against foreign-born American citizens would seem to have reached the limit.

As previously stated in these columns, American citizen-seamen of Teutonic origin have been systematically driven from all American merchant vessels touching at ports controlled by the Allies. This is bad enough, but our own War Department has seen fit to go a step further and decided to boycott "all" foreign-born citizens in certain occupations.

If the War Department can not trust foreign-born citizen-seamen, why does the Navy Department continue to enlist them for service in the Navy?

Surely, it is all very mysterious.

**DENMARK AND THE DANES.****Facts About a Small Country Which Has Led Europe in Her Willingness to Adopt Reforms.**

Under the title "Denmark and the Danes" (by William J. Harvey and Christian Reppien, with 32 illustrations, London (Fisher Unwin, 12s. 6d. net) a competent guide book of Denmark has just made its appearance.

For anyone who wishes to read something of the past history of Denmark, or to grasp its industrial, social and agricultural development, as seen through its legislation and municipal systems, this book will supply a need. The authors have collected a great deal of information and presented it in a clear and orderly fashion; where they recognize greater authorities than themselves, they quote at considerable length.

Time was, in the twelfth century, when Denmark was the mightiest state in northern Europe and when the Baltic had become a "Danish Mediterranean." This supremacy was short-lived and the country never again regained the power and prestige which she had won and lost at the point of the sword. During the centuries that followed this high-water mark of her prosperity, one after another of her possessions in Europe were taken from her. By the beginning of the nineteenth century Heligoland had been ceded to England, and less than half a century later Holstein also was taken from her by Prussia. Though shorn of so much, Denmark was determined not to allow these humiliations to dishearten her in matters affecting the immediate welfare of her own people. In social and industrial legislation, the country has developed of recent years with astonishing rapidity and to-day is ahead of many European nations in the humanity and enlightenment of her constitution. During recent years, no vital external influences, no urgent imperial calls have come as cross-currents to the steady stream of domestic reforms in Denmark. As the authors of this book write, "there exist no strong party cries, no imperial questions and but few matters of high foreign policy."

Perhaps the most interesting chapters in the volume are those devoted to Denmark's greatest industry, wherein her methods have far exceeded those of any other country, on so wide a scale—her farming and dairies. The writers describe the work of a model farm such as may be found in one or two instances belonging to private individuals in England, run without view to the expenses involved, but which in Denmark are to be found everywhere, and are managed so as to bring in profitable returns. "A visit to a Danish co-operative dairy," we read . . . "provides the most striking evidence of the immense advance which has been made upon the simple and Arcadian methods of a quarter of a century ago. The multitude and variety and the extraordinary ingenuity of the machines employed and the order, swiftness of operation and precision of the whole work would astound and bewilder an old-fashioned farmer from, say, Wiltshire or Dorsetshire. For there is little of sentiment and nothing of leisure or tradition about modern Danish farming."

Statistics show that the result of this method of supplying the towns with milk has brought about, in recent years, a far greater consumption of it than was formerly the case, and it is believed by the authorities that this has contributed to the extraordinary growth of temperance in the country. It is of interest to learn that in Copenhagen the average consumption of milk per day, per person, is almost a pint, whereas in London and Manchester it is less than a quarter of that quantity. The reason for Denmark's phenomenal success in farming does not owe itself in any measure to her land, which is in many ways less agriculturally rich than that of other countries, where farming has made little progress. The secret of her success has lain in the willing and intelligent co-operation between professor and farmer. The British farmer is proverbially slow and suspicious, with regard to modern appliances; the history of Danish farming is the history of a people whose industry is only equaled by their initiative. "In no country in the world," we read, "is the co-operation of university and farm so complete, so loyal, so free from prejudice as in Denmark."

Another reason for the success of the Danish farmer, be he a large landowner or a small one, is the system of co-operation. Thus competition is successfully avoided, unnecessary expense is saved, and monopolies are rendered impossible. By the system in operation in Denmark, the peasant farmer, with his few cows and acres, is as sure of his market and of the safeguard to his interests as is the great landed proprietor. And it has been proved by close observers that not only is the system financially satisfactory, but it also helps to educate the people by giving them a broader outlook, by keeping them in closer touch with their fellow men than if they were merely concerned with the output of their own land and the private disposal of it.

That Great Britain is so far behind Denmark in her methods of production and in her slowness to recognize the advantages of co-operation is due, in some measure, to the character of the people. The system of land tenure in England is, however, so different from that

(Continued on Page 10.)

**OFFICIAL.****SAILORS' UNION OF THE PACIFIC.**

Headquarters, San Francisco, Cal., May 8, 1916.

Regular weekly meeting came to order at 7 p. m., Ed. Andersen presiding. Secretary reported shipping medium. A resolution amending the Constitution, by increasing the dues to one dollar per month, was submitted to a referendum vote of the Coast.

JOHN H. TENNISON, Secretary pro tem.  
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., May 1, 1916.

No meeting. Shipping fair, prospects uncertain.

REGINALD TOWNSEND, Agent.  
Room 11, De Cosmos Block, 1424 Government St.

Vancouver, B. C., May 1, 1916.

Shipping fair, prospects uncertain.

W. S. BURNS, Agent.  
213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, May 1, 1916.

No meeting; no quorum. Shipping fair; no members ashore. Prospects good.

H. L. PETERSON, Agent.  
2218 North 30th St. Tel. Main 808.

Seattle Agency, May 1, 1916.

Shipping medium in offshore vessels.

P. B. GILL, Agent.  
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, May 1, 1916.

Shipping medium; prospects fair.

J. PEARSON, Agent.  
P. O. Box 6. Tel. Main 557.

Portland Agency, May 1, 1916.

Shipping medium; prospects uncertain.

JACK ROSEN, Agent.  
44 Union Ave. North. Tel. East 4912.

Eureka Agency, May 1, 1916.

Shipping fair; prospects uncertain.

OTTO DITTMAR, Agent.  
227 First St. P. O. Box 64. Tel. 159.

San Pedro Agency, May 1, 1916.

Shipping fair, prospects uncertain.

HARRY OHLSEN, Agent.  
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, April 24, 1916.

Shipping medium; prospects poor.

JACK EDWARDSON, Agent.  
P. O. Box 314. Tel. 2526.

**MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.**

Headquarters, San Francisco, Cal., May 6, 1916.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping improving.

EUGENE STEIDLE, Secretary.  
42 Market St. Phone Kearny 5955.

Seattle Agency, April 27, 1916.

Shipping slow; plenty of members ashore.

LEONARD NORKGAUER, Agent.  
Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, April 1, 1916.

No meeting. Shipping fair; plenty of members ashore.

HARRY POTHOFF, Agent.  
P. O. Box 54.

Portland Agency, May 1, 1916.

No meeting; prospects better.

THOMAS BAKER, Agent.  
89 Second St. N. Phone Broadway 2306.

**DIED.**

Peter Nick, No. 747, a native of Illinois, age 62, died at San Pedro, Cal., May 7, 1916.

The Richmond-San Rafael (Cal.) Ferry Company is not going to pay \$250 per month for the steamer "Ellen" without a contest, although a week ago it was believed that the lower bay concern had capitulated to the Association of Mare Island Employees, owners of the craft. Superior Judge W. T. O'Donnell of Solano County has issued a writ of prohibition, citing Justice of the Peace J. A. Fitzgerald of Vallejo to appear and show cause why he should not be restrained from further connection with the litigation between the Richmond capitalists and the navy yard employees. While the latest move of the Ferry Company seems to affect Judge Fitzgerald, it indirectly reaches the navy yard workmen, who own the "Ellen."



### PROGRESS IN JAPAN.

About a year ago two representatives of the Japanese Friendly Society, an organization instituted to improve conditions for the toilers of the kingdom of the Rising Sun, visited the United States and addressed various labor bodies in this country, including the San Francisco Labor Council, the California State Federation of Labor and the American Federation of Labor. In their addresses they expressed the hope that they might be able while here to acquaint themselves with the methods made use of by American trade unionists in bringing about improved conditions in order that they might carry them home with them and make them available to their fellow workers.

They also expressed the opinion that public sentiment in Japan was so shaping itself as to admit of the pronounced activity of the workers in their own behalf, and that less governmental opposition to such a course in the future might be expected because the necessity for organization is recognized by those high in authority.

In this opinion they were later seconded by Baron Shibusawa, the noted Japanese financier, who said he realized that if his country was to keep pace with the progress of the western world labor must be given recognition and take its place in the forward marching caravan.

That the assertions of these men were not mere idle dreams is now testified to by the fact that social reformers of Japan are expressing satisfaction over the putting into operation of a new law by which something like a million Japanese factory workers will be benefited.

The main features of the law are prohibition of child labor in any heavy work; the prohibition of employment of male workers under fifteen years and females of any age for more than twelve hours in a single day and the prohibition of the employment of male operatives under fifteen and all females between the hours of 10 p. m. and 4 a. m. except in exceptional cases when speedy execution of a contract on hand is required.

Furthermore, factory owners are required to give at least two holidays a month to male operatives under fifteen and to all females, with the understanding that this number is to be doubled in case the work is carried on day and night and the operatives engaged are divided into two groups and work in turn. It is forbidden to employ boys under fifteen or women for such work as cleaning, oiling or repairing of machines in motion, or the handling of explosives, or poisonous or any other injurious material and in a general way where conditions are dangerous or hygienically harmful.

Another provision is that in case of injury or death of the operative through no gross fault of his own the owner of the factory shall give relief to the operative or his family. The regulations also provide a fine for violation of the law.

The latest factory returns show that about 14,000 boys and 55,000 girls under fourteen years of age are employed throughout the country. Considerable scope is given to the inspectors under the new regulations and it may reasonably be expected that a great many of the present

day evils of the Japanese factory system will be eradicated.

While, of course, these improvements in no way compare with the progress we have made in this direction in California, still they are not far behind some of the States of the Union, particularly in the southern portion of the country. At any rate this news indicates that the Japanese workers are facing in the right direction and that broader strides may be looked for in the future.

The American worker will rejoice with those of Japan in every forward step taken in the Far East. Such progress will greatly aid in solving the problem which now confronts the two nations by lessening the desire on the part of the Japanese worker to leave his own country.

Economic conditions in this country are such that the American workers can not permit the laborers of the Orient, or, in fact, any other country, to come in here. This condition of affairs is recognized by the Japanese who are familiar with the situation as well as by Americans who have given the subject any attention, and because of this mutual appreciation of existing conditions, there should be no great difficulty in solving the immigration problem by the two nations, if the Japanese government is willing to lend a hand in improving conditions for its toilers. In some such way must the problem be solved.

Meantime we extend congratulations to the workers of Japan upon the progress already made and bid them godspeed in their fight for better things.—San Francisco Labor Clarion.

### FOREIGN LANDLORDS.

There are now 20,647,000 acres of land in the United States owned by 29 foreign landlords and foreign syndicates. The amount of land thus owned is as large as Ireland. Indeed, one Irish landlord is said to draw \$400,000 annual income from rack rents from his estate in Illinois. One English gentleman in London owns 700,000 acres of American land. The census of 1880 showed that there were 1,024,601 tenant farmers in the United States. That number must have increased considerably in later years, and at the present time our American "peasantry" probably outnumbered that of Great Britain and Ireland combined. At any rate there are in Ireland to-day only 547,222 tenant holdings; in England and Wales together but 414,804, and in all Scotland 81,101. The State of Illinois alone has 20,000 more land tenants than Scotland. France has to-day 5,000,000 small rural proprietors and 2,000,000 large proprietors and owners of real estate in towns. Altogether, both great and small, the number of landed proprietors in the United States is not quite 3,000,000, and yet we have a greater population than France by 60,000,000 and many times as much land as that country.—Prof. Herbert B. Adams.

An average of 95 tons of soil and loose rock is washed into the ocean every year from every square mile of the United States, according to the Geological Survey. This estimate does not include the Great Basin. The immensity of this contribution may be better comprehended when it is realized that the surface of the United States covers 3,088,500 square miles.

### MILITIA OR COSSACK?

With remarkable unanimity every daily paper in New York insists that the "moral" to be drawn from the strike at Hastings-on-Hudson is the necessity of a State constabulary. The militia has been used there and have charged the strikers with bayonets and shot them up in the usual style. But their showing has, for some reason, not been satisfactory to the employing class.

It has cost considerable money to bring the militia there, and other employers have lost their services temporarily in consequence.

And, besides, they have not broken the strike. It is still on. The argument seems to be that a dozen State police, specially organized for breaking strikes, could have done the work quicker and much more cheaply. It is an argument for "efficiency" and, at the same time, cutting down needless expense.

There can be no dispute that a specially trained troop of State police thugs, responsible to no local authority, and who well know how to provoke violence that will give them an opportunity of suppressing it, and breaking the strike quickly and effectively at the same time, is the ideal of the employers. The testimonials given the Pennsylvania Cossacks are perfectly satisfactory references, in the opinion of New York exploiters. They are, undoubtedly, the most economical and efficient workers in the strikebreaking industry.

It is, of course, gratifying to know that the bill at Albany to establish this most efficient menace to labor has just been defeated by a vote of 67 to 59—a majority altogether too close for comfort—but so far organized labor has been able to keep the State clear of their presence. But there is a most powerful incentive on the part of the employers to have them established, and they are not likely to abandon the attempt.

In a certain sense, it is like fighting improved machinery. In that fight the workers were forced to succumb. They were not ready to take over the ownership of the machine, and their fight against it, in the long run, was in vain.

There is considerable danger that it may eventually be the same with the State police. They, too, are an improved machine in the hands of the capitalist class. If the workers do not finally make up their minds to take control of the political machine, of which they are the expected output, the State constabulary may materialize despite all the protests of organized labor. The strike at Hastings is naturally used as an argument by the employers, as will be every future strike that takes place, unless the workers put an end to their hopes by taking control of the political machinery of the State.—New York Call.

### 450,000 ENGLISH WORDS.

The vocabulary of the new Standard dictionary of the English language contains approximately 450,000 words; Grimm's dictionary of the German language contains approximately 150,000 words; Littré's French dictionary, approximately 210,000; Petrocchi's Italian dictionary, approximately 140,000; Carlos de Ochoa's Spanish dictionary, approximately 120,000.—Boys Life.



**USING THE "STRIKE CLAUSE."**

(From Committee on Industrial Relations.)

Conduct contrary to the interests of the country and to every principle of fair dealing and justice is charged against the Cramps Shipbuilding Company of Philadelphia, in connection with the strike of 1100 riveters and helpers now in progress, by the Committee on Industrial Relations.

Although they were assured that the strike could be settled if they would meet a committee of their men, General Manager Hand and Manager Mull of the Marine Department refused to meet the committee and summarily rejected the proffered aid, first of United States government mediators, and then of Mayor Smith of Philadelphia.

The company has been delayed by bad weather on contracts now being executed for new ships. Its management welcomed the strike as a means of saving large sums of money through the operation of strike clauses in its contracts.

Manager Mull boasted to an agent of the Committee on Industrial Relations that, because of the existence of these clauses, the strike had proved a blessing. He asserted that the longer it continued the better pleased the company would be.

The building of four torpedo-boat destroyers for the United States Navy is included in the work now under way at the yards.

All delay in the construction of ships can be laid to the strike, and by this means, and by speeding up the men not affected by the walkout, the company can prevent otherwise serious losses. At least there seems no other reasonable conclusion to be drawn from Mull's boast that the strike is saving the firm "big money."

The company's attitude was given to George P. West of the Committee on Industrial Relations by Manager Mull as follows:

"The men have serious grievances; no one knows it better than I do. We've had blizzards and bad weather, and the men have not been able to work more than three days a week. The cost of living has gone up, and they are being pinched at home.

"But when men go on strike, we're through with them! I'd rather pay the cost of a 15 per cent. increase to find out what the other side are up to. And I do find out. I know every move they make. I've organized two unions myself, and the national organizations thought they were bona fide unions.

"This strike is the best thing that could have happened for us. We have a strike clause in every contract and the longer those men stay out the better we'll like it. It gives us a chance to clean up the yard, and it saves us a lot of money."

The committee's representative had gone to Mull to tell him that the strike could be settled if he would meet the men's committee. His reply is contained in the foregoing. The committee had not intended to make public the substance of the interview, but decided to do so when Mr. Mull stated that he would "sit up twenty-four hours to let every employer in the country know of the meeting" between himself and the committee's representative. Mull alleged that he had not understood the purpose of the visit although this had been

made perfectly plain to the clerk who arranged the interview. Mull himself boasted during the interview that he had a complete check on the movements of all outsiders and told the committee's agent of his movements in Philadelphia.

Subsequent to this interview Mediators Dr. G. F. Davis and William Blackman of the United States government called at the Cramp office and asked for Mr. Hand, general manager. He sent word that if they wanted to talk about the strike situation he would not see them. He repeated this refusal and ignored a letter from the Government.

After the Government mediators had failed in their effort to obtain an "audience" Mayor Smith of Philadelphia offered his aid to the company in bringing about a settlement. The Mayor's offer was promptly turned down.

After the President's final note to Germany created a situation where delay in construction work could not be tolerated, Hand sent for the committee of the men, but after considering their list of grievances for two days, he notified them that their demands would not be granted, and broke off negotiations.

**FREIGHT RATES.**

The Department of Commerce has furnished the House Committee on Merchant Marine and Fisheries a report on advance in ocean freight rates since the war began. The increase on grain from New York to Liverpool is shown to have been 900 per cent., flour 500 per cent., provisions 400 per cent. In January, 1914, the rate on grain from New York to Liverpool was 4.1 cents per bushel, and one year later 18.3 cents. In January, 1916, the rate had risen to 40.6 cents. Rates from Boston jumped from 4.1 cents per bushel to 36.5 cents in the same time. The higher rate in New York is due to congestion. At both New York and New Orleans the rate on cotton has increased about 900 per cent. in the last two years, with a lower rate at present obtainable at New York. On January 1, 1916, the rate per 100 pounds from New York was \$2.25 and from New Orleans, \$3. Rates on other commodities are considerably higher at New Orleans than at New York. Wheat, from New Orleans to Glasgow, was 54.8 cents per bushel on January 1. There was a greater increase on flour from New York to Liverpool than from Seattle to Hongkong. The rate on sack flour from New York to Liverpool increased in two years from 15 cents to 90 cents per hundred pounds; and from Seattle to Hongkong, 25 to 75 cents. The transpacific rates on other commodities, such as wheat, lard and meat products, showed comparatively little increase in the two years. In certain other commodities the transpacific rates from Seattle have increased in a remarkable degree. The rate on agricultural machinery has tripled; copper doubled, sewing machines two and a half times the former rate, leather five times, canned salmon twice the former rate, and steel products rates have jumped from \$3.50 per short ton to Hongkong to \$30. There has been an increase of \$14 per short ton since October 1, 1915.

Demand the union label upon all purchases!

**NOTICE TO SEAMEN.****IMPORTANT.**

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,  
V. A. OLANDER, Secretary.

**LAKE DISTRICT, I. S. U. of A.****HEADQUARTERS:**

LAKE SEAMEN'S UNION,

570 West Lake Street, Chicago, Ill.

**BRANCHES AND AGENCIES:**

BUFFALO, N. Y.....55 Main Street  
Telephone Seneca 936 R.  
CLEVELAND, O.....1401 W. Ninth Street  
Telephone Bell Main 1842.  
MILWAUKEE, WIS.....133 Clinton Street  
Telephone South 240.  
ASHTABULA, O.....21 High Street  
Telephone 552.  
NORTH TONAWANDA, N. Y.....152 Main Street  
Telephone Bell 2762.  
DETROIT, MICH.....15 Twelfth Street  
Telephone 3724.  
SUPERIOR, WIS.....1721 N. Third Street  
Telephone, New, Broad 385.  
BAY CITY, MICH.....108 Fifth Avenue  
OGDENSBURG, N. Y.....70 Isabella Street  
CONNEAUT, O.....922 Day Street  
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue  
PORT HURON, MICH.....517 Water Street  
ERIE, PA.....107 E. Third Street

**MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.****HEADQUARTERS:**

71 Main Street, Buffalo, N. Y.  
Telephone Seneca 48.

**BRANCHES:**

CLEVELAND, O.....1185 W. Eleventh Street  
CHICAGO, ILL.....406 N. Clark Street  
MILWAUKEE, WIS.....151 Reed Street  
DETROIT, MICH.....27 Jefferson Ave., East  
SUPERIOR, WIS.....1814 Fourth Street  
OGDENSBURG, N. Y.....70 Isabella Street  
BAY CITY, MICH.....108 Fifth Avenue

**MARINE COOKS AND STEWARDS' UNION.****HEADQUARTERS:**

406 N. Clark St., Chicago, Ill.  
Telephone Main 365.

**BRANCHES:**

Buffalo, N. Y. Toledo, O.  
Cleveland, O. North Tonawanda, N. Y.  
Milwaukee, Wis. Superior, Wis.  
Ashtabula, O. Erie, Pa.

**UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.****MARINE HOSPITALS:**

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

**RELIEF STATIONS:**

Ashland, Wis. Ogdensburg, N. Y.  
Ashtabula Harbor, O. Oswego, N. Y.  
Buffalo, N. Y. Port Huron, Mich.  
Duluth, Minn. Manitowoc, Wis.  
Escanaba, Mich. Marquette, Mich.  
Grand Haven, Mich. Milwaukee, Wis.  
Green Bay, Wis. Saginaw, Mich.  
Houghton, Mich. Sandusky, O.  
Ludington, Mich. Sault Ste. Marie, Mich.  
Manistee, Mich. Sheboygan, Wis.  
Erie, Pa. Superior, Wis.  
Menominee, Mich. Toledo, O.



## WEEKLY NEWS LETTER.

(Continued from Page 3.)

buried after spending such a vast sum to secure it and they ordered the report printed. It is estimated that the testimony will comprise about a dozen volumes of 500 pages each and the report will consist of one volume of the same number of pages. It is intended that each Senator and Congressman be allotted a number of both documents for public distribution and the superintendent of documents will be authorized to print additional copies, according to the law governing the sale of public documents.

## Dividend Railroad Stock Large.

The four railroad brotherhoods have issued a statement refuting the claim of railroads that an eight-hour day in the freight service is impossible because "thirty-five per cent. of all railway stock pays no dividends."

The employes say:

"There has been a gradual increase in the per cent. of dividend paying stock since 1897 and this in spite of the fact that there has been a large increase in the amount of stock issued, much of which represented no capital investment whatever, but was issued to pay bonuses, commissions, etc., given to such financial manipulators as operated the New Haven, Frisco and Rock Island deals.

"It should be remembered that in the total amount of railroad stock outstanding there is considerable that is not expected to pay dividends, such as switchlines, belt line transfers, etc., which are constructed only to facilitate the handling of traffic in and around terminals.

"Thus, a more detailed examination of the official statistics of the Interstate Commerce Commission, as regards the dividends and non-dividend-paying stock of the railways of the United States does not give the impression that the opponents of the eight-hour day movement are so desirous of instilling into the public mind.

"To say that 'thirty-five per cent. of the railway stock paid no dividend' in 1914 does not, in the slightest degree, indicate that the stockholder of American railways has not fared well with his investment. On the contrary, it has been conclusively proven that the condition of this stockholder has considerably improved over the period of years.

"As conclusively shown in statements previously issued by the Interstate Commerce Commission the typical stockholder in American railways is the railroad corporation itself, and not the widows and orphans which the railway officials would try to have us believe owns the stock of the railroads of this country."

## Foes of Seamen's Law Silence Tin Rattles.

The anti-Seamen's law bubble has burst and the tin pan campaign conducted by Eastern opponents of this legislation has ended, if the New York World correctly interprets current thought. In a satirical editorial, that paper says:

"When the Southern Pacific sold its holdings in the Pacific Mail last August and withdrew from the transpacific trade, it gave as its reason the impossibility of operating under the new Seamen's act. It managed to time its change of policy in such a way as to get a big price for its steamships and

to furnish a sensational climax to a campaign engineered to influence the action of Congress. The whole country was loudly called on to witness the dying agonies of the American merchant marine and the final disappearance of the American flag from the Pacific.

"The Seamen's Act is still in force. Evidently the efforts of the Southern Pacific to convince the public that the Pacific would be forever closed to American steamships have miscarried. The Pacific Mail Steamship Company has stepped into the place vacated by the Southern Pacific and announced that it will re-establish the service between San Francisco and the Orient. It refuses to be warned by the awful dangers that filled the old Southern Pacific line with panic and is wickedly occupied with plans to gather in profits in a neglected field.

"We have decided," says General Manager J. H. Rosseter, "that there is an opportunity for the restoration of American shipping at this time. If we find that we can compete with the cheaper-manned steamers of the Japanese line, we shall eventually have a big fleet operating."

"It is regrettable that any American shipping concern should raise doubts about the Southern Pacific's business judgment or the sincerity of the reasons assigned for the sale of its fleet. But the prospects of making money in the transpacific trade are too good to be resisted by men who do not mix politics with the shipping business."

## Benevolence Fails in Stetson Plant.

Under the caption "Where 'Benevolence' Falls Down," the United Mine Workers' Journal says:

"The strike in the John B. Stetson hat factory is not receiving much publicity. This company is powerful enough to demand that newspapers smother any allusion to the strike, and as a consequence it is only through circulars sent to the labor press that the fact of the strike has become known.

"The John B. Stetson Company claims to hold a benevolent interest in the welfare of its employes. True, it does not pay wages as high as the union concerns, but the employes are encouraged to lead a moral life. The conduct of the workers outside of the factory is also claimed as the interest of the employer.

"Also, this factory has constituted a 'board of conciliation,' consisting of the representatives of the management, and of the employes, but no interference by labor unions is tolerated.

"Until lately they had no trouble on this conciliatory board. The managers would express the wish of the company; the employes' representatives sometimes voiced the hopes of the workers; then they compromised on 'the wishes of the company.'

"Happened that one Edward McPeak was elected, or appointed, as one of the conciliators, and he actually thought he could present some of the aspirations of those he was supposed to represent. He was fired instantly. Then came the strike.

"The point we would make is—that there can be no real collective relationship between employers and employes when the former are possessed of all the economic power while the latter are prevented by all means from allying themselves with an

organization that would give them power to press any demands they might make.

"Collective bargaining is impossible with all the power on one side. Benevolence always balks at sharing power."

## Gains by Granite Cutters.

International President Duncan of the Granite Cutters' International Association reports that new trade agreements have been signed by branches of the international association in the following localities:

Boston, five years, with wage increases of from 35 cents to 60 cents per day.

Wages have been increased 75 cents per day in the following localities: Albany, N. Y., for four years; Clyde, Ohio, for five years; Cincinnati and Freedom, Pa., for three years; Fitzwilliam, N. H., for four years; New Bedford, Mass., Norfolk, Va., and Piqua, Ohio, for one year or longer; three locals in Quincy, Mass., for five years; Norwich, Conn., for four years; Stone Mountain, Ga., for five years; Toronto, Ontario, for two years. In these localities improved sanitary and other working conditions have been secured, in addition to the excellent wage increases.

A one-year contract has been signed by the Salt Lake City branch. Old wage rate of \$5 per day is agreed to, but improved working conditions are secured.

## "Illegal" Strikers Win.

Employes of the American Smelting and Refining Company at Leadville, Colo., have had their wages raised.

About a month ago workers in the Leadville and Pueblo plants of this company struck to enforce a wage increase of 50 cents a day. They ignored the State law which provides for thirty days' notice, and were threatened with all sorts of dire things—including the State militia—by Governor Carlson and members of the State Industrial Commission, because they had "violated a law" by quitting their employment.

Other officials offered saner counsel, however, and the strikers returned to work on a promise that their claims would be investigated.

## DENMARK AND THE DANES.

(Continued from Page 7.)

in Denmark, where men farm their own land, instead of renting it, that the principal reason may perhaps be found here. In Ireland where the system of land ownership differs from that of England, co-operation among the farmers is gaining steadily.

Chapters which deal with the press of Denmark, with its art, literature and social laws, show, with the rest of the book, the authors' careful accumulation and marshaling of facts and should be read by those interested in gaining a general knowledge of the country in its outstanding features. By her constitutional government, which is eminently democratic, by the enlightenment of her progress along a variety of lines, by her willingness to adopt reforms which shall operate for the good of the whole, Denmark has shown herself in such matters

Workmen engaged in repairing the ruins of the old Shiragi dynasty tombs in Korea, while employed in a nine-story tower, discovered a stone coffin about two square feet in the third story of the tower. In the coffin were a jeweled ornament, a gold bell, a silver bell, some old coins, a gold vase, a stone gourd, some comma-shaped jewels, and several other rare articles, all relics of ancient times, dating back 1300 years.



## ARMED MERCHANT VESSELS.

The date of publication as much as the contents of the armed-merchantmen memorandum of the State Department excites the interest of some of our editors. Whether the object in publishing this document, prepared in March by direction of the President, was to "forestall a German note or merely clarify a confusing question," as the New York Sun and other dailies point out, it should be borne in mind that "our dispute with Germany is not concerned with ships of war, or ships performing the functions of war vessels, but with carriers against whose peaceful conduct no charge is brought." And yet this journal thinks it possible that the "points made clear" by the Administration "indicate the way toward a settlement of the points at issue between Germany and the United States." The rules guiding the Government in the memorandum to fix the character of armed merchant vessels, The Sun goes on to explain, may be succinctly stated in two sentences:

A vessel using her armament solely for self-defense is entitled, under the doctrine therein set forth, to treatment accorded to an unarmed ship. A vessel using her armament in aggression against enemy ships loses her peaceful status, and lays herself open to attack on the same terms as a warship.

We read then:

The status of each vessel must be established by her conduct, if documentary evidence of her design be lacking, and the State Department declares significantly that the "taint of hostile purpose" resulting from intermittent raids can not be thrown aside at will. A ship so employed is obviously engaged in making war, and must be so regarded, though she may not be formally incorporated in the naval forces of her country.

The memorandum covers broadly the status of merchant ships armed for defense or offense, and defines their treatment in neutral ports and on the high seas by neutral powers and by enemy warships. The chief point in dispute at present is the treatment to be given an armed merchantman on the high seas by an enemy war vessel—usually, in actual fact, a submarine. Without mentioning this detail specifically, the State Department says of such an encounter:

1. It is necessary for a belligerent warship to determine the status of an armed merchant vessel of an enemy encountered on the high seas, since the rights of life and property of belligerents and neutrals on board the vessel may be impaired if its status is that of an enemy warship.

2. The determination of warlike character must rest in no case upon presumption, but upon conclusive evidence, because the responsibility for the destruction of life and property depends on the actual facts of the case, and can not be avoided or lessened by a standard of evidence which a belligerent may announce as creating a presumption of hostile character. On the other hand, to safeguard himself from possible liability for unwarranted destruction of life and property, the belligerent should, in the absence of conclusive evidence, act on the presumption that an armed merchantman is of peaceful character.

3. A presumption based solely on the presence of an armament on a merchant vessel of an enemy is not a sufficient reason for a belligerent to declare it to be a warship and proceed to attack it without regard to the rights of persons on board. Conclusive evidence of a purpose to use the armament for aggression is essential. Consequently an armament which a neutral Government, seeking to perform its neutral duties, may presume to be intended for aggression might in fact on the high seas be used solely for protection. A neutral Government has no opportunity to determine the purpose of an armament on a merchant vessel unless there is evidence in the ship's papers or other proofs as to its previous use, so that the Government is justified in substituting an arbitrary rule of presumption in arriving at the status of the merchant vessel. On the other hand, a belligerent warship can, on the high seas, test by actual experience the purpose of an armament of an enemy merchant vessel, and so determine by direct evidence the status of the vessel.

In the opinion of the New York World (Dem.), the memorandum does more than

define the status of armed merchantmen, for in addition, it is "a remarkably lucid digest of existing international law as applied to belligerent and neutral commerce in time of war," and this journal tells us that:

In the definitions of belligerent and neutral property rights at sea, of contraband and non-contraband, of visit and search, and of seizure and confiscation, or, in emergency, of destruction of enemy or contraband ships, there is line by line an impersonal indictment of the whole German scheme of submarine warfare upon commerce. Except where resistance is offered or flight is attempted, merchantmen of any description can not be sunk lawfully until crew and passengers have been placed in safety.

While this memorandum has an important bearing on the submarine controversy, it contains no word modifying the ultimatum now in the hands of the German Government. There has never been a pretense that the outrages against innocent shipping complained of in that note could be excused on grounds of armament, resistance, or attempted escape.

But the Republican New York Tribune, which is less enthusiastic for the Administration, speaks of the "latest" memorandum as merely adding "more than two thousand words" to the submarine issue. They are "good" words, but "the one question must be why any one considered it desirable to utter such truisms at this late stage of the submarine debate." Less caustic, though also suggestive of disappointment, is the remark of the New York Globe (Rep.), that this state paper is "a technical legal document whose fine discriminations the average mind finds difficult to follow," and it adds:

As far as can be made out, the right of a merchantman to arm itself defensively is clearly recognized in international law, although there is no settled set of general rules of what shall constitute defensive arming. Each nation is thus required to determine for itself its standards of evidence—standards that are alterable from time to time as conditions of naval warfare change.

As to what a merchantman defensively armed may do seems to depend on what is done by the enemy warship that it encounters. If the behavior of the approaching ship is such as to leave no doubt that an immediate unwarmed attack is intended, the merchantman may fire first. On the other hand, if its capture is attempted in a legal way the merchantman must hold its fire or be subject to the penalty of immediate destruction.

Thus the matter is left in a practical way to the judgment of the respective commanders, and in case of contradictory inferences there seems no practical way to arrive at a conclusion of which is right and which is wrong.

The New York Times (Ind. Dem.) describes the memorandum as "a recital of the familiar principles of international law, together with certain logical deductions therefrom." The rules for determining the status of an armed merchantman, we are reminded, were asserted by our Government as international law in the memorandum of September 19, 1914, and Germany will find nothing in the present paper that "releases her naval commanders from the legal obligation to carry on their operations in a humane manner." At the same time we are reminded that there never was a period when "a non-combatant passenger on a ship that was only occasionally a merchantman" would have been entitled to the protection of his Government if harm befell him.—The Literary Digest.

The New York State Factory Investigation Commission found that, out of a total of 104,000 persons, one-eighth receive less than five dollars a week, one-third less than seven, two-thirds ten or less, and one-sixth fifteen or more. It found in New York City, out of 15,000 women industrially employed, 8,000 got less than six dollars and a half during the busy season last year.

Demand the union label upon all purchases!

## Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

## International Seamen's Union of America

(Continued from Page 5.)

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#### Agencies:

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ASTORIA, Ore., P. O. Box 138.

### DEEP SEA FISHERMEN'S UNION OF THE PACIFIC.

#### Headquarters:

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#### Branches:

VANCOUVER (B. C.), Canada, 437 Gore Ave.

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## The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.



## Labor News.

The Staples' Transportation Company announced an increase of \$5 a month to firemen and deckhands. The oilers were not included and this caused a strike.

Electrical Workers of Pottsville, Pa., have raised wages of inside men 10 cents an hour, secured union recognition and an eight-hour day. The contract will run for one year.

Laborers' Protective Union No. 14,953, of Schenectady, N. Y., affiliated with the American Federation of Labor, has raised wages from \$1.88 to \$2.40 per day without a strike.

An attempt to amend the one-day-of-rest-in-seven law by exempting creameries and other industries of a similar nature from its provisions has been defeated by the State Assembly of New York.

Pellagra caused 8000 deaths in this country in 1915, according to reports issued by the United States Public Health Service. The development of this disease can be prevented by a cheap and simple diet, the health service experts say.

The Reading Railroad has receded from its position that its employees are under interstate commerce statutes and therefore can not be affected by the Pennsylvania compensation law. The company has agreed to pay compensation to an injured employee at Cooperstown.

Employees at the textile plants of the Nashua (N. H.) Manufacturing Company and the Jackson mills have secured wage increases. These concerns say they will pay the "prevailing wage" as usual. A strike at these mills, which started last October to enforce wage demands, was recently settled.

Freight handlers at the Fall River Steamboat line dock have received wage increases promised if they returned to work. They struck several weeks ago. The old rate was 19½ cents an hour. Now they will receive 23 cents an hour from 5:30 to 7 in the morning and 21 cents from then until 7 at night. They will be paid these rates if the boat is late.

The street-car strike on the Stark Electric and Cleveland, Alliance and Mahoning Valley (Ohio) interurban and Alliance city lines has ended with motormen and conductors winning wage increases. The new wage scale calls for these rates respectively per hour for the first and second six-month periods and after two years: Alliance city, 22, 24 and 26 cents; Stark Electric, interurban, 26, 28 and 30 cents; Cleveland, Alliance and Mahoning Valley, interurban, 24, 26 and 28 cents. The companies agree not to discriminate against any employee because of strike activity.

Bituminous coal operators of District No. 2 at Clearfield, Pa., have signed an agreement with the United Mine Workers' Union after conferences lasting nearly a month. The operators accept the check-off system for both miners and laborers and substantial wage increases have been secured for all classes of workers in and around the mines. The contract is to continue for two years. About 50,000 employees are affected. This district is separate from the bituminous section of the western end of the State, which is included in the central competitive district. The wage scale of the latter was settled several days ago.

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## Seattle, Wash., Letter List.

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|                    |                     |
|--------------------|---------------------|
| Alton, N.          | Macfarlane, Jas.    |
| Anderson, Frank    | Morgan, W.          |
| Aien, Hans         | Mynkmeier, H.       |
| Ackerson, A. R.    | McManigal, T. E.    |
| Augustin, Herman   | Mattson, Hilding    |
| Bakstrom, F.       | McLean, H.          |
| Bolsen, J.         | Nelson, Ed.         |
| Berg, Johamus      | Nolln, Geo.         |
| Bohm, Franz        | Nasse, A. W.        |
| Brokow, Albert     | Nielsen, J.         |
| Borgen, Arne       | Nielsen, C. -1544   |
| Christensen, Hans  | O'Brien, J. S.      |
| Christensen, Lairs | Olsen, Ed.          |
| Camozl, M.         | Olsen, O. J. -542   |
| Connouton, T. H.   | Olsen, Harald       |
| Daniels, Chas.     | Olsen, Herman       |
| De Groot, Geo.     | Olsen, E. -2376     |
| Dazell, James      | Olsen, A. M. -944   |
| Dyrnes, L. C.      | Olsen, Hans -563    |
| Erlkson, Otto      | Olsen, Frank        |
| Eugh, I.           | Olsen, Johan Gre-   |
| Haring, A.         | garlsen             |
| Hansen, Johanus    | Olsen, Andy         |
| Halvorsen, John L. | Olsen, C.           |
| Hein, Paul         | Oseberg, A.         |
| Hernes, John       | Paulson, A.         |
| Hunter, Ernest     | Persson, Jakan      |
| Hansen, Charlie    | Palentz, Adolf      |
| Hansen, Hans T.    | Ramberg, B. A.      |
| -1536              | Rosnes, C. B.       |
| Harknes, A. C.     | Robertson, P. R.    |
| Hellison, H.       | Steln, Eric         |
| Jacobson, Johan    | Schweilstous, W.    |
| Jensen, Hans       | Smith, John         |
| Jones, J. H.       | Salversen, Sverdrup |
| Jorgensen, Fred    | Samuelsen, W. L.    |
| Junge, Hanwick     | Seby, C. H.         |
| Johnson, Jack      | Schauman, W.        |
| Johnsson, Karl     | Seddon, E.          |
| Kopper, Jack       | Soderberg, Albin    |
| Kustel, V. J.      | Strasdin, A. W.     |
| Kylander, H.       | Thorsen, Andrew     |
| Karell, J.         | Trabaut, M.         |
| Krohn, Heinrich    | Ursen, J.           |
| Larsen, J. E.      | Welli, Max          |
| Lersten, J. O.     | Westerlund, Albert  |
| Lundgren, Carl     | Werner, Paul        |
| Lorentsen, Karl    | Wiekblad, Victor    |
| Mathisen, Axel     | Wick, John          |
| Mattson, Rudolf    | Wennecke, A.        |
| Markman, Henry     |                     |

## INFORMATION WANTED.

Anyone knowing the whereabouts of Thomas Rowe (now aged about 74), who was at one time a seaman and longshoreman on the Pacific Coast and also served in the Pacific Coast Navy Yards, will greatly oblige inquiring relatives by supplying such information. Address, Editor, Coast Seamen's Journal. 1-5-6

Phone Main 1202

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## Tacoma Letter List.

|                    |                      |
|--------------------|----------------------|
| Burke, Andrew      | Olsen, Martin E.     |
| Farrell, William   | Olsen, Ole -238      |
| Hunter, Gilbert H. | Paterson, John       |
| Johannsen, Chris-  | Persson, Fritz Leon- |
| tlan               | ard                  |
| Johnson, Hans      | Persson, Herman      |
| Kathy, Albert      | Petterson, Charles   |
| Linea, W.          | -1287                |
| Line, Victor       | Rimmer, C. M.        |
| Murphy, Daniel     | Schultz, M.          |
| Nielsen, Alf. W.   | Schaeht, H.          |
| -1054              |                      |

## INFORMATION WANTED.

Fred Marjama, a native of Russia, age 36, has not been heard from since 1908, at Buffalo, N. Y. Anyone knowing his whereabouts please notify his brother, J. Marjama, 51 South St., New York, N. Y. 9-1-15

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

Knut Jensen, No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Tangemunde, A/Elbe Ostenerweg, No. 7, Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis. 4-14-15

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## Eureka, Cal., Letter List

|                  |                    |
|------------------|--------------------|
| Contreras, Julio | Kustel, Victor J.  |
| Kyrkslatt, Lars  | Kinowsky, A.       |
| Lawrence, Harry  | Ingebrethsen, Alf. |
| Melander, G. L.  |                    |

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## INFORMATION WANTED.

Ingvald Andreas Hansen, alias Andrew Hansen, a native of Norway, age about 36; tall, dark; last heard of July, 1905. His address then was, Andrew Hansen, Karluk, Kodiak Island, Alaska. He is inquired for by his mother. Anyone knowing his whereabouts please notify Staff Captain Robert Smith, district officer, native work, Alaska, Box 925, Wrangell. 4-13-15

Olof Pedersen, a native of Norway, age about 60, supposed to be sailing on the Pacific Coast, is inquired for. Anyone knowing his whereabouts please notify J. T. Miles, 761 Greenwich St., New York, N. Y. 2-16-16



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## Portland, Or., Letter List.

Andreasen, N. S. ...Jonsson, Karl  
Anderson, N. P. Jensen, Henry  
Anderson, Nils Johansen, Nikolai  
Anderson, Rasmus Johansen, R.  
Anderson, Hans Karlson, Ingvald  
Adolfson, John Kronstrand, H. T.  
Anderson, John E. Kjer, Magnus  
Anderson, Hans Kristensen, Wm.  
Belle, Ernest Kroon, L.  
Benson, S. Kaskinen, Albert  
Bartels, Otto Lindberg, A. C.  
Bernhardsen, Chas. Lang, Peter H.  
Bugge, Mr. Loscher, Joseph  
Bernadt, H. W. Munchmeier, H.  
Carty, Carl Molen, Derk von  
Dahlstrom, Gust Ohlsson, J. W.  
Dybdal, Olaf Oglive, Wm. A.  
Erickson, Eric Paulson, Herman  
Edstrom, John Palm, P. A.  
Eriksen, O. H. Petersen, John  
Fisher, Fritz Peltonia, Werner  
Gundersen, F. M. Roos, Oscar  
Gundersen, Fredrik Reskran, George  
Hoten, J. Ross, Chas.  
Henriks, Waldemar Rensmand, Robert  
Hecker, Wm. Rosenberg, Adolf  
Hansen, Hans P. Shalles, K. G.  
Hagen, Arthur Smith, John  
Heinman, Kustaa Swanson, John L. V.  
Hein, M. Schroder, Paul  
Jespersen, Martin Tuhkanen, J. J.  
Johnsen, A. Westengren, C. W.

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209 First Street, Raymond, Wash.

## INFORMATION WANTED.

Wilhelm Ekelund, a native of Sweden, is inquired for by his brother, Axel Ekelund, New Harbor Hotel, Drumm street, San Francisco, Cal. Anyone knowing his whereabouts please notify the above address.  
3-10-15

Hans Nilson, a native of Tonsberg, Norway, was last heard from at Mobile, Ala., is inquired for by his mother. Anyone knowing his whereabouts kindly notify Louis Donald, Norwegian Vice Consul, 77 St. Francis St., Mobile, Ala. 12-22-15



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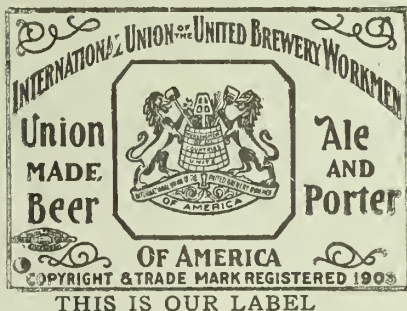
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Burnmeister, T. W.  
Bjorklund, G. Malkoff, Peter  
Benson, W. J. Mahnberg, Elis  
Bowman, C. Nilsen, Harry  
Brogard, N. Nielsen, C.  
Christiansen, Did- Nordman, Karl  
rich Paaso, Andrew  
Crontz, F. Pettersen, Karl  
Carlson, Walter Peterson, Nels  
Davis, Frank Palmqvist, Albert  
Debus, Friedrich Peters, Walter  
Fottinger, Aug. Quiroga, Juan  
Gronros, Oswald Risenius, Sven  
Gueno, Pierre Rudt, Walter  
Holmroos, W. Schmidt, Heinrich  
Hansen, Ove Max Scheffner, Bernhard  
Hylander, Gustaf Sandqvist, Gunnar  
Hansen, Jack Skottol, A.  
Hansen, Thorleif Stenwall, Sigurd  
Johnson, Alex Scarabosio, M.  
Johnsen, Carl Schmidt, Emil  
Johnsen, F. -1723 Toves, H. C.  
Johnsen, Hilmer Toren, Gustaf A.  
Jonsson, E. Williams, T. C.  
Krause, Otto Waaler, Edgar  
Kuldsen, John Wagner, Ed.  
Kustel, Victor J. Wedeqvist, Axel  
Ludtke, Emil  
Lindholm, John  
Lindgren, Ernst  
Lindholm, Sallar  
Lindroos, A. W.  
Lundkvist, Alarik  
Munson, Fred  
Packages.  
Gorgensen, Olaf  
Hansen, J. -2123  
MacGuire, O. F.  
Stanners, W. S.  
Wendt, Walter

## INFORMATION WANTED.

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England.  
3-3-15

John Edstrom, alias Brynjulf Edstrom, born in Norway in 1879, was last heard from at Mobile, Ala., where his address was Norwegian Chapell, is inquired for. Anyone knowing his whereabouts please notify his mother. Address, 22 Pilestradet, Kristiania, Norway.—12-22-15

George Alexander Sharman, a native of Brooklyn, N. Y. About 28 years of age, height 5 feet 9 inches, supposed to have sailed on the Great Lakes in 1907, is inquired for by M. L. Kinvan, 1211 Mosher street, Baltimore, Md.  
7-14-15

Patrick McFee, who was cook on board the schooner "Robert Henry" on a voyage to Mexico last year, is inquired for by the U. S. Shipping Commissioner, at San Francisco, Cal.  
9-15-15

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## INFORMATION WANTED.

Theodore Krakan, last heard of in September 1911, at New Orleans, La., is inquired for by his mother. Any one knowing his whereabouts please notify Mrs. Ad. Krakan, Langenehm 38 I, Hamburg 22, Germany.—8-25-15.

Overcharged.—"Mersey!" ejaculated young Mrs. Kidder, in the midst of her reading. "Here is an account of a woman who sold her baby for fifty cents!"

"Oh, well," returned her bachelor brother, who had at sundry times cared for the children while his sister went shopping, "all kinds of swindles are being worked nowadays."—Kansas City Star.

Compromise.—A little colored girl, a new-comer in Sunday-school, gave her name to the teacher as "Fertilizer Johnson." Later the teacher asked the child's mother if that was right.

"Yes, ma'am, dat's her name," said the fond parent. "You see, she was named fer me and her father. Her father's name am Ferdinand and my name is Liza. So we named her Fertilizer."—Boston Transcript.

Adv.—"I saw Gertie getting into her Chalmers."

"What are Chalmers?"—Cornell Widow.

## Home News.

A mothers' pension law providing a maximum of \$40 a month has been passed by the legislature of Michigan.

The Illinois Mothers' Congress adopted a resolution urging passage by Congress of the Keating-Kenyon resolution for investigation of child poverty. Similar action has already been taken by Mothers' Congresses in Colorado, Texas and Alabama.

The invention of a cheap substitute for gasoline is claimed by Louis Enricht of Farmingdale, L. I. A press dispatch represents him as saying that his invented compound will do the work as efficiently as gasoline and will cost but 1½ cents a gallon.

Ernest Schiller, alias Clarence R. Hudson, who recently held up the captain and crew of fifty-six men of the British freighter "Mattooppo" on the high seas, pleaded guilty to a charge of piracy and was given a life sentence. He has been removed to the Federal prison at Atlanta.

The California raisin crop is now about three times as large as that of Spain, according to a recent publication of the United States Department of Agriculture. About 60 per cent. of this crop is grown in Fresno County alone. Last year it is estimated that the entire California crop amounted to 250,000,000 pounds.

The House has been presented with the largest fortifications bill ever introduced into Congress, carrying an aggregate of appropriations and authorizations amounting to \$34,299,050. Among other appropriations is that of \$750,000 to purchase full rights in the invention of John Hays Hammond, Jr., of a wireless-controlled submarine destroyer and torpedo.

One of the largest gold nuggets ever found in the Southern Oregon placer fields was brought to Grant's Pass by Ben. S. Watts of Williams. It measured three and one-half inches in length and a like distance in width, with a thickness of about half an inch. It weighed eleven ounces, eleven pennyweights and fifteen grains when placed on the scales, its value being \$205. It was found on Munger Creek.

Consumption of water in Seattle hotels has increased to such an extent since the prohibition law went into effect on January 1 that the hotelkeepers desire a reduction of their water rates. A petition signed by nineteen of the leading hotels has been filed with the City Council asking for a 30 per cent. reduction. The petition sets forth that since the saloons were closed the general public has availed itself of the hotel washrooms to such an extent that the hotels' water bills have increased sufficiently to warrant the reduction asked.

Every Representative now sitting in the lower house of Congress from California will seek another term, according to information received at the Secretary of State's office. Already the Congressmen are seeking information concerning the filing of nomination petitions and other data. The Congressmen, in the order of districts, are: William B. Kent, John E. Raker, C. F. Curry, Julius Kahn, John I. Nolan, J. A. Elston, Denver S. Church, E. A. Hayes, Charles H. Randall, William D. Stephens and William Ketner. There are four Democrats, three Republicans, three Progressives and one Independent.



## Domestic and Naval.

Uncle Sam's gunners have set a new record in American naval marksmanship, it was learned at the New York Navy Yard. The Atlantic fleet, which was recently engaged in battle maneuvers at Guantanamo, bettered all former marks for distance in long-range target practice with the twelve and fourteen inch guns by more than 50 per cent.

The British government has informed the State Department that the reason for seizing the American steamer "Edna," owned by Sudden & Christenson, was that they thought the vessel was still under German ownership. The steamer has been ordered to proceed to England, where the ownership of the vessel will be decided by a prize court.

The Canadian government has awarded to Lawrence Norris, master, and six members of the crew of the fishing schooner "Josie & Phebe," valuable watches for services in rescuing the crew of the Canadian schooner "Harry," May 28, 1915. The captain's watch is gold and the others are silver. Each timepiece is appropriately engraved.

The oil tanker "George E. Paddicford" was launched at Wilmington, Delaware, April 18, by the Harlan & Hollingsworth Corporation, on account of the Petroleum Transport Company, a subsidiary of the Mexican Petroleum Company. The new boat is 405 feet long, 51 feet 4 inches beam and 30 feet deep. The vessel has a capacity of 7500 tons on a draft of 24 feet. The speed is 11 knots.

There is building at Noank, Conn., a five-masted schooner which will have a capacity of 3000 tons, and cost about \$180,000 for New York owners. It will have a steel keelson and steel frames, and the planking will be five to six inches thick. The vessel will be equipped with an oil-burning engine, will have no topmasts, and the arrangement of the engine house, galley and crew's quarters will be different from any other sailing vessel on the coast. It is expected she will be ready in June.

The Collingwood Shipbuilding Company, Limited, Collingwood, Ont., has at the present time five steamers under construction for the Imperial Oil Company, Limited, of Sarnia, Ont. Three of these vessels are oil tankers, equipped for service either on the Great Lakes or in salt water. They have a length of 250 feet, a breadth of 43 feet, and a molded depth of 18 feet. The remaining two steamers are fitted exclusively for salt water service in the bulk oil trade, and are 250 feet in length and 43 feet 9 inches in breadth, with a molded depth of 25 feet.

The "L-1," largest submarine in the United States Navy, and the first of a class of seven, has been turned over to the commandant of the Charlestown Navy Yard. She is 170 feet over all and instead of the usual rounded bow of previous anterior types, has an ordinary ship's bow, which is expected to add materially to her speed. She has four torpedo tubes. The other six boats of the "L" type will be ready for delivery before July 1. The "L-1" was built by the Electric Boat Company, which had the contract for four "L" boats, the others being on hand by the Lake Torpedo Boat Company, two on the Pacific Coast and one at Bridgeport, Conn.

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Members whose mail is advertised in these columns should at once notify J. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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Trying to Forget It?—"The West Parishville Birthday Club met at Mrs. Sylvia Thomas's last Saturday to remind her of her birthday. It was a complete surprise to her."—From the Potsdam Herald-Recorder.

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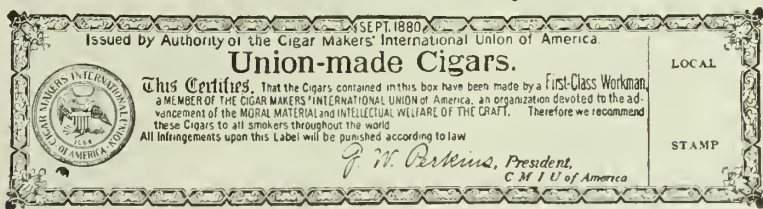
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### INFORMATION WANTED.

Any information regarding Wilhelm Kuhme, age 27, a native of Germany, who was supposed to have been drowned in the wreck of the steam schooner "Francis H. Leggett," September 18, 1914, will be thankfully received by the German Consul, San Francisco, Cal. 1-19-16

Adolph Godfred Eriksen, born in Moss, Norway, is inquired for by his brother, Herman Eriksen. Any one knowing his whereabouts please notify W. Nielsen, 206 Moravian St., Philadelphia, Pa. 5-26-15

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

Vencelus Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolamo Durbich, Zurich, Switzerland. 7-28-15

Peder Bjorback, supposed to be a sailor on the Pacific coast, and a native of Norway, is inquired for. Anyone knowing his whereabouts please notify Mrs. Mildred Baxter, Box 27, R. F. D. No. 5, Seattle, Wash. 2-2-16

Adolph Krakan, last heard of at Port Pirie, January, 1912, and again in March, 1913, from Warumbo, 118 miles from Adelaide, South Australia, is inquired for by his mother at Hamburg, Germany. 8-25-15

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15

Anyone knowing the whereabouts of Peter Murphy, better known as Boatswain McGann, will kindly notify Patrick Kieran, 58 Commercial St., San Francisco, Cal. 4-19-16

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### INFORMATION WANTED.

J. F. Joseph, supposed to be sailing mate on some schooner on the Pacific Coast, is inquired for by his sister. Any one knowing his whereabouts, please notify Mrs. Josie Jantzen, nee Langhorne, 196 Tenth street, Oakland, Cal. 3-29-16

## News from Abroad.

The British administration of German or Western Samoa is closing all German business places. The properties are being disposed of by auction or sold privately at great sacrifice.

The Russian government is stated to be about to buy the coal mines at Advent Bay, Spitzbergen, belonging to Boston interests, the purchase price being \$15,000,000. The Russian State will work the mines with the object of obtaining supplies at a minimum cost for the Murman Railway and the projected naval station on the Murman coast.

The Russian Duma has passed certain reform measures, the most significant of which is one for the amelioration of economic conditions. This may be taken as an indication that the people are beginning to be recognized as a factor in Russian government. Even more important was a bill to provide for meatless days—an admission that the country is feeling the pressure on supplies.

Norwegian shipping companies show excellent financial results for last year's operations. The Aktieselskabet skougaard's Ship Owning Company, Langesund, paid 59 per cent. dividend for the second half of 1915, the same as for the previous six months. Bruusgaard, Koesterud Steamship Company, Drammen, paid 20 per cent. dividend, and the capital is being increased by 2,000,000 kr. Det Bergenske Dampskibsselskab paid 15 per cent. dividend. Det Soendensfjeldske-Norsk Dampskibsselskab paid 20 per cent. dividend. Det Nordenfjeldske Dampskibsselskab, Drontheim, paid a dividend of 25 per cent. The East Asiatic Company, Copenhagen, declared a dividend of 30 per cent. for 1915, against 10 per cent. for the previous year.

The British organizing committee for war savings recently drew attention to the use of motor cars for pleasure and to wasteful domestic establishments. It now appeals against extravagance in women's dress. Many women, it is said, have already recognized that elaboration and variety in dress is bad form in the present crisis, but there is still a large section of the community, both amongst the rich and among the less well-to-do who appear to make little or no difference in their habits. New clothes, it is added, should only be bought when absolutely necessary, and these should be durable and suitable for all occasions. Luxurious forms of, for example, hats, boots, shoes, stockings, gloves and veils should be avoided.

Knud Rasmussen, the well-known Danish Arctic explorer, who returned to Denmark some years ago, after having spent several years in the Arctic regions, is about to organize a new expedition into Arctic waters. After his expedition in 1912 Herr Rasmussen claimed to have discovered that Peary land was connected with Greenland, but owing to the fact that the expedition did not reach the land between Independence Bay on the east, and Nordensklods Inlet, and Gherard Osborne's fjord on the west, he was unable to verify his assertions. Herr Rasmussen and his companion, Herr Frenchen, who accompanied him on his previous expedition, now intend to explore this land and its surroundings and a start will be made this year from Thule, Northwest Greenland, where a base has already been established.



### With the Wits.

The Only Exception.—Soph.—This hall was named after Daniel Webster.

Femme—How much did he give?—Dartmouth Jack o' Lantern.

Understood.—"Professor Jones has no right to teach. He doesn't understand his subject and he can't explain—"

"He gave me a low mark, too."—Yale Record.

"Well, if that Watson isn't the most conceited, self-satisfied, self—"

"Yes, I've heard you say something of that kind before. What's started you off this time?"

"He just sent a telegram of congratulations to his mother."

"Well?"

"To-day's his birthday."—Everybody's.

In a certain provincial town where everything is up to date and the people are always planning some new scheme, a shocking thing happened.

One of the popular society women announced a "White Elephant Party."

Every guest was to bring something that she could not find use for, and yet was too good to throw away.

The party, however, would have been a great success but for the unlooked-for development which broke it up.

Eleven of the nineteen women brought their husbands.

"Why is it," asked the inquisitive husband, "that you never ask anyone if your hat is on straight, as I so often hear other women do?"

"Well, if you must know," replied his wife, "it is because I love you so much."

"But I fail to see what your love for me has to do with it."

"Why, just think how it would disgrace you if I were to call anyone's attention to the only hat I have had in three years."

And that's why, on the very next occasion she went out, she appeared in the latest creation of the milliner's art.

### Children's Accounts

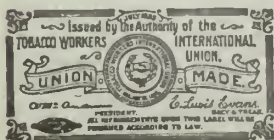
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the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



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MARTIN LAWLOR, Secretary-Treasurer

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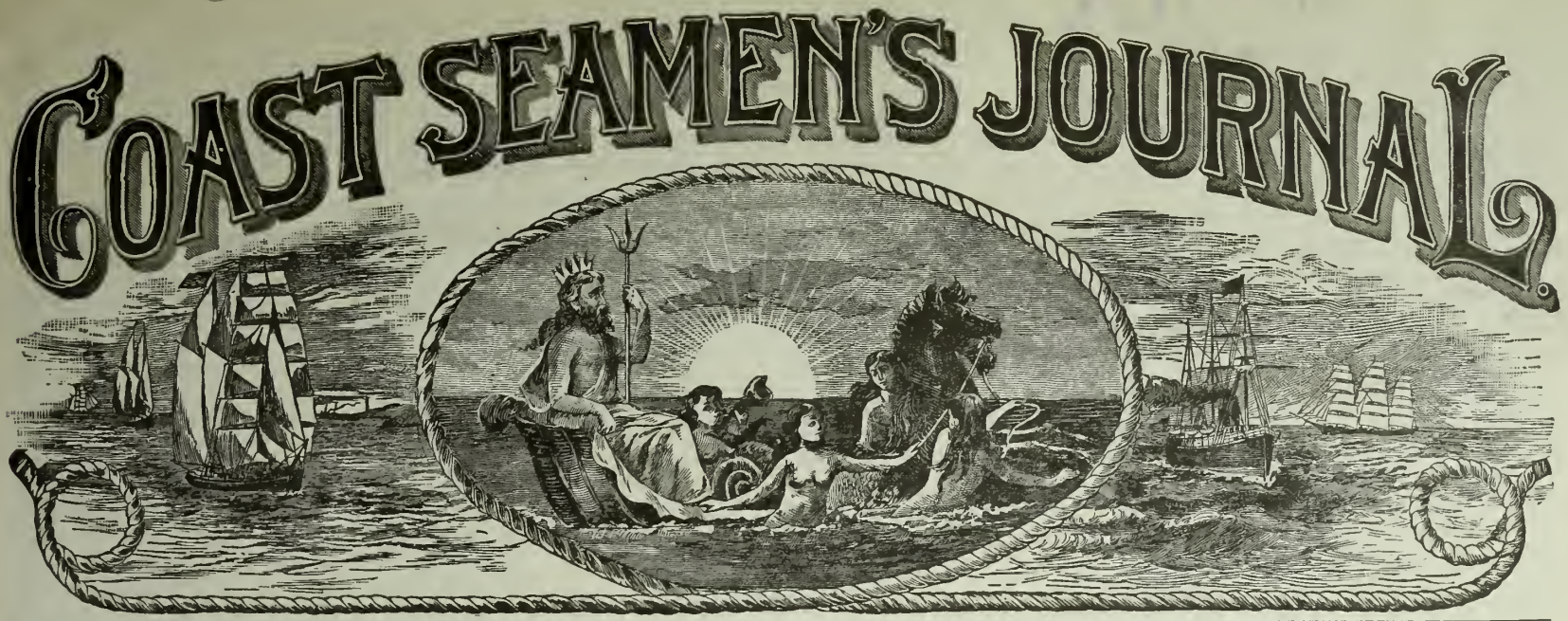
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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXIX, No. 36.

SAN FRANCISCO, WEDNESDAY, MAY 17, 1916.

Whole No. 2382.

# LABOR AND "AMERICANIZATION."

## The Labor Union as a Factor in Americanizing Immigrants.

In order to determine the position of the labor union as a factor in Americanization it is necessary that we define the qualities which distinguish the United States from other countries. What is meant by the term "Americanization?"

Americanization, if it means anything, means something peculiar to our country, something denied to other countries. The influence of the labor movement in this connection depends upon its relation to the peculiar attributes of our national life and the extent to which it conforms to these attributes.

We speak of the United States as the "land of liberty." And so it is. But liberty is of various kinds. Some kinds of liberty may be, and in fact are enjoyed by other lands in equal, if not larger degree than in our own land. In what respect is the liberty enjoyed by the American people pre-eminent over that of other peoples?

If we would find the true answer to this inquiry we must seek it in the motives that impel men to leave their motherland—to sever the ties of family life, to pull loose from every association that the heart holds dear—and seek fortune in a new land and amid strange surroundings.

The answer may not in all cases be as clear as we would wish. The newcomer may not be able to describe in so many words the motives that have actuated him. Indeed, there may exist in his mind an apparent conflict of motive which he is utterly unable to reconcile with the facts of his case.

### The Desire for Progress.

Yet instinctively he feels and consciously or unconsciously he recognizes his determining motive in the desire for a better chance in life, for a larger and more human share in the bounty of nature.

It is this desire for progress—the characteristic that differentiates man from the lower animals—that rises superior to all ordinary considerations and impels men to seek in the new world that which is denied them in the old.

The promise given by the United States of the one thing needful to the full development of our common nature—the promise of opportunity for full development—is the one thing that distinguishes our country from all other countries.

This opportunity is the essence of Americanism. To the extent that the promise of opportunity is realized in the lives of the people they become Americanized. To the extent that the labor movement aids in the realization of this promise it becomes a factor in Americanization.

The man who comes to our shores seeking an opportunity to improve his lot, if left to his own resources, may find himself in a position no better than that he left behind. Indeed, he may find himself in a worse position than formerly, amid strange surroundings and, as it were, mocked by the memory of those tales of wealth by which he was allured from his old home.

In such circumstances the hopes of the newcomer fade and become as "promises kept to the ear but broken to the heart." This situation is not a supposititious one. Unfortunately,

many, in fact a majority of those who annually land on these shores find themselves in just such a position. Herded into the mills and mines, working under conditions that weaken the body and destroy the mind, living in slums, shacks and bunkhouses, the difference between the old and new circumstances of the immigrant is merely a difference in degree of hardship.

### Poverty in the Land of Wealth.

Even so regarded, the comparison between the old and new circumstances may favor the former. In other words, the immigrant may find that his last condition is worse than his first. He leaves a land of poverty and comes to a land of wealth. But he finds himself unable to share that wealth. Like the mournful peasant in "The Deserted Village," he comes to the United States—

"To see profusion that he must not share;  
To see ten thousand baneful arts combined  
To pamper luxury and thin mankind."

He comes to the "land of liberty," only to find himself denied access to nature's gifts. He comes inspired by hope, and that hope turns to "Dead Sea apples" on his lips.

In this situation the newcomer is confronted with a denial of the very essence of Americanism. The word itself becomes a mockery. Disappointed in his hopes of liberty, denied that opportunity which he had been led to believe awaited him, forced to live amid conditions of inequality none the less unjust and repugnant, but rather the more so, because inconsistent with the theory of our social relations, the immigrant rebels in his heart—rebels not against the institutions of the land but against the denial and perversion of these institutions.

The immigrant remains true to the love of liberty. But because he is disappointed in his hopes and ambitions he turns from the spirit of Americanism and willingly or unwillingly surrenders himself to the spirit born of the actual conditions of his life, a spirit of revolt against society, a spirit stronger and more dangerous than that of opposition to the institutions of government, in proportion as wrongs which arise from the subversion of good institutions are more keenly felt than are those which inhere in bad institutions.

The conditions created by the congestion of immigrants in the industrial centers constitutes a serious menace to the institutions of the country. The peace of these communities is constantly threatened and in fact frequently violated.

### The Practical Denial of Freedom.

It is quite clear then, that free institutions can not endure in face of the practical denial of freedom to a large and constantly increasing element of the people. Thus the case becomes one in which the interests not only of the newcomer but of the whole people are immediately and gravely involved.

To meet this danger numerous expedients have been devised. These methods have for their object the dissemination of patriotic sentiment by appeal to national history and tradition, by teaching politics and civics, and by various exercises calculated to inspire reverence for "the flag," and thus to strengthen devotion

to the things of which that emblem is the symbol.

These measures are not confined to appeal upon moral or sentimental grounds. Appeal is made also upon material grounds. This aspect of the case may be illustrated by reference to the "welfare work" carried on more or less extensively by large industrial concerns. The object here sought is to alleviate the miseries of what may be termed massed labor, to give, as it were, a human touch to a system that is essentially inhuman, to imbue with some measure of personality a system that is distinctly impersonal—in a word, to bring employer and employee within hailing distance of each other in a circle which, however wide its diameter, shall unite employer and employee (the president in his office and the day laborer in his bunkhouse) in a bond of mutual interest and common concern.

Such, in brief, is the object of "welfare work." We need not concern ourselves at this time with any question of motive or effect, further than to observe that the motive in many instances is admittedly a selfish one—the motive of "increased efficiency of labor"—and that the results fall proportionately short of the ethical standard at which the system of "welfare work" professedly aims.

### The Real Test of Americanization.

Estimating at their highest value the results achieved by these methods, it is clear that they effect little or nothing toward Americanizing the men and women immediately concerned, for the simple and obvious reason that they miss the point of essential importance. Americanism is not a thing that can be served out like free lunch; the desire for liberty is not a thing that can be satisfied, like the desire for food, by indulging the physical demands.

The patriotic address, the flag-raising exercise, the "welfare work," however well meant and however successful their appeal to the emotions, leave untouched the real need of the case, namely, the need to realize in practical and concrete ways the promised opportunity of liberty and full development upon the highest plane of social justice and equality.

The test to which the question of Americanization must finally be subjected consists in the comparison between the conditions of labor in the United States and the countries from which the immigrants come. To the extent that the comparison favors the United States we recognize the process of Americanization.

The labor union is a vital factor in Americanization by virtue of its influence in the regulation and control of the conditions of labor. The influence of the labor movement is directed toward protecting the worker, who depends solely upon his labor power as a means of subsistence, in his right to that opportunity which is the distinguishing characteristic of Americanism.

The labor movement is a movement of, by and for the workers. Its interests and objects are limited solely to the promotion of justice in the relations between the worker, considered either as an individual or as a class, and society at large.

The labor movement by uniting the workers



in a bond of common interest, endows each individual with strength equal to that of the numbers combined, thus enabling him to make his bargain for employment upon the basis of mutual interest, as between employer and employee, instead of, as in the case of the unorganized workers, upon the basis of their individual necessities.

The power thus brought to bear upon the conditions of labor extends to every detail of the day's work. Wages, hours of labor, shop rules, are determined, not by mandate of either party to the transaction, but by mutual agreement.

The influence of the labor movement does not end with the regulation of those conditions that immediately affect the worker in his daily labor. Equally important, and in a sense more so, is the influence exerted by that movement in the formulation of public policy, as expressed, for instance, in the laws of the country.

Here we find the labor movement standing as a bulwark against the encroachment of private interests upon public rights. Without reference to questions of politics or expediency, the whole power of organized labor is arrayed in defense of those institutions of law, of politics, and personal relations upon which rest both the traditions of the past and the hopes of the future.

The labor movement is the only movement of fundamental reform in the conditions of labor, the only movement that makes for Americanization by making for the establishment in the daily lives of the people of that condition which we regard as the essence of Americanism, the opportunity of full development upon the highest plane of social justice.

#### Labor Movement Is World-Wide.

At this point it should be noted that there is nothing in the labor movement of America that is peculiar to itself, as compared with the labor movement of other countries. The labor movement of America is but part of the world movement, the movement of the working class in every civilized land to secure better and more equitable terms of existence.

Differences in form of organization and details of operation will be found in each country, of course. Economics, politics, and even religion, give more or less distinctive character to the labor movement among the respective peoples. These elements may indeed enter into and in a manner divide the labor movement of any given country. These differences, however, merely reflect the character of the prevailing habits and institutions in the respective countries, without affecting the real character of the labor movement itself.

Fundamentally, the labor movement is directed toward improvement in the conditions under which men labor for their livelihood. It derives its impulse from the instinct of progress and its power from the unity of will and action obtained through organization.

The labor movement of the United States, sharing to the full those qualities common to the labor movement of the world, is largely influential as a factor in Americanization because it conforms in highly essential respects to the peculiar characteristics of our national life and by giving practical effect to the hopes and aspirations of the working class aids materially in the realization of the ideals of Americanism.

To thousands upon thousands of immigrants in our country the labor unions have been schools, colleges and universities. And while they have not assimilated a knowledge of Latin or Greek they have learned much about their inalienable right to live as free men and to share fully in all the material things which have been so amply provided but so unevenly distributed.

What a hollow mockery is all talk of Americanization unless the "Americanizers" see to it that sufficient leisure is provided, "after working hours," to enable the immigrant to take advantage of the educational opportunities offered. In this particular field of endeavor—shortening the work day—the labor union has been the pioneer and has maintained the leadership right up to date.

#### The Immigrants Who Stand Alone.

We recognize, of course, that a large proportion of the volume of immigrants remains outside the body of the labor movement. This fact is due not to any limitations inherent in that movement, not to any indisposition to embrace and welcome the newcomers, and certainly not to any lack of appreciation of the dangers that lie in the situation as it now stands.

But even in this situation the influence of the labor movement is to be noted in the numerous measures taken for the protection of the immigrant against those who would exploit him. Thus the contention that the labor movement is an all-important factor in Americanization is clear to anyone who understands the meaning of Americanism and the nature of the labor movement.

Whether the labor movement, or any other movement, can hope to wield influence sufficient to preserve Americanism against the destructive tendencies of unrestricted immigration added to other tendencies in the direction of industrial vassalage, is a question that may properly be referred to those who approve the dictum that the nation's interests may be best served by an "abundance of cheap labor."—Paper read before the California State Conference of Social Agencies, at Los Angeles, Cal., May 4, 1916, by Paul Scharrenberg.

### IMMIGRANTS IN CALIFORNIA.

The second annual report of the California Commission of Immigration and Housing, which has just been issued, emphasizes the necessity for and the value of a constructive immigration policy, looking toward the proper assimilation of the thousands of immigrants who are coming to California each year. California ranks fourth among all the States as to the number of immigrants arriving during the past year, and the Commission's report indicates that the State has been active in practical "Americanization" work among these newcomers, while Eastern States have been indulging in abstract discussions of the problems of the "hyphenated Americans" and immigrant assimilation.

Experience gained the first year enabled the Commission last year to co-ordinate its work with that of other departments of State and local governments. As a result, according to the report, much more has been accomplished the second year at a proportionately smaller expense. The Commission has brought about a general improvement in the living and working conditions of the immigrant residents which has not only tended to establish American standards among these people but which has resulted in bettering conditions for native-born wage-earners as well.

The Commission reports that there has been no change in its former policy of labor camp inspection, although the 1915 Legislature gave the Commission direct power to enforce the labor camp sanitation law. It is estimated that between 1000 and 1500 labor camps are always being operated in the State, exclusive of labor forces on farms and ranches, and that the total population of these camps during all or most of the year is 75,000. The Commission has inspected most of these camps and has met with ready co-operation in most cases in improving conditions in camps. Several letters from employers are quoted, stating that good accommodations for employees pay in dollars and cents. Of the some 40,000 laborers in the camps inspected 51.3 per cent. are now housed in good camps, against 35.5 per cent. in 1915. Of the 663 camps, under the classification given in the last annual report, 46 per cent. are listed as good, 35 per cent. as fair and only 19 as bad. This is an increase of 12.1 per cent. in the good camps and a decrease of 11 per cent. in the bad.

Improved as conditions are, however, the Commission still finds much to criticize. Sanitary conditions are far from ideal, due to the lack of bathing facilities, screens, garbage containers, etc.

The principal fault with the present labor system, however, lies in the rapid turn-over of the laborers. In railroad camps this monthly turn-over amounts to 101.7 per cent. of the total force employed; highway and grading camps to 78, and in construction camps to 45. Thus to retain a working force of 1000 men in a railroad camp during the year more than 12,000 men would be employed.

Taking up the question of wages the report says that it must be borne in mind that the average high wage of \$3.39 is received by skilled workers and that approximately only 28 per cent. of all camp or migratory labor is skilled. Therefore, the average low wage of \$2.21 applies among 72 per cent. of the entire number of workers in labor camps.

It is significant that the lowest wages were

paid in railroad and beet camps, which rank very low as to sanitation and living conditions, and the highest wages were paid in the oil camps, which rank high in this connection.

Over 40 different nationalities were represented in the labor camps inspected and 45.7 per cent. of the total population, or the 37,515 concerning whom information on this point was obtained in the camps, were foreign born.

Immigrant education is another subject dealt with at length in the report. It is pointed out that the war has resulted in an awakening to the need of better immigrant education, chief of which is the establishment of evening classes in English and citizenship. Cooperating with the California Federation of Women's Clubs, the Commission is now making a survey of the State. Already schools have been established in various cities. "Home Education" is another innovation of the Commission.

The grave need of "Americanization" is pointed out in a statement to the effect that the most accurate data available shows there were only 1786 naturalized foreign born, or 10.4 per cent. of the immigrant population of the labor camps.

The bureau of complaints, according to the report, is in some respects the most important part of the Commission's work. It is used not alone to secure justice for exploited individuals, but to learn from direct contact with the immigrants their common or general problems. Since the inception of the bureau 7369 complaints and applications for advice and assistance have been filed. The Sacramento branch leads in the total number with more than 2000.

Fraudulent land sales and employment agencies are two of the chief sources of complaints, although countless varieties of troubles are laid before the various representatives of the Commission.

The report points out that there has been a general awakening among public officials as a result of the activities of the bureau and that the immigrant has been brought to a belief in American justice because it has been demonstrated to him.

Housing conditions in California are reported upon fully, especially in San Francisco, Los Angeles, San Diego, Fresno and Stockton. Considerable success is shown in enforcing the State tenement house act through the indirect power given the Commission by the last legislature. However, the report states that every city has a housing problem and that each community must assume responsibility for enforcing the laws and improving conditions. A separate chapter on housing offers many constructive suggestions for planning ahead to develop better housing and to prevent bad housing conditions.

The closing chapter of the report points out that the "land" question and the problems of immigration and unemployment are inseparable. A summary of the work done throughout the State in furnishing temporary relief to the unemployed is given. Interesting data on the "land" question is furnished and recommendations are made looking toward the solution of the industrial problem of unemployment.

A man's friendship for organized labor may be better judged by his disposition to stay in the background at certain times than by his willingness to come to the front at others.



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## Eight-Hour Sentiment Ablaze in Pittsburg.

The eight-hour sentiment is ablaze in the Pittsburg (Pa.) district and thousands of employes at the Westinghouse plants and other unorganized concerns have completely tied up these shops in their effort to enforce the shorter workday. The American Federation of Labor has opened headquarters in East Pittsburg and the gospel of trade unionism is being spread among all classes of workers in the manufacturing plants and mills along the Monongahela valley. The eight-hour sentiment is increasing in the iron and steel mills, where the 12, 13 and 14-hour day and low wages are the rule.

The shorter work-day cry has alarmed employers and they have formed the Employers' Association of Pittsburg. Their meetings are held behind closed doors, and with unconscious humor they have secretly resolved for "an open labor market." Most of these strikes were in the nature of a revolt of unorganized workers, but the employers ignore this fact. Instead, they declare they "will no longer submit to the dictation of agitators who are really the ones to blame for the labor troubles that are paralyzing industry here and elsewhere." Despite the well-rounded phrases of this secret organization of employers, thousands of workers are demanding a reduction of hours, while discontent against long hours on the part of those still employed is general.

The American Federation of Labor has assigned a dozen organizers to this field. Recently A. F. of L. Secretary Frank Morrison visited Pittsburg and Youngstown, Ohio, and conferred with trade unionists on methods to crystallize a sentiment employers would check by secret organization and threats to close down their plants.

The struck concerns have employed the usual hordes of strike-guards, and recently the Youngstown incident was duplicated when a guard at the Edgar Thompson Company plant, at Braddock, fired on strikers. This was a signal for repeated volleys into the strikers' ranks and two were killed and nearly 50 injured.

## Real Preparedness: Conserve Human Life.

President James, University of Illinois, in an address before St. Louis business men, said the preparedness which this country needs is to conserve its greatest asset—human beings.

"A national economic policy," he said, "should be directed toward developing all the strength of our people, individually and collectively, and to the wise exploitation of our national resources.

"The greatest asset of any people is the human beings which make up the nation. We must have a national policy, directed toward preserving the health of the women and children of the country by forbidding their employment under conditions prejudicial to their health. We must accompany this by a system of education which will take adequate care of the children thus driven out of the industries and in many cases to the streets, and fit them by proper

training, for the callings they wish to follow.

"We must work toward a national policy which will forever banish that constant and deadening fear of lack of employment, inability to work through accident or sickness, and poverty arising from old age and feebleness which rests like a pall upon such a large percentage of our people. We must organize and administer a system of courts which will obtain justice for the poor and defenseless, as well as for the rich and powerful.

"Under no conditions should we let the standard of life of the American laboring men sink, and every effort should be put forth to raise it.

"On the other hand, we must plan systematically to develop and train our industrial, political and social leaders. In no form of society are such leaders more necessary than in a democracy."

## Immigration Figures.

The Department of Labor reports that 33,685 immigrants arrived during March of this year, against 26,135 in March, 1915, and 108,923 in March, 1914.

Italy furnished 3938 immigrants, the largest number of arrivals during March, 1916. Greece followed with 3285; Mexico, 2424; Portugal, 1080. Immigration from the Balkan States, one of the sources of cheap labor for American industries, has practically ceased because of the war, the admissions from Bulgaria, Servia, Montenegro and Roumania totaling but 50.

Unskilled laborers, as usual, comprised the largest portion of the arrivals. The laborers total 6161 and farm laborers, 3265.

The industrial States received the largest number of these immigrants, New York leading with 6718.

The Southern States continue almost immune from direct contact with this invasion. Alabama received 25; Arkansas, 7; Georgia, 30; Kentucky, 12; Louisiana, 57; North Carolina, 9; South Carolina, 5; and Tennessee, 8.

## Home-Owning Farmers Decreasing in U. S.

While the United States Senate was considering the question of rural credits, Senator Sheppard said that a vast and growing number of American farmers are reduced to such conditions that they have no land to offer as security for loans, no means to acquire land which they might offer as security for loans of balances due on purchase, and hardly enough left after the landlord, the merchant and the banker are paid from the proceeds of their crops "to keep body and soul together until another crop is made."

The Texas lawmaker quoted figures to show that tenant farmers are increasing and farm-owning farmers are decreasing and that less than 6,000,000 families in the United States own their homes free from incumbrances and nearly 11,000,000 families live in rented homes, according to the last census. He declared that "an aristocracy is rapidly developing in this country, built on the concentrated ownership of lands and

(Continued on Page 10.)

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

### AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

### GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekland Bldgs., 22 Canning Place, Liverpool.

### BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

### GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

### FRANCE.

Federation National des Syndicats des Inscriptions, Maritimes de France, 33 Rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

### NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

### SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgaten 1 B., Sweden.

### DENMARK.

Somandenes Forbund, Toldbogade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

### HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

### ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

### AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

### SPAIN.

Sociedad Sindical de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

### URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

### ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

### BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Fogueiros, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

### SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



## World's Workers.

The French trade unions are by no means acquiescent in spite of the war. All the Railwaymen's Unions are demanding increases of pay on account of the rise in the cost of living. The standard demand for an increase runs as high as 40 per cent., and yet the fat press yelps that strikes are not allowed in France, Russia, or Germany.

The British Labor Gazette reports that the supply of seamen for mercantile ships during March was nearly equal to the demand. From South Shields it was reported that the supply was slightly in excess of the demand, but some shortage of seamen was reported from Newcastle, Bristol, Avonmouth, Barry and Penarth. At all the other ports the supply was stated to be equal to the demand.

J. H. Thomas, Labor member for Derby in the English Parliament, addressing the railwaymen at Grimsby, said that the British workers ought to demand nothing short of the Australian policy, including tariff reform, an eight-hour day, minimum wage, preference to unionists, old-age pensions, and disablement grants. They ought not to stand the increased cost of living, unless accompanied by a high standard of living, similar to that of the overseas dominions.

At no time in the history of Montreal (Quebec) have the organized workers been more actively engaged in bettering working conditions. The unions of journeymen tailors and garment workers are demanding that wages be increased. The present rates are below almost every other Canadian city. The Longshoremen's Union have signed a new agreement with the shipping companies, while many of the metal and building trades' unions are being assisted by international organizers in their demand for improvements.

At a recent council meeting of the Central and Associated Chambers of Agriculture in London a discussion took place on the following resolution submitted by the National Land and Home League and proposed for consideration at a forthcoming meeting to which members of these chambers are invited: "That this meeting regards with grave apprehension the far-reaching effects of employing children of school age in agriculture, thus necessarily putting them at a disadvantage throughout their lives, and urges the board of education to take measures for restricting the exemption of children under 13 to localities where female labor is not available."

The Nantwich (England) Farmers' Club recently discussed important proposals made by the board of agriculture and the Board of Trade for dealing with labor shortage on farms and increasing productivity. It was stated that, in addition to thousands of unfit soldiers, many of whom were skilled farm hands, and a considerable force of women who were available for doing work on farms, arrangements had been made for importing Danish youths and men whose ages ranged from 16 to 23, the sons of farmers, and who would be allocated to farms upon which there was a shortage of labor. As they were the sons of dairy farmers, they were men who would be peculiarly suited to work on Cheshire farms.

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#### ALASKA FISHERMEN.

San Francisco.

|                     |                 |
|---------------------|-----------------|
| Bergman, John       | Johnsen, Aug.   |
| Blom, Ernest        | Konlg, D.       |
| Christiansen, Anton | Nielsen, Harold |
| Christiansen, A.    | Olander, Ed     |
| Doris, Geo.         | Thomson, John   |
| Eckart, T. G.       |                 |

## San Pedro Letter List.

|                      |                     |
|----------------------|---------------------|
| Anderson, Eduard     | Malm, Gustaf        |
| Andersen, John       | Mesak, E.           |
| Andersen, Ernest J.  | Nelson, Dick        |
| Anderson, Martin     | Olsen, Oscar        |
| -1894                | Olsen, Nick         |
| Andersson, Oskar     | Orling, Gust        |
| Alexander, P.        | Olsen, Andy         |
| Bergh, B.            | Olsen, E. F.        |
| Berg, A.             | Olsen, Olof S.      |
| Berggren, Gust       | Ophaug, W.          |
| Bentsen, Hans B.     | Orwold, Jack        |
| Brein, Hans          | Owen, Fred          |
| Benrowitz, Felix     | Perkins, Paul       |
| Carlson, Gus         | Peterson, Nicolai   |
| Cariera, Peter       | -1234               |
| Danielson, Dave      | Plintz, Johan       |
| Doyle, Wm.           | Peterson, N.        |
| Ellwes, John         | Peterson, Hugo      |
| Eklund, Sven         | Petterson, C. V.    |
| Fjellman, Jonas      | Pedersen, P. -1064  |
| Fugelutsen, Thor     | Pakki, Emil         |
| Fjellman, Karl       | Pajala, Victor      |
| Ginar, Walter        | Pederson, Ole       |
| Gustafson, August    | Pedersen, Harald S. |
| Gronlund, O. -414    | Reuter, Chas. -407  |
| Heesche, Henry       | Rosenfeldt, J.      |
| Holmstrom, Fritz     | Roberts, G.         |
| Haupt, Fritz         | Stolzman, Emil      |
| Hansen, Charley      | Saariinen, H.       |
| Hansen, Ole          | Sanders, Charles    |
| Havne, Nival         | Schmidt, Theodor    |
| Johansson, C. -2497  | Sannuelsen, Frank   |
| Janson, Dick         | Strahle, Chas.      |
| Janson, Oscar        | Smith, Johan        |
| Jensen, Hans -1555   | Stenios, John       |
| Johnson, J. A. -1659 | Skaanes, Eigil      |
| Johanson, Victor     | Soderlund, Anton    |
| Karnup, Edward       | Schmidt, Lauritz P. |
| Lundstedt, Chris     | Shalles, Gust       |
| Lassen, Johan, -1542 | Thorsen, Carl       |
| Larsen, Klaus L.     | Trovik, Harald      |
| Lutton, Theo.        | Uhlig, Richard      |
| Lauritzen, Ole       | Uappa, Kostl        |
| Larson, Max          | Vigon, Elias        |
| Lorenz, Bruno        | Wirak, A.           |
| Lybeck, Thos.        | Winblad, Martin     |
| Lindberg, G. W.      | White, Robert       |
| Lindberg, Ernst      | Warkkala, John      |
| Leideker, Elith      | Widin, Andrew       |
| Lalan, Joe           | Zunk, Bruno         |
| McNeal, John         | Zayan, G.           |
| Montero, John        | Newspapers and      |
| Malmerez, E.         | Packages.           |
| Monts, R-nolt        | Miller, W.          |
| Makela, N.           | Schmidt, Lauritz P. |

## Honolulu, H. T.

|                      |                   |
|----------------------|-------------------|
| Anderson, John E.    | Nelson, C. F.     |
| Burk, Harry -1284    | Petersen, Carl    |
| Crantly, C. W.       | Peters, Walter    |
| Eugenio, John        | Reither, Fritz    |
| Ekelund, Rickhard    | Solberg, B. P.    |
| Ivertsen, Sigvald B. | Strand, Conrad    |
| Lengwenus, W. L.     | Thompson, Emil N. |
| Moller, F.           |                   |

#### INFORMATION WANTED.

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio. 3-24-15

Anders C. Anderson, a native of Norway, who left his personal effects at Port San Luis, Cal., after leaving a ship at that place, is inquired for. Anyone knowing his whereabouts please notify D. R. Jacks, Deputy Collector of Customs, Port San Luis, Cal. 12-22-15

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Any one knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St. 8-11-1915

Olai Ingebrigtsen (Brock), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American bark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469—49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Steuart street, San Francisco, Cal. 8-4-15

Anyone knowing the whereabouts of Peter Murphy, better known as Boatswain McGann, will kindly notify Patrick Kieran, 58 Commercial St., San Francisco, Cal. 4-19-16

Every seaman should possess the "Handbook, Navigation Laws of the United States." An up-to-date book containing all the law (including the Seamen's Act) on shipment and discharge, wage tables, etc. James H. Barry Co., 1122 Mission St., S. F. Price, \$1. (Advt.)

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#### INFORMATION WANTED.

John Edstrom, alias Brynjulf Edstrom, born in Norway in 1879, was last heard from at Mobile, Ala., where his address was Norwegian Chapell, is inquired for. Anyone knowing his whereabouts please notify his mother. Address, 22 Pilestradet, Kristiania, Norway.—12-22-15

George Alexander Sharman, a native of Brooklyn, N. Y. About 28 years of age, height 5 feet 9 inches,

supposed to have sailed on the Great Lakes in 1907, is inquired for by M. L. Kinvan, 1211 Mosher street, Baltimore, Md. 7-14-15

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15



# Pacific Coast Marine.

For a consideration of \$55,000 the American barkentine "Amazon," 1105 tons, is reported to have been sold by N. Andrews to A. F. Thane & Co.

A large amount of United States engineers' equipment formerly used in construction of the Celilo Canal has been shipped from the Columbia River to Alaska to be used in Government railroad construction.

The Pacific Coast Steamship Company has compiled percentage figures showing the passenger increase last year over 1914. The total of coastwise passengers in 1914 was 332,973. In 1915 it was 431,795. This was an increase of 91,822, or 29 per cent.

Contracts to build a fourth 8800-ton steamer were signed during the past week by the Willamette Iron & Steel Works and the Northwest Steel Works with Hannevig & Johnson of New York. There are now thirteen vessels under construction or contracted for on the Columbia River.

In a leaking condition the schooner "Minnie A. Caine," which left Eureka, Cal., on January 31 for Sydney, arrived at that port on May 9. The schooner put into Pago Pago April 1, made partial repairs and left for Tuituila, arriving April 12. Since that time nothing was heard from her until her arrival at Sydney.

The railroads of Washington consume over 675,000 hewn ties, and the mines of the State consume 33,500 hewn ties. The State also consumes over 10,000,000 linear feet of round mine material. The railroads of Oregon consume over 18,000 hewn ties and the mines 22,000. Oregon also consumes 66,000 linear feet of round mine material.

Lieutenant W. A. Smead, executive officer of the "Oregon," was notified by the Navy Department that the cruise of the Naval Militia will begin June 15 and last until June 29. The point to which the militia of California, Washington and Oregon will cruise has not yet been determined upon.

The American steamer "Roanoke," Captain Richard Dickson, capsized and sank off the Monterey (Cal.) coast on May 9. It seems certain that the only survivors of the fifty persons on the ship were three men taken the following day from one of the ill-fated vessel's small boats near San Luis Obispo. The "Roanoke" carried a heavy cargo, made up largely of explosives and inflammables. It was the shifting of this cargo under the impact of heavy seas that caused the disaster, according to the only survivors. The "Roanoke" sailed from San Francisco on May 8, bound for Valparaiso via San Pedro. She was of 2354 gross tons, 267 feet long and was built at Chester, Pa., in 1882.

Five million dollars in ship and cargo have been practically abandoned at Lema Island, near Hongkong, with the declaration made by the local office that the Toyo Kisen Kaisha liner "Chiyo Maru" has been abandoned. The underwriters have accepted the loss, it was stated, and the vessel and her cargo have been written off. It was in a dense fog at 4:30 on the morning of March 31 that the "Chiyo," in command of Captain Ernest Bent, ran between two rocks on the shore of Lema Island, thirty miles from Hongkong, and laid 127 feet of her length on the rocks. The vessel was bound to Hongkong from Manila with many passengers, together with her Hongkong cargo from this port and Manila cargo for the Pacific Coast when the accident occurred.

The Pacific Mail Steamship Company, recently acquired by the American International Corporation from the Southern Pacific Company, has issued a call for a special meeting of stockholders on May 16 to approve an increase of capital stock from \$1,000,000 to \$4,000,000. The plan of expansion provides for an immediate issue of 17,000 shares of 7 per cent. preferred stock, par value \$100, and 30,000 shares of common stock. Ultimately it is proposed to increase the number of preferred shares to 20,000 and the common to 400,000. As the ownership of Pacific Mail rests almost entirely with the American International Corporation, and W. R. Grace & Co., who are represented in the directorate of the American International Corporation, there is no doubt that the proposed capital increase will be ratified.

In sight of her destination in Herenden Bay, on the north side of the Alaska peninsula, the steamer "Rush" of Seattle is reported held prisoner in a great field of heavy ice floes for more than a month. The "Rush" sailed from Seattle March 16 and should have arrived at Seattle on the return voyage not later than April 25. First news of the vessel's failure to reach her destination came in a radio message from Captain Harry W. Crosby, master and owner. The "Rush" is provisioned for two months, so she has enough of her own stores to last until May 15. Besides, she has a large shipment of food supplies in cargo. With cargo supplies and structural material for the recently organized Bering Sea Packing Company's new plant on Herenden Bay, the "Rush" and "Ruby" sailed north at the same time. Captain Crosby is one of the organ-

izers and chief owner of the new packing company. The "Rush" is now in Dutch Harbor waiting for Bering Sea ice floes to shift from the north side of the Alaska peninsula.

There is said to be a great scarcity of crabs of a marketable size in the crab fields off the Golden Gate, according to fishermen, who have made an appeal to the State Game and Fish Commission for relief. The shortage has existed for a number of weeks and is the first recurrence since 1906, when, for a number of months, the crab almost entirely disappeared from the waters in the vicinity of San Francisco. Under the present law it is a violation to catch a crab under seven inches across. The fishermen have appealed to the Commission to permit them to catch crabs from a quarter to a half inch under this size, on the ground that there is an overabundance of undersized crabs, but the State body says it cannot change the law. The Commission's experts say that from the best evidence they have been able to gather they are convinced the trouble is due to too heavy fishing. It is not believed that the retail price of the crab will be affected by the shortage owing to shipments here from northern markets.

According to the "Canal Record" coal is supplied to vessels at both Cristobal and Balboa at the rate of between 600 and 1500 tons per day. Present prices are: At Cristobal, from lighters, trimmed in bunkers, or from cars alongside wharf, handled by ship's gear, per ton, \$6.00; use of steam hoist and crane per hour, \$1; at Balboa, the price is \$1 more per ton, either form of delivery. Fuel oil may be obtained at Balboa or Cristobal from plants of the Panama Canal, or from private corporations. The present price from the Canal is \$1.25 per barrel. Prices from the corporations may be obtained on application to them. Diesel engine oil is for sale by several companies at approximately 50 shillings per ton of seven barrels. Water may be obtained in any quantity at either terminal. The price is 25 cents per 1000 gallons, delivered at the dock, with a minimum charge of \$3. Vessels may take up from the fresh water section of the Canal, without charge, all the boiler water they may require. This water is, however, scarcely fit for drinking. All standard lubricants, light and heavy hardware, cordage, and miscellaneous ship chandlery supplies are sold from the storehouses at Cristobal and Balboa. Ice may be obtained in any reasonable quantity. The price is 33 cents per 100 pounds at either Cristobal or Balboa. Application for supplies, or for services, must be made to the Captain of the Port, Cristobal or Balboa.

Preparations for the opening of the tuna-packing season at San Pedro are being made rapidly. The first pack of the season is expected to commence June 1. The investment in boats and plants by the packers this season will be many times greater than it was last season, and the number of persons employed in the canneries will be one-third greater. The total investment of money in the plants will be one-third greater, while the investment in gasoline fishing launches will be doubled. More than two hundred fishing launches will catch the albacore tuna for the packers this season. Representatives of the packers now are busy signing contracts with the owners of the boats for their catches. Since the close of last season more than one hundred fishing launches have been built. Their average cost has been \$3000 each. The capital invested in plants and equipment has been estimated by the packers at \$350,000, an increase over last year of \$100,000. The first fish were packed last season May 24. The increase in the markets for the tuna has been large each season. In past seasons a great portion of the cargoes of steamers plying between the Atlantic and Pacific via the canal has been secured at San Pedro from the packers. Owing to the cessation of the service of the two principal steamship companies this season a great portion of this freight is expected to be sent east by rail. In addition to the canneries at San Pedro there are several situated in Long Beach harbor, where the increase in preparations for a big season is as great as at San Pedro. The habits of the albacore tuna are not known by the fishermen, although State and United States scientists have studied them. The steamer "Albatross" now is in Southern California waters conducting investigations of the habits of the fish and attempting to learn their spawning grounds.

The "Handbook, Navigation Laws of the United States" contains all the law affecting seamen. It is arranged and indexed so that each feature may be found without trouble. The only book in existence that enables every seaman, ship-master, and ship's officer to know the law in every detail. James H. Barry Co., 1122 Mission St., S. F. Price, \$1. (Advt.)

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

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CONNEAUT HARBOR, O., 992 Day St.  
ERIE, Pa., 107 E. Third St.  
DETROIT, Mich., 15 Twelfth St.  
SUPERIOR, Wis., 1721 N. Third St.  
BAY CITY, Mich., 108 Fifth Ave.  
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TACOMA, Wash., 2218 North 30th St.  
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.  
ABERDEEN, Wash., P. O. Box 6.  
PORTLAND, Ore., 44 Union Ave., North.  
EUREKA, Cal., 227 First St., P. O. Box 64.  
SAN PEDRO, Cal., P. O. Box 67.  
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

(Continued on Page 11.)



## Coast Seamen's Journal

Published Weekly at San Francisco

BY THE

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Established in 1887

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L. M. HOLT.....Manager

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### NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, MAY 17, 1916.

### THE "ROANOKE" DISASTER.

The foundering of the steamer "Roanoke" off the California Coast with a loss of nearly two score lives adds a sad and seemingly strange chapter to the history of Pacific Coast maritime disasters.

There is much conflicting evidence about the alleged overloading of the vessel. But it is hardly fair, as so many newspapers have already done, to pass judgment upon this indictment until all the evidence has been sifted and analyzed. This is now being done by the U. S. Steamboat Inspection Service, and while their verdict is pending the JOURNAL hesitates to condemn anyone.

It is remarkable that not a single one of the ship's officers survived and that by a strange freak of chance just one man from each of the three departments lived to tell the tale of the disaster. The sole survivor of the deck crew, Comrade J. F. Elb, relates the peculiar experience of watching a U. S. naval vessel pass his drifting boat without observing the frantic signals of distress, and knowing that his own brother was on the passing ship.

On behalf of the Sailors' Union of the Pacific, the Marine Firemen's, Oilers and Watertenders' Union of the Pacific, and the Marine Cooks and Stewards' Association of the Pacific Coast, the JOURNAL extends to the relatives of the "Roanoke's" dead the most heartfelt sympathy. May the Supreme Ruler of the Universe assuage the grief which has so suddenly settled in happy homes and care-free hearts.

Organizing work among seamen on the Atlantic Coast is still progressing with most satisfactory and altogether unprecedented results. Never in the history of the International Seamen's Union of America has the flood-tide of organization been at greater height. Never has it been easier to convince non-union men that self-help is the best help. Keep at it, fellow workers of the sea! Agitate, Educate and Organize, and make the Seamen's calling not only quite as "respectable" but also wholly as remunerative as that of the average artisan ashore. Organization gives power and strength. It commands respect and creates confidence. Are you doing your share in that noble work?

### SUBSIDY AND THE A. F. OF L.

The JOURNAL is in receipt of a copy of the American Labor Review, edited by one F. G. R. Gordon, who calls himself secretary of the U. S. Merchant Marine Association and a national organizer of the American Federation of Labor. It is evident that "Brother" Gordon and his "Review" have been subsidized by the would-be recipients of subsidy from the national treasury. Certainly, this man does not speak for the American Federation of Labor when he advocates ship-subsidies and opposes the building or purchase of merchant vessels by the United States Government.

The A. F. of L. at its last annual convention formally declared its opposition "to subsidies of any sort." The convention also declared:

In favor of the immediate creation by the United States Government of an American merchant marine to be manned by American seamen under conditions that will make them an effective naval reserve, and recommends to the Congress of the United States prompt passage of legislation for the establishment of a shipping board for the building or purchase of vessels by the United States Government to be operated for the development of our foreign trade under conditions that will give safety to the traveler and freedom to the seaman and to be available as an effective naval auxiliary for the protection of our country in time of war.

What we should like to know, therefore, is this: By what legal or moral right has Mr. Gordon attached the name of the American Federation of Labor to his protective tariff and ship-subsidy literature?

Anyone has a perfect right to espouse any standpoint or reactionary scheme he may favor. But no honorable man will use the name of the American Federation of Labor in furthering propositions which are in direct variance with the declared principles and policies of that body.

### NEEDED LEGISLATION.

The reporting by the House Judiciary Committee of the McGillicuddy bill to secure adequate workmen's compensation for federal employees brings this much-needed measure to a position where early and favorable action by Congress may be hoped for. All that this bill proposes to do is to provide for the employees of our government the elementary justice which the compensation laws of thirty-four States compel private employers to grant their workers. Yet for three long years this measure has been allowed to languish in Congress. The present law, which protects only one-quarter of the 400,000 federal employees, is, according to former Labor Commissioner Charles P. Neill, "the worst in the world." During each session of Congress its inadequacy is proven by the introduction of numerous private bills to secure relief for employees injured in branches of the service not covered by the act of 1908. Already three hundred such time-wasting measures have been introduced in the present Congress.

The passage of the McGillicuddy bill would do away with waste of much time in considering these individual bills. It makes provision for all civilian employees injured in the government service, giving medical attendance and two-thirds of wages during total disability. In case of death it makes reasonable provision for dependents in line with the laws of California, Kentucky, Massachusetts, New York, Ohio and Wisconsin.

Putting aside all consideration of expense, the immediate payment of reasonable compensation to our injured employees should be

a matter of national honor. It is to be hoped that the McGillicuddy bill will come up early for discussion in the House and that consideration of simple justice will bring about its immediate passage.

### THE MARTYRS OF IRELAND.

Another Irish revolt against English rule has come to an end.

It is a strange coincidence that a little over a century ago there occurred an uprising in Ireland strikingly similar in plan and result to the one which has just been so ruthlessly suppressed. Instead of voyaging by stealth from Germany to Ireland, the leader of that other uprising voyaged by stealth from France. Instead of encouragement and arms supplied by Germany, encouragement and arms were supplied to the United Irishmen in 1803 by France. But otherwise the undertakings were alike in plan and purpose. Arms had been gathered secretly, and it was agreed to that the Dublin contingent should seize the English Viceroy, the Castle and the public buildings. At the same moment the men of the secret society were to rise in the counties and march upon Dublin. Unfortunately, the expected help failed to come from France, the contingents from the counties were misled by false reports of informers and secret agents, the uprising was put down and eight weeks later the young leader of the rebellion was given mock trial, in which he had been betrayed in advance by his counsel, and was hanged as a felon.

It was said then, as some men say now, that the spirit of revolt was crushed forever, and the base and cowardly among the "conquerors" exulted with abusive words and insulting cartoons above the dead then, even as the base and mean and cowardly in spirit exult above the dead to-day.

But Robert Emmet did not die the day his body was hanged upon the gallows. He lives yet and will live forever while there beats a manly heart or dwells an intrepid soul in the breast of a free man anywhere in all the wide world.

Still his courageous voice speaks hope to the oppressed and defiance to tyranny. Though his body has long mouldered in the grave, his soul goes marching on. And now the hands of the executioners have given Ireland other names to link with that of Emmet's soul; have added others to the bright list of the brave and hapless who have died for freedom's sake.

In the merciless haste characteristic of military trials, which are always a mere mockery of justice, the scholarly and lovable Pearse, John McBride, "Jim" Connolly, John McDermott and others who had the courage of their conviction were led out and shot to death because they loved freedom better than life. Such is the brief chronicle of the last and most cruelly stupid blunder committed by a government which has for centuries exhibited nothing but cruelty or stupidity, or both, in its dealings with the people of Ireland.

Surely the oppressors and tyrants of this world must some time learn that the surest way to feed the flame of liberty burning on the hidden altars of an oppressed people's heart and soul is to pour upon that flame the blood of martyrs. If we mistake not the teachings and verdicts of history, the executions which seem to have smothered in blood the aspirations of Irishmen for the liberty and independence of their native land have made that liberty and that independence



as certain to come as the rising of to-morrow's sun.

All the conciliatory and mediatory work of enlightened statesmanship for forty years past has been overthrown at a single blow. The execution of the captive rebel leaders automatically and inevitably defeated its own purpose; for in the very instant of their death rebellion was crowned and glorified with the halo of martyrdom.

These plain men, some of whom were all but nameless and unknown, suddenly put on the immortality of heroes and entered into the company of the deathless ones who in all ages have been chosen to die for their people. Magnanimity and mercy would have gone far to heal the empire's wound. Every dictate of sound sense and wise statesmanship counseled such a course. Instead, a few captives who could do no possible harm in prison are shot dead, and the very name of England becomes abhorrent to millions of the empire's unwilling subjects.

It is doubtful if all the humiliations of twenty inglorious months have so emphasized the lack of wise and farsighted leadership in England as has this stupid and fatally harmful execution of the captive leaders of poor Ireland's desperate and hopeless effort to achieve liberty and independence. For the conquerors have crowned the vanquished with victory and made of these poor prisoners an invisible army that can never be beaten—a moral force which in the long run will be invincible.

So these dead, who so wholly failed of their purpose living, will command success from their graves. Peace to their ashes!

Let that be their benediction until, in a happier and, let us hope, not far distant time, Ireland writes with pride and rejoicing another and more triumphant epitaph above their mortal dust.

The haughty shipowners of British Columbia still refuse to "grant an audience" to the representatives of their organized employees. In many other parts of the world such arrogant conduct on the part of shipowners would cause an immediate strike. The seamen of British Columbia are determined, however, to place the full responsibility and blame for any tie-up of shipping squarely upon the shoulders of their overbearing employers. Accordingly a "petition," respectfully setting forth the men's grievances, has been prepared, signed, and "humbly" presented to the executives of the companies. At the time of going to press the men on top were still considering the merit of the petition.

Shame on the Christian Science Monitor! Having shed gallons of editorial tears for the martyred Belgians and Servians, that Christian (?) paper is now attempting to justify the wanton murder of Irish patriots by order of the British military authorities. Lord, oh Lord, what crimes are committed and what contemptible sentiments are uttered in thy name!

It must be comforting for many Americans to know that our late fellow citizen, Baron Astor, who has already paid into the British war chest \$1,400,000 drawn from his New York slum dwelling tenants, must pay, under Chancellor McKenna's new budget, 20 per cent. additional, or \$280,000.

For fair products of all kinds consult the JOURNAL's ad columns.

## INDUSTRIAL PUBLICITY ASSURED.

### The Significance of the Successful Struggle to Secure Publication of the Industrial Relation Commission's Report.

The results of the most widespread searching and fearless investigation of economic and industrial conditions that was ever undertaken and successfully prosecuted in this country are now made available to the American people by the action of Congress and the President in authorizing the printing and distribution of 100,000 copies of the final report of the United States Commission on Industrial Relations and 10,000 sets of the testimony and exhibits brought out by the Commission at its hearings of 1914-1915. The report and testimony will be ready for distribution as soon as they can come from the public printer.

Special credit for ending the long delay in the Senate over adopting the resolution to print (brought about by the misleading opposition of a group of reactionary Senators, led by Senator Hoke Smith of Georgia) is given to Senator Miles Poindexter of Washington, who forced the vote by which the Senate adopted the resolution. In the House of Representatives prompt success was due to the splendid efforts of the Labor group and their special allies, composed of such men as Keating of Colorado, Nolan of California, Lewis of Maryland, Casey of Pennsylvania, London of New York City, and Tavenner of Illinois.

The joint resolution by which this printing is to be done especially emphasized the main report of the Commission, submitted by Basil M. Manly, director of research and investigation, and signed by the chairman of the Commission, Frank P. Walsh, and the three labor members of the Commission, John B. Lennon, James O'Connell, and Austin B. Garretson.

The conclusions and proved findings of the Commission forced recognition by Congress and now have the sanction, if not the specific endorsement of the national lawmaking body—a sanction or approval given in response to the unparalleled expression of popular confirmation of the Commission's findings and of the recommendations of the Commission contained in its main report. Some of these proved conclusions are:

That the sources from which industrial unrest springs are:

1. Unjust distribution of wealth and income.
2. Unemployment and denial of an opportunity to earn a living.
3. Denial of justice in the creation, in the adjudication and in the administration of the law.
4. Denial of the right and opportunity to form effective organizations.

The printing of the testimony as well as of the report will place in every workingman's library and every library of social and economic students the facts to prove that "vast numbers of the nation's workers receive wages too low to maintain a decent existence for themselves and their families; that the economic power of the employers in industries where the wage earners are unorganized either has made them political and social dictators as well as industrial dictators, or has left the workers with a political freedom of little immediate value and in glaring contrast with their economic subservency; and finally that only through organization among themselves and with their own leaders can the wage earners rescue not only themselves but the community from a situation that is repugnant to and subversive of American ideals."

The statement of Chairman Frank P. Walsh in his separate report now made available by action of Congress says:

"The responsibility for the conditions which have been described above we declare rests primarily upon the workers, who, blind to their collective strength and oftentimes deaf to the cries of their fellows, have suffered exploitation and the invasion of their most sacred rights without resistance. A large measure of responsibility must, however, attach to the great mass of citizens who, though not directly involved in the struggle between capital and labor, have failed to realize that their own prosperity is dependent upon the welfare of all classes of the community, and that their rights are bound up with the rights of every other individual. But until the workers themselves realize their responsibility and utilize to the full their collective power, no action, whether governmental or altruistic, can work any genuine or lasting improvement."

It is now officially declared from the facts as brought out in the testimony of more than 700 qualified witnesses about equally divided among workers, employers and a group not aligned with either employees or employers, and representing all American industries, that the "rich," constituting 2 per cent. of the population, own 60 per cent. of the wealth of the nation; and that the "poor," representing 65 per cent. of the population, own five per cent. of the wealth of the nation.

It is now officially shown that between one-half and two-thirds of American wage earners' families are living below the standard of decent (Continued on Page 11.)

## OFFICIAL.

### SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., May 15, 1916.  
Regular weekly meeting came to order at 7 p. m., O. B. Holmberg presiding. Secretary reported shipping fair.

JOHN H. TENNISON, Secretary pro tem.  
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., May 8, 1916.  
No meeting. Shipping fair, prospects uncertain.

REGINALD TOWNSEND, Agent.  
Room 11, De Cosmos Block, 1424 Government St.

Vancouver, B. C., May 8, 1916.  
Shipping fair, prospects uncertain.  
W. S. BURNS, Agent.  
213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, May 8, 1916.  
No meeting; no quorum. Shipping fair; no members ashore. Prospects good.  
H. L. PETERSON, Agent.  
2218 North 30th St. Tel. Main 808.

Seattle Agency, May 8, 1916.  
Shipping medium.  
P. B. GILL, Agent.  
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, May 8, 1916.  
Shipping medium; prospects fair.  
J. PEARSON, Agent.  
P. O. Box 6. Tel. Main 557.

Portland Agency, May 8, 1916.  
Shipping medium; prospects uncertain.  
JACK ROSEN, Agent.  
44 Union Ave. North. Tel. East 4912.

Eureka Agency, May 8, 1916.  
Shipping fair; prospects uncertain.  
OTTO DITTMAR, Agent.  
227 First St. P. O. Box 64. Tel. 159.

San Pedro Agency, May 8, 1916.  
Shipping fair, prospects uncertain.  
HARRY OHLSEN, Agent.  
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, May 1, 1916.  
Shipping medium; prospects poor.  
JACK EDWARDSON, Agent.  
P. O. Box 314. Tel. 2526.

### MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., May 11, 1916.  
No meeting. Shipping fair; plenty of cooks ashore.

EUGENE STEIDLE, Secretary.  
42 Market St. Phone Kearny 5955.

Seattle Agency, May 4, 1916.  
Shipping slow; plenty of members ashore.  
LEONARD NORKGAUER, Agent.  
Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, May 3, 1916.  
No meeting. Shipping slow; plenty of members ashore.  
HARRY POTHOFF, Agent.  
P. O. Box 54.

Portland Agency, May 8, 1916.  
No meeting. Shipping fair; no members ashore.  
THOMAS BAKER, Agent.  
89 Second St. N. Phone Broadway 2306.

### DIED.

Emil Walker, No. 678, a native of Finland, age 39, died at San Francisco, Cal., May 13, 1916.  
Lars Borge Olsen, No. 1139, a native of Norway, age 34, died at San Francisco, Cal., May 10, 1916.  
Johan Hjalmar Roslof, No. 798, a native of Finland, age 33, died at San Pedro, Cal., May 12, 1916.

A vigorous protest against the removal of Swiftsure lightship No. 93 from the Swiftsure bank at the entrance to the Strait of Juan de Fuca to Cordell bank, has been sent by shipping men of Seattle and other ports on Puget Sound. This lightship was assigned to the Swiftsure bank in 1907 as a direct result of the wreck of the Pacific Coast Company's steamer "Valencia" with a terrible loss of life in January of the preceding year. In protesting against the removal of the lightship, shipping interests point out that there would be no safeguard at the Swiftsure bank against a repetition of the "Valencia" disaster.



### TURKEY'S DISCREET SILENCE.

"Explanations never explain," says an old proverb, and acting on this sound advice the Constantinople papers have carefully refrained from mentioning any of the incidents of the war which would call for editorial apology or explanation. Indeed, the most illuminating feature of the Turkish press is what is not said. For example, the editorial columns of the organs of Stamboul are silent concerning the Russian victories at Erzerum and Bitlis, while the fact that a "strategic retirement" of the Turkish Army has occurred at these places is not conspicuously announced. Turkish editors at the present time seem more anxious to emphasize the mutual respect that exists between the subjects of the Sultan and their Teutonic allies, while at the same time they labor to show the desperate condition of the Entente Powers resulting from the popular distrust of their respective governments. As an example of tactfully ignoring the Russian victories in Asia Minor, we may quote the Constantinople "Tanine" when it sums up the winter campaigns:

"In every theatre of the war there have been movements of only secondary importance for weeks past. We have scored successes against the British in Irak, and the Russians have undertaken to keep us busy in the Caucasus. But speaking generally, the winter has been, on all the fronts, a breathing-spell after the previous strain. More than that, it has been a time of expectation and of preparation for what is to come. The Russians certainly needed a time to recuperate after the crushing defeats of the summer. It is clear that not only they, but the French and the English also, look with anxiety and fear to what the spring will offer them."

Naturally enough, the press in the countries of the Allies are not magnifying what internal dissensions may occur, but, if we may believe the "Tanine," things are in a chaotic state in France:

"Internal affairs in France are growing more serious from day to day. The life of the Briand Cabinet is that of only a few months, but already it is greatly shaken, in Parliament, in the press, and among the people. The old animosity between the right and left wings has become accentuated. From all sides the responsibility for constantly recurring military failure and the resulting disappointment is thrown upon the government.

"It is quite unnecessary to search for reasons for the heat and indignation born of anxiety and mourning over continuous loss and failure. It is all the natural and inevitable result of a mistaken policy followed by France for many years. In the country is unpreparedness for what was coming, coupled with self-glorification. Influences from without have contributed to make the blind self-satisfaction complete.

"Russia and England deceived and corrupted the French into subserviency to their interests. The false patriotism of the Nationalists contributed heavily to the error into which the country fell, so from the day when the war began France has pursued her old vicious policy in the face of her own miscalculations and the lies of her friends. The entire French press, all the leaders of France, have been persistently blind to patent facts."

Nor are affairs in England in any too

pleasant a state. According to the "Tanine," the British Parliament is in a daily uproar, one party reviling the other for every defeat incurred. In financial circles the greatest fears are entertained that the huge war-expenditure will result in national bankruptcy, while a much harassed and conscripted populace is said to be on the verge of open revolt:

"England has begun to taste the bitterness of the war. Note the frightful cost of the war as disclosed by the Premier in the House of Commons—five million English pounds per day, double the cost to Germany. No people can endure such a burden. England began the war without counting the cost either in money or in men, and now stands aghast at the prospect before her. At the same time her leaders avow the determination to keep on fighting—for how long?—till victory is gained! It is an impossible task, an intolerable burden, and there are many signs that the English people are wearying of it to the verge of revolt."

### STEAMSHIPMEN GAINING.

Announcing that they had secured an agreement with the Kingston Transportation Company providing for placing the steamer "Kitsap" on the run to Bremerton, allowing the many union men who work in that city an opportunity to ride on a union boat, the Puget Sound Steamshipmen's Union has entered upon another round with the employers, well satisfied with results so far gained. The following statement was issued by Business Agent R. Dean:

"Since the birth of the Puget Sound Steamshipmen's Union, on February 6, 1916, events which have occurred have, each and every one, proven big victories, and the organization approaches every day nearer to the goal it is striving for.

"Considering the undermining, miserable tactics which some of the steamship owners have been exercising to attempt to disrupt a body of men who know in their own hearts that they are in the right; who know, and are not afraid to tell, the real rotten state of conditions on Puget Sound steamboats; a body of men who realize the fact that if they did not arise and attempt to better their own interests they would probably wait many and many a year, probably until they were too old to fight for wages and conditions any longer, before the employers would show them any consideration or pay them living wages for their work, the road to the organization's success has been rough and rocky and there has been many a hard obstacle to push aside in the course of their progress. But the greatest obstacle is yet to overcome—we admit it—the Puget Sound Navigation Company, but our shoulders are against the rock and we are gradually and surely pushing aside this obstacle, paving the way smooth and opening the gates to success.

"From a small handful of real red-blooded fighters, this union has grown to be a strong, powerful factor along Seattle's waterfront, with the motto, 'Present dirty conditions and scabs on Puget Sound steamboats must give way to living wages and living conditions and union men,' and let it be known to all that the Puget Sound Steamshipmen's Union is still out on strike and will be out on strike until the em-

ployers comply with the union's demands and thoroughly recognize organized labor.

"The union has contended against great odds and is slowly and surely winning a battle, the results of which will be to enable a common steamboatman to live like a regular human being.

"The Puget Sound Steamshipmen's Union herewith takes the liberty to express its sincerest appreciations to other organizations who have stood and are still standing by to aid them in their struggle."

### MANNING OF SWEDISH SHIPS.

One of the old complaints of seamen is the inadequate manning of ships which is a continual source of danger to the ship and the crew. At its annual meeting on March 15 the Union of Swedish Ship Captains considered this question. The union had previously instituted an inquiry in regard to the question, the result of which formed the nucleus of the debate.

In the Swedish mercantile fleet the lack of competent men is said to be particularly acute and many an accident can be traced to it. Special reference was made to the fact that in numerous cases ship masters have been reprimanded and punished on account of all kinds of omissions which in the main can be traced to an inadequate crew.

The investigating committee submitted a bill, purposing to abolish these abuses. The bill proposes that seamen are to be divided into six different classes, according to the length of service. The payment of these different classes is to be arranged in such a way that the higher classes receive an increase at the expense of the lower ones, the rates of which may be reduced. The classes are to be marked 1/6 to 6/6. For each vessel the number of the requisite crew of the several classes is fixed according to its size. One of the effects of the measure will be that the older seamen will remain in the Swedish fleet instead of going over to foreign ships as it frequently happens to-day.—From Weekly Report of the International Transport Workers' Federation.

### FANCY WAR REVENUES.

"Truth" (London) reports that the large number of private yachts now employed for British naval purposes have been hired on the basis of £1 per ton, the contracts providing for the return of the vessel in good condition. Thus the owner of a yacht of, say, 1000 tons get £1000 a month, and as many of the contracts have been running for considerably over a year it is certain that in not a few instances the amount paid for hire is already largely in excess of the value of the boats.

### WE SECOND THE MOTION.

Why should the workers countenance war by advocating the "preparedness" program promoted by those who would profit by it? Is it because the workers receive a share of the profits by reaping a harvest of death, disease, poverty, crippled bodies and shattered minds? May the Lord of all things pound into the heads of the toilers sufficient understanding to answer these questions.—The American Pressmen.



## ORIGIN OF GOLD AND SILVER.

Steamboat Springs, Nevada, has figured prominently in discussions of the origin of ore deposits. The waters of these springs contain the precious metals in minute quantities, and the sinter deposited by them contains several minerals that are common constituents of ores, as well as small quantities of many of the rarer metallic constituents of ore deposits, including gold and silver. Such springs, therefore, suggest that many and perhaps most ore-bearing veins have been formed by hot waters rising from great depths, which have brought their metal contents up in solution and deposited them in open spaces or fissures in the rocks through which the waters passed, the deposition of some ores being influenced by chemical reaction with the surrounding rock. Many ore deposits are undoubtedly formed in other ways, for some are unquestionably of sedimentary origin and the metal content of some others has been carried down, redeposited, and concentrated by rain water that descended into the earth's crust, but the "hydrothermal" origin—that is, their deposition from ascending hot water—of many of the more valuable ore deposits is indicated by the close relation observed at many places between mineral veins and eruptive rocks. Thermal waters are believed to be, in part at least, given off by slowly cooling and solidifying masses of igneous rock (magma) deep within the earth.—United States Geological Survey.

## COAL MINERS VICTORIOUS.

(From Committee on Industrial Relations.)

By forcing the greatest financial interest in America to yield after a strike seemed unavoidable, President John P. White of the United Mine Workers has obtained concessions for the 176,000 anthracite mine workers that would not have been dreamt of a few years ago.

White did it by throwing down the gauntlet to the operators at a final conference and placing squarely on their shoulders the responsibility for the national disaster that a long and bitter strike would mean at this time. He made them see it in terms of human misery, civil disorder, bitterness, and property loss.

Knowing that more than 100,000 union miners stood solidly behind White and the district officers with him, ready to fight for their just demands, the operators yielded, and peace is assured in the anthracite field for the next four years under better conditions than the miners ever knew before.

The hours of 110,000 men are reduced from 9 to 8, and the shorter workday is established for all time in the anthracite field. Contract miners, already the highest paid men in the field, receive 7 per cent. increase, while the 110,000 day men get a 3 per cent. increase in addition to the same pay for eight hours formerly received for nine hours. Figured on an hourly basis, this is equivalent to a 15½ per cent. increase for the vast majority of mine workers.

Even more important in its final effect is the recognition accorded for the first time to the United Mine Workers of America. The agreement is signed in the name of that organization, where in pre-

vious years the operators refused to admit that it had any existence. The fight of fourteen years to establish real collective bargaining in the anthracite field is won at last, and the operators have abandoned for all time the theory that they and they alone have anything to say about wages and working conditions.

During the negotiations there was a striking demonstration of the power of a strong union to wring a square deal from newspapers and the business community. The United Mine Workers had the respect, good will and support of practically every element in the anthracite district, with its nearly 2,000,000 population. Leading papers of Wilkes-Barre, Scranton and other big towns in the district urged union recognition and condemned the operators for rejecting the demands, thus contributing to the final favorable result.

Following the victories gained by the United Mine Workers in both the bituminous and anthracite field, this great organization is assured of still further growth in numbers and power, and is to-day immeasurably stronger than ever before.

## THE SECOND EDUCATION.

"Every man who rises above the common level has received two educations," says Gibbon, "the first from his teachers, the second from himself."

Upon a thorough investigation, it will be found that, practically without exception, it has been this second education—that is the personally acquired one—which alone has possessed the real lifting power. Moreover, we shall find that there are powerful physical and psychological factors behind these facts; factors at least very similar to, if not completely identical with, those which we find constantly operating in all the tissues of all organisms, whether it be in the gums and teeth, the heart, or other organs of man.

We shall find, too, that this keen insight and observation of Gibbon's rests on perfectly sound and fundamental biological law; namely, that every organism must abide by its own functions and individually work out its own destiny, be that what it may. Arbitrary interference with functions inevitably tends to destroy them, because functions and structures are correlative only—neither being able to exist in the absence of the other.

In the first place this primary education represents something which is in the nature of a gift; something that is done for the individual, too often in direct opposition to his real desires and in return for which necessarily no really adequate compensatory adjustments are achieved. Under these conditions it is perfectly obvious that there is a failure to function, and this tends to defeat its purpose, for the reason that it contributes toward an atrophy of the reaction actually sought for.

The education acquired by oneself has proven to be the most beneficent, because in its acquisition the individual followed his desires, and consequently there was normal functioning of organisms both physical and mental. It is only by this process that the highest development can be attained. This is proven by the achievement of some of the greatest men in history, who became great only after a period of self-education.

## NOTICE TO SEAMEN.

## IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,  
V. A. OLANDER, Secretary.

## LAKE DISTRICT, I. S. U. of A.

## HEADQUARTERS:

LAKE SEAMEN'S UNION,

570 West Lake Street, Chicago, Ill.

## BRANCHES AND AGENCIES:

BUFFALO, N. Y. .... 55 Main Street  
Telephone Seneca 936 R.  
CLEVELAND, O. .... 1401 W. Ninth Street  
Telephone Bell Main 1842.  
MILWAUKEE, WIS. .... 133 Clinton Street  
Telephone South 240.  
ASHTABULA, O. .... 21 High Street  
Telephone 552.  
NORTH TONAWANDA, N. Y. .... 152 Main Street  
Telephone Bell 2762.  
DETROIT, MICH. .... 15 Twelfth Street  
Telephone 3724.  
SUPERIOR, WIS. .... 1721 N. Third Street  
Telephone, New, Broad 385.  
BAY CITY, MICH. .... 108 Fifth Avenue  
OGDENSBURG, N. Y. .... 70 Isabella Street  
CONNEAUT, O. .... 922 Day Street  
SOUTH CHICAGO, ILL. .... 9142 Mackinaw Avenue  
PORT HURON, MICH. .... 517 Water Street  
ERIE, PA. .... 107 E. Third Street

## MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

## HEADQUARTERS:

71 Main Street, Buffalo, N. Y.  
Telephone Seneca 48.

## BRANCHES:

CLEVELAND, O. .... 1185 W. Eleventh Street  
CHICAGO, ILL. .... 406 N. Clark Street  
MILWAUKEE, WIS. .... 151 Reed Street  
DETROIT, MICH. .... 27 Jefferson Ave., East  
SUPERIOR, WIS. .... 1814 Fourth Street  
OGDENSBURG, N. Y. .... 70 Isabella Street  
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Telephone Main 365.

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Ashtabula, O. .... Erie, Pa.

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Grand Haven, Mich. .... Milwaukee, Wis.  
Green Bay, Wis. .... Saginaw, Mich.  
Houghton, Mich. .... Sandusky, O.  
Ludington, Mich. .... Sault Ste. Marie, Mich.  
Manitowish, Mich. .... Sheboygan, Wis.  
Erie, Pa. .... Superior, Wis.  
Menominee, Mich. .... Toledo, O.



## WEEKLY NEWS LETTER.

(Continued from Page 3.)

also on the concentration of other forms of wealth, an aristocracy that riots in unmeasured luxury, an aristocracy for the most part selfish, indifferent and cruel."

The speaker referred to the land recommendations of Secretary of Labor Wilson as "an epoch-making suggestion." These provide for the holding by the Government of all public lands and the acquiring of other lands, to be used by citizens on long-time payments. This plan also provides for the development of farmers through Governmental educational agencies.

Senator Sheppard said that the best preparedness was to make this country a nation of homes, and he presented an amendment to the Federal Constitution empowering Congress "to purchase land anywhere in the United States, hold, improve, subdivide and sell the same, and also to make loans for the purpose of encouraging and promoting farm home ownership in the United States."

It was shown that the people of Massachusetts, in November, 1915, amended their State constitution along similar lines by a three to one vote.

## Industrial Unrest Indicates Progress.

Industrial unrest is a sign of progress, said A. F. of L. Secretary Frank Morrison in a statement to the public press on present-day industrial conditions.

"There is a greater unrest on this May 1 than has been manifest in many previous years," said he. "To some this condition is alarming. To me it is encouraging, for I believe discontent is a sign of life—of progress. Workers are demanding an eight-hour day, and I venture the opinion that most of the large strikes to-day, either now or prospective, are because of this shorter workday demand.

"Thinking men are agreed that long hours are economical for no one. Physicians are agreed that long hours exhaust the body cells, making it impossible for them to function, thereby destroying man's vitality. Workers will continue agitating, organizing and striking until the eight-hour day is assured.

"It is impossible to estimate the number of workers that will be on strike May 1, for the reason that discontent cannot be tabulated or placed in statistical form.

"A factor in developing present conditions is the decreased number of aliens who have come to our shores since the European war. This has weakened the policy of many employers in trustified industries who have maintained unemployed armies at their factory gates to menace those employees who would better their conditions.

"A considerable percentage of the unemployed have secured employment as a result, although the unemployed question is still acute among those employers who are determined to pay less than a living wage, and who ignore present-day living standards.

"I have just returned from Pittsburg, where the manufacturers have combined and published an advertisement, in which they state that 'after due consideration they will not reduce working hours in their respective shops.' This includes the Westinghouse Company, whose employees are on

strike for an eight-hour day. In Youngstown, Ohio, the manufacturers have joined together, and in a page advertisement stated that they would not concede improved conditions and have agreed to close down their establishments with the understanding that their employees must make application individually for re-employment.

"It is worth noting that large numbers of strikes are now being waged by unorganized workers, who later join the trade-union movement when they realize the necessity for organization, discipline and intelligent action."

## Frauds in Justice Shops.

State and county authorities in Ohio are investigating alleged methods of extortion practiced by collection agencies, and a grand jury will probably be impaneled to consider the matter. It is stated that fifteen collection agencies and four justices of the peace are involved. The probers declare that an average of 500 wage garnishment cases are started against workingmen in Toledo every month, and that 95 per cent. of these claims have been found to be illegitimate. Imposing fictitious court costs, doubling the amount of the claims, and starting suits where there is no legal or just basis are some of the many methods used in taking advantage of the carelessness and ignorance of the victims, the examiners say. One case is cited where a woman was sued for 28 cents. She settled with the collection agency and was forced to pay more than \$6 in costs.

These justices of the peace are elected in townships in this county, open offices in Toledo, and compel workers to travel to their "court room" in the country. For years the State Federation of Labor has attempted to limit the jurisdiction of these petty judges.

## Teachers See the Light.

The Times of Washington, D. C., makes the following comment on the increasing sentiment in favor of trade unionism by Washington public school teachers:

"The rapid and general crystallization of sentiment among federal and district employees to organize unions to further their demands for increased pay and for pensions is nowhere better illustrated than in the call sent forth recently for a gathering of high school teachers to form a union.

"Less than six months ago teachers of Washington had a referendum upon the matter of union organization, and there were only a few scattered votes for a labor union. Since then things have happened. The Government clerks have awakened to the need of a union, and the School Janitors' Union has been active in its demands for increased pay for the heavier duties imposed by the wider use of schools.

"The same bugaboo that for a long time hampered the Government clerks has handicapped the formation of a teachers' union. Both held to the theory that theirs was a profession, and felt that there was a loss of dignity in allying themselves with the ranks of union labor. Both are now facing the fact that they are salaried employees."

Society is always in greater danger from its own weakness than from the Government's tyranny.

## A GENEROUS OFFER.

The Sailors' Palace, Commercial Road, London, England, April 9, 1916.

Editor COAST SEAMEN'S JOURNAL,  
59 Clay Street,

San Francisco, U. S. A.

Dear Sir:

We have the offer of a quarter of a million cigarettes which we should like to distribute in suitable directions—preferably to men of the naval, mercantile and fishing fleets at sea. These cigarettes are sent from bond and cannot be delivered to any port or base in the United Kingdom.

Packages can be sent to interned persons whether in neutral or enemy countries, or to naval and military hospitals outside the British Isles.

Being anxious to distribute only where a need exists, we should be glad to hear from you should you at any time know of a request coming within the conditions of the gift.

Very faithfully yours,

(Signed) SYDNEY LAMB.

Secretary.

## AN EARLY INCOME TAX.

Income tax was first imposed in England by Pitt, as a war tax, in 1799. It was a temporary imposition, and was graduated on all incomes from £50 to £200 a year, with a tax of 10 per cent. on all incomes over £200. Addington reimposed the tax when the war with France broke out in 1803, and the rate was fixed at 5 per cent. on incomes of £150 a year and over. On his return to power, in 1803, Pitt continued the tax, and it was gradually increased until 1815, when it was abrogated. Peel revived it, however, for purely fiscal reasons, in 1842, and although his original intention was to impose it only for three years, it has continued ever since.

## IS THIS ENGLAND?

What is this England which shoots political offenders after mock trial by court-martial? Is it the England of Milton, of John Hampden, of Burke? Is it the England whose aristocratic government dared not intervene in the American Civil War, for fear of its liberty-loving masses? Or is it an England whose government has been studying the Bryce report on Belgium? Is it an England where all government but the military has become form and pretense? And is it not an England which warns us away, with bloody hands, from the curse of the ambition for world power?—San Francisco Bulletin.

## NATIONALITY OF FISHERMEN.

During the fiscal year ending March 31, 1916, there were 3,758 commercial fishing licenses sold in the State of California. The different fishermen who procured licenses have given on their applications their places of birth as follows: Italy, 1,310; United States, 1,094; Japan, 491; Greece, 184; Portugal, 152; Russia, 82; Austria, 67; Germany, 58; Sweden, 54; China, 46; Norway, 44; Denmark, 41; Spain, 19; England, 17; Canada, 13; Turkey, 12; Ireland, 10; Scotland, 1; miscellaneous, 63.



## AGRICULTURE IN ALASKA.

"The spell of the Yukon" from now on, it seems, will not be the spell for the man with the pick looking for gold mines. It will be the man with the pick digging up his ground to plant his garden or farm. Alaskans are finding out that their mines are not so far down in the ground mixed with hard rock, hard stone and often (most often) a hard failure, but closer to the top of the ground if they want to grow vegetables, fruits or flowers.

The Alaskans in many districts know this, but do the outsiders? No. For instance when a Kentuckian raises his wonderful "Kentucky Wonder" bean stalk to a height of 8 feet he thinks it is a good length. So it is. Yet an Alaskan near Skagway would laugh at this shrimp, for at the fourth annual Horticultural Fair held at Skagway, Alaska, September 4, a "Kentucky Wonder" bean stalk was shown that grew to be 13½ feet high and started to grow down in the ground again! "But the beans you say, were small." They averaged 6½ inches. The smallest was 3½ inches, the longest 8½ inches.

Raspberry vines of one season's growth, were shown, that were eleven feet long. Potatoes up to 2½ pounds, and turnips from ½ to 12½ pounds. In fact 27 varieties of vegetables were on display. Among them were red blood beets, weighing 2½ pounds, half grown (note not full grown), sugar beets up to 8 pounds and yellow turnips tipping the scale at 3¾ pounds. In fact, turnips are becoming a favorite crop in Alaska, for Seattle markets are asking for them as well as for more of her luscious rutabagas. Most all were sold in Alaska this year and Seattle is crying for more, as well as for more of the northern strawberries.

This Skagway fair also showed cucumbers 12¾ inches long, lemon cucumbers, peas, tomatoes, peppers, lettuce, brussel sprouts, cauliflower, parsley, mints, onions, garlic, in fact everything in the vegetable line. A cabbage weighing 30 pounds, sound as a rock, took the cabbage prize. This, though, is no wonder for Alaska, as cabbages up to 60 pounds have been raised and eaten.

Thus from a vegetable line, you can see Alaska holds open her arms and welcomes three classes of people engaged in the war or looking on; for (1) she has cabbage for the German side to make sauerkraut with, (2) she has garlic for the allies to give Italy and to induce or bribe Greece with, to enter the war, and (3) mints for more gum flavoring for Americans to chew while they watch their relatives in Europe kill each other.

This is only one fair. The Government, together with the people will have more fairs. It wants 20,000 more settlers for 20,000 more homesteads it is going to open with the railroad it has started to build. As an agricultural project it must be a winner in time. Commenting on agriculture in Alaska, Alfred Burbank, a brother to Luther Burbank, and himself a well known agriculturist, said of the Yukon territory: "Give me time and I will evolve a potato equal to any grown in the world, that will enable Alaska, with her thousands of miles of fertile valleys, to supply all potatoes needed in the United

States. American lands are already short. Alaska should also supply cabbages, turnips, celery and all kinds of root crops. Siberian apples should thrive." Of course they should for cherries have been raised near Haines and some have averaged \$1200 profit on an acre of strawberries.—Carl W. Gross, in Farm and Real Estate Journal.

## INDUSTRIAL PUBLICITY ASSURED.

(Continued from Page 7.)

subsistence, while about one-third receive such an income as leaves them in a state of abject poverty.

Among the chief recommendations of the Commission are that the restrictions, legal and illegal, upon the rights of the workers to organize for collective bargaining, for the control of their own conditions of work and life, shall be removed; that the many glaring denials of justice to the workers by courts of justice shall be prohibited; that the employment and use of armed guards and militia to overawe workers in the interests of private exploiters shall be forbidden, as it is now forbidden in every other civilized nation.

It is recommended that the natural opportunities and resources of the public shall be open to the use and development of those who will use and develop them productively.

The evils incident to tenant farming and the evils incident to unemployment and subserviency in the use of industrial tools are shown to be identical in cause and effect and their remedy both by legislative action and by free group action of the people themselves, is demanded.

Showing by irrefutable testimony produced at the hearings that the dangerous concentration of wealth on the one hand and the bitter poverty on the other is the result of inequalities in the laws and in the control of wealth and credit, the report of the Commission on Industrial Relations recommends that the taxing power shall be used to limit inheritances and to derive the necessary revenues of government from taxes on inheritances, on franchises, on special privileges and other unearned incomes rather than on the earned incomes of wage workers. The Commission points out that taxes should not be put upon the consumption of the poor. And that they should be derived from the social values, created by the people, but which are now in a great degree monopolized by the powerful few.

The Commission recommends such readjustment of the credit system that the sources of money shall be directly available to borrowers who need credit in productive energy. It recommends that all land, water power and mineral rights secured from the Government by fraud shall be regained by vigorous and unrelenting prosecution; that the doctrine of "superior use" shall be embodied in a revision of our land laws and that all unused lands shall be forced into use by making the tax on non-productive land the same as on productive land of the same kind, and exempting all improvement from taxation.

The tremendous importance to labor and the value to labor of being represented by its own direct representatives in the national Congress are brought home vividly by the findings and recommendations of the Commission on Industrial Relations. The vital necessity of having a large and effective labor group in Congress is also brought home vividly by the problems now confronting this Congress and by the conflict now going on there between powerful special interests on the one side and the almost unguarded public on the other. In spite of the splendid work of the small labor group now in Congress the rights of labor are receiving but scant attention. What will this Congress do toward establishing the right basis of industrial relations which it has now virtually recognized by its action in printing the report and testimony of the Walsh Commission? The answer to these questions will largely depend upon the pressure exerted upon Congress by the intelligent and well-informed working men and women of the nation.

The Committee on Industrial Relations, which has been ceaselessly on the job to get the report and testimony printed, congratulates these workers on having for their use testimony and information which, in the words of Chairman Walsh, has come "from the hearts and the lives and the daily experiences of the working people."

It is refreshing to note that a real "strike" has been declared by the China Coast Officers' Guild. The Guild represents 94 per cent. of captains and chief officers employed by the China Navigation Co. and 81 per cent. of those employed by the Indo-China Navigation Co. An increase in salaries of 25 per cent. for captains and 15 per cent. for chief officers is demanded.

## Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

## International Seamen's Union of America

(Continued from Page 5.)

### MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

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#### Branches:

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PORTLAND, Ore., 89 Second St. N.

SAN PEDRO, Cal., P. O. Box 54.

### ALASKA FISHERMEN'S UNION.

#### Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

#### Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

### DEEP SEA FISHERMEN'S UNION OF THE PACIFIC.

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PRINCE RUPERT (B. C.), Canada, P. O. Box 968.

### UNITED FISHERMEN OF THE PACIFIC.

ASTORIA, OREGON, P. O. Box 138.

## The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia  
29 ERSKINE STREET, SYDNEY, N. S. W.



## Labor News.

The New York, New Haven & Hartford Railroad offered its clerks at Fall River, Mass., a 5 per cent. wage increase. These workers asked for 10 per cent., and they are now considering the company's compromise.

Every bakery in Sioux City, Iowa, but one has signed the new wage contract of the Bakery Workers' Union, which was organized last February. Wages are increased from \$1 to \$3 a week and improved working conditions are agreed to, which means more sanitary product.

The Springfield (Mo.) Traction Company has dissolved a benefit association that was maintained while its motormen and conductors were unorganized. Since these workers have formed an Amalgamated Street Car Men's Union the company has agreed that they are best qualified to handle their benefits by trade-union methods.

United Hatters' Unions are aiding strikers at the non-union Stetson plant in Philadelphia, which has boasted of its welfare plans. The Stetson Company donates stock to these workers, and occasionally gives them presents. About six weeks ago a demand for higher wages was made by some of these workers and their spokesman was discharged.

Members of Longshoremen's Union No. 10, of Detroit, Mich., served as pallbearers at the funeral of the late Henry C. Barter, former secretary of the International Longshoremen's Association, who passed away in that city. Deceased was elected Secretary of the Longshoremen in 1893 and held that position continuously until 1907, when he resigned. He was intimately connected with the early history of this organization.

The House Judiciary Committee voted to report favorably the Kern-McGillicuddy Workmen's Compensation bill for the 400,000 employees of the Federal Government. This bill was drafted three years ago by the American Association for Labor Legislation and is endorsed by the American Federation of Labor. The existing law of 1908 covers less than one-quarter of the Government's employees and was called by former Commissioner of Labor, Charles P. Neill, "the worst compensation law in the world." The bill now pending contains the best features of the compensation laws of California, Ohio, Wisconsin, Massachusetts and New York and is generally regarded as a model.

The newly organized Public Employment Bureaus of the State of California, located in San Francisco, Oakland, Sacramento and Los Angeles, made a phenomenal forward leap in April. The number of permanent positions filled for April was 3,286, or an increase of 1,197 as compared with March. The total number of positions filled since February 1, when the bureaus were established, is 6,900. April came within 328 of equalling the number of positions filled during February and March and equalling the number of positions filled. In the San Francisco offices, during April, 1,205 men and 308 women obtained positions, an increase of 638 over March. In fact, the San Francisco offices beat the combined positions-filled record of February and March by 449. The other offices also were given excellent patronage.

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## Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Abrahamsen, John Laine, A. V.  
Andersen, And. Larsen, Nels  
Anderson, J. -1048 Leonard, Geo.  
Anderson, Alf. -1638 Le Meus, Aug.  
Anderson, K. E. Mathison, Nils  
Aekerson, A. R. Macfarlane, Jas.  
Augustin, Herman Madsen, Brynolf  
Backman, Thorsten Mostad, Leonard  
Bekker, G. J. Morrisay, James  
Bjerke, Ole Mynkmyer, H.  
Caleen, A. Naro, H.  
Christoffersen, John Nelson, A. W.  
Cottingham, P. Nielsen, Estwan  
Connouton, T. H. Ness, John  
Doran, Eugene Nilson, H. P. L.  
Duncan, Geo. Nygard, Oluf  
Eaton, I. N. Nelson, Ed.  
Erdman, Paul Nielsen, J.  
Eriksen, Nils O'Keefe, P.  
Evertsen, Olaf Olsen, C. A. -1303  
Erikson, Otto Olsen, Ernest  
Eugh, I. Olsen, Herman  
Fones, I. Olsen, A. M. -914  
Forslund, V. Olsen, Johan Gre-  
Frisolt, J. garinsen  
Gardner, W. Olsen, Andy  
Graae, C. Olsen, C. -584  
Haas, W. Oseberg, A.  
Hansen, Oscar Patersen, P.  
Harjes, H. Petersen, Hugo  
Hangerud, H. O. Petersen, A. -1720  
Hillborn, J. A. Pettersen, C. -1486  
Haug, G. H. Pedersen, Louis  
Holm, C. Petersen, Thomas  
Holten, E. Paulson, A.  
Haring, A. Quigley, R. E.  
Halvorsen, John L. Rieker, Otto  
Hernes, John Rellier, R. T.  
Hansen, Charlie Schram, Albert  
-967 Shaukat, Hans  
Harrison, H. Seggala, E.  
Iversen, Ole Selrin, T. R.  
Jacobsen, M. Sorensen, Geo.  
Jacobsen, Anton Sundt, Albert  
Jacobsen, Oscar Strand, Chas.  
Johnson, Andrew Swanson, Reuben  
Johnson, C. R. Samuelson, W. L.  
Johansen, H. C. L. Schaurman, W.  
Johanson, Aug. Tho, J.  
Jensen, Hans Taft, Hans  
Jones, J. H. Thostrop, L.  
Jorgensen, Fred Tuominen, J.  
Junge, Hanwick Thorsen, Andrew  
Kjorsvik, Johan Traub, M.  
Kristiansen, Nils Wetland, John  
Koske, Juko Weklund, W.  
Kroon, Zion Westerlund, Albert  
Kylander, H. Werner, Paul  
Krohn, Heinrich Wick, John

## INFORMATION WANTED.

Anyone knowing the whereabouts of Thomas Rowe (now aged about 74), who was at one time a seaman and longshoreman on the Pacific Coast and also served in the Pacific Coast Navy Yards, will greatly oblige inquiring relatives by supplying such information. Address, Editor, Coast Seamen's Journal. 1-5-6

Phone Main 1202

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## Tacoma Letter List.

Burke, Andrew Olsen, Martin E.  
Farrell, William Olsen, Ole -288  
Hunter, Gilbert H. Paterson, John  
Johannsen, Chris- Persson, Fritz Leon-  
tlan ard  
Johnson, Hans Persson, Herman  
Kathy, Albert Petterson, Charles  
Linea, W. -1287  
Line, Wilcor Rimmer, C. M.  
Murphy, Daniel Schults, M.  
Nielsen, Alf. W. Sehaecht, H.  
-1054

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## INFORMATION WANTED.

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

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Contreras, Julio Kustel, Victor J.  
Kyrkslatt, Lars Kinowsky, A.  
Lawrence, Harry Ingebretsen, Alf.  
Melander, G. L.

## SPECIAL NOTICE.

Hotel with Restaurant for sale on water front. On account of sickness will sell at a sacrifice, half or whole, hotel of eighty-two rooms and restaurant with liquor license, doing a business of three thousand a month. For particulars address this office.

## INFORMATION WANTED.

Ingvald Andreas Hansen, alias Andrew Hansen, a native of Norway, age about 36; tall, dark; last heard of July, 1905. His address then was, Andrew Hansen, Karluk, Kodiak Island, Alaska. He is inquired for by his mother. Anyone knowing his whereabouts please notify Staff Captain Robert Smith, district officer, native work, Alaska, Box 925, Wrangell. 4-13-15

Olof Pedersen, a native of Norway, age about 60, supposed to be sailing on the Pacific Coast, is inquired for. Anyone knowing his whereabouts please notify J. T. Miles, 761 Greenwich St., New York, N. Y. 2-16-16



## Portland, Ore.

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## WEINER'S BARGAIN HOUSE

Shoes, Hats, Suitcases  
Furnishings and Tools  
French Dry and Steam Cleaning  
UNION SHOP  
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Boots, Shoes, Rubber and Oil Cloth-  
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H. SORENSEN, Proprietor  
CIGARS, TOBACCO,  
CONFECTIONERY, FRUIT AND  
SOFT DRINKS  
Corner Front and Burnside,  
Portland, Ore.

## Portland, Or., Letter List.

Andreasen, N. S. Jonsson, Karl  
Anderson, N. P. Jensen, Henry  
Anderson, Nils Johansen, Nikolai  
Anderson, Rasmus Johansen, R.  
Anderson, Hans Karlson, Ingvald  
Adolfson, John Kronstrand, H. T.  
Anderson, John E. Kjer, Magnus  
Anderson, Hans Kristensen, Wm.  
Bleile, Ernest Kroon, L.  
Benson, S. Kaskinen, Albert  
Bartells, Otto Lindberg, A. C.  
Bernardsen, Chas. Lange, Peter H.  
Bugge, Mr. Loscher, Joseph  
Bernadt, H. W. Munchmeier, H.  
Carty, Carl Molen, Derk von  
Dahlstrom, Gust Ohlsson, J. W.  
Dybdal, Olaf Oglive, Wm. A.  
Erickson, Eric Paulson, Herman  
Edstrom, John Palm, P. A.  
Eriksen, O. H. Petersen, John  
Fisher, Fritz Peltoma, Werner  
Gundersen, F. M. Roos, Oscar  
Gundersen, Fredrik Reskran, George  
Hoten, J. Ross, Chas.  
Henriks, Waldemar Rensmand, Robert  
Hecker, Wm. Rosenber, Adolf  
Hansen, Hans P. Shallies, K. G.  
Hagen, Arthur Smith, John  
Heinonen, Kustaa Swanson, John L. V.  
Hein, M. Schroder, Paul  
Jespersen, Martin Tuhkanen, J. J.  
Johnsen, A. Westengren, C. W.

## Aberdeen, Wash.

## When in Aberdeen Trade at

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Very best union made Hickey Shirts,  
Oil Clothing, Eureka Boots, Hats,  
Shoes, Underwear, Beddings, Tobac-  
cos, and notions for seafaring men.

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Near Sailors' Union Hall  
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Clothing

## HUOTARI &amp; CO.

320-322 So. F. St., Aberdeen, Wash.  
212 Eighth Street, Hoquiam, Wash.  
209 First Street, Raymond, Wash.

## INFORMATION WANTED.

Wilhelm Ekelund, a native of Sweden, is inquired for by his brother, Axel Ekelund, New Harbor Hotel, Drumm street, San Francisco, Cal. Anyone knowing his whereabouts please notify the above address. 3-10-15

Waitress—And how did you find the apple pie, sir?

Diner—I moved the bit of cheese aside, and there it was.



Named shoes are frequently made in Non-Union factories

## DO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

Do not accept any excuse for absence of the UNION STAMP.

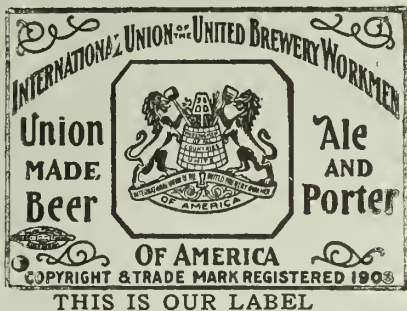
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246 SUMMER STREET, BOSTON, MASS.

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## DEMAND

## PERSONAL LIBERTY

IN CHOOSING WHAT YOU  
WILL DRINK

Ask for this Label when  
purchasing Beer, Ale  
or Porter,

As a guarantee that it is  
Union Made

## Aberdeen, Wash., Letter List.

Andersen, Andrew Magnusson, Ernst  
Burmeister, T. W.  
Bjorklund, G. Malkoff, Peter  
Benson, W. J. Malmberg, Ellis  
Bowman, C. Nilsen, Harry  
Brogard, N. Nielsen, C.  
Christiansen, Did- Nordman, Karl  
rich Paaso, Andrew  
Crontz, F. Pettersen, Karl  
Carlson, Walter Peterson, Nels  
Davis, Frank Palmqvist, Albert  
Debus, Friedrich Peters, Walter  
Fottlinger, Aug. Quiroga, Juan  
Gronros, Oswald Risenius, Sven  
Gueno, Pierre Rudt, Walter  
Holmroos, W. Schmidt, Heinrich  
Hansen, Ove Max Scheffner, Bernhard  
Hylander, Gustaf Sandqvist, Gunnar  
Hansen, Jack Skottol, A.  
Hansen, Thorleif Stenwall, Sigurd  
Johnson, Alex Scarabosio, M.  
Johnsen, Carl Schmidt, Emil  
Johnsen, F. -1723 Tores, H. C.  
Johnsen, Hilmer Toren, Gustaf A.  
Jonsson, E. Williams, T. C.  
Krause, Otto Waaler, Edgar  
Kuldson, John Wagner, Ed.  
Kustel, Victor J. Wedqvist, Axel  
Ludtke, Emil Packages.  
Lindholm, John Gorgensen, Olaf  
Lindgren, Ernst Hansen, J. -2123  
Lindholm, Sallar MacGuire, O. F.  
Lundroos, A. W. Stanners, W. S.  
Lundkvist, Alarick Wendt, Walter  
Munsen, Fred

## INFORMATION WANTED.

Hans Nilson, a native of Tons-  
berg, Norway, was last heard from  
at Mobile, Ala., is inquired for by  
his mother. Anyone knowing his  
whereabouts kindly notify Louis  
Donald, Norwegian Vice Consul, 77  
St. Francis St., Mobile, Ala. 12-22-15

Oscar Olsen, age 37, a native of  
Hallarna, near Gothenborg, Sweden,  
who was sailing on the Great Lakes  
about three years ago, is inquired  
for by John V. Olsen, Sun Com-  
pany, Marcus Hook, Pa. 5-26-15

Hugo Carlson Ljung, age 29, a  
native of Gothenborg, Sweden, was  
last heard from in a Cable Boat on  
the Atlantic Coast, is inquired for  
by his brother. Anyone knowing his  
whereabouts please notify John Carl-  
son Ljung, Jungmansgatan 5, Goth-  
enborg, Sweden. 1-12-16

Patrick McFee, who was cook on  
board the schooner "Robert Henry"  
on a voyage to Mexico last year, is  
inquired for by the U. S. Shipping  
Commissioner, at San Francisco, Cal.  
9-15-15

Ship's delegates, patrolmen, sec-  
retaries and other officials will find  
the "Handbook, Navigation Laws of  
the United States" a ready reference  
in all cases of dispute. It leaves no  
room for argument. All the law at  
your finger-ends. James H. Barry  
Co., 1122 Mission St., S. F. Price, \$1.  
(Adv.)

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CIGARS, TOBACCO, ETC.

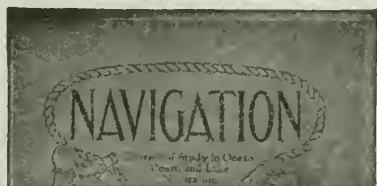
Call at his old Red Stand on  
Water Street, Port Townsend  
Next door to Waterman & Katz

## INFORMATION WANTED.

Theodore Krakan, last heard of in  
September 1911, at New Orleans, La.,  
is inquired for by his mother. Any  
one knowing his whereabouts please  
notify Mrs. Ad. Krakan, Langenvehm  
38 I, Hamburg 22, Germany.—8-25-15

Fred Marjama, a native of Russia,  
age 36, has not been heard from  
since 1908, at Buffalo, N. Y. Anyone  
knowing his whereabouts please  
notify his brother, J. Marjama, 51  
South St., New York, N. Y. 9-1-15

Knut Jensen, No. 5018, a member  
of the Lake Seamen's Union, a  
native of Denmark, is inquired for  
by his wife, Lieschen Jensen, of  
Tangemunde, A/Elbe Ostenerweg, No.  
7, Germany. Anyone knowing his  
whereabouts please notify the Lake  
Seamen's Union, 133 Clinton street,  
Milwaukee, Wis. 4-14-15



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If you want to know more  
about Navigation, we will  
send this book free to you.  
It tells how young men have  
advanced to better positions  
—how they have climbed  
from small beginnings to  
the highest positions of  
master and officers of sea-  
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## Home News.

One of the largest buyers of paper  
is the Government printing office at  
Washington, which consumes 30,000,-  
000 pounds a year, costing \$1,250,000.

Wild burros are increasing so  
rapidly in the Grand Canyon, accord-  
ing to the Forest Service of the  
Department of Agriculture, that they  
are becoming a nuisance. Thousands  
of the animals are wandering about  
in the region from Supai to the  
mouth of the Little Colorado.

Better homes means better citizen-  
ship, said David W. Harper in an  
address in Erie, Pa. "You cannot  
expect the best in a man if his con-  
ditions are unsanitary and unclean.  
Houses should be plain and sub-  
stantial, providing plenty of fresh  
air and light," he said. Mr. Harper  
quoted figures which showed that  
more than 900,000 of 1,600,000 persons  
in the State, rented their homes.

The Maine Congressional delega-  
tion called on the President at the  
White House recently with Richard  
B. Dorr of Mt. Desert, Me., to  
offer informally to the Government  
as a national preserve 5000 acres of  
forest land on Mt. Desert Island.  
They want the President to accept  
it under the Roosevelt act, as a  
monument, without consulting Con-  
gress. The tract has historic, scenic  
and geologic interest.

The United States public health  
service calls attention to the numer-  
ous publications on hygiene and sani-  
tation which it distributes on request  
without cost. In its announcement  
the public health service asks: Do  
you know that light promotes clean-  
liness? A clean mouth is essential  
to good health? Headache is nature's  
warning that the human machine is  
running badly? Bullets may kill  
thousands—flies tens of thousands?  
Obesity menaces longevity?

The increased price of gasoline and  
other petroleum products is reflected  
in a sensational increase in the earn-  
ings of the Standard Oil Company  
of New York for 1915, disclosed in  
its annual statement. The net earn-  
ings reported by the company total  
\$15,761,663, an increase of \$8,025,744  
over the previous year. The surplus  
for the year was \$9,761,633, as com-  
pared with \$1,736,000 in the preceding  
year. The total surplus increased  
from \$16,701,591 to \$26,463,254.

Emma Goldman was convicted  
without a jury trial in the New  
York Court of Special Sessions for  
giving information in a public ad-  
dress about birth control. She con-  
ducted her own defense. The police  
witnesses against her, after testifying  
as to what she said, admitted that  
they did not understand Yiddish, the  
language in which the address was  
delivered. The judges, nevertheless,  
found her guilty and fined her \$100.  
She refused to pay and was ordered  
sent for fifteen days to the work-  
house.

Oscar Neebe, one of the three an-  
archists pardoned by Governor Alt-  
geld, died at Chicago recently, aged  
65. He was one of those convicted  
of complicity in the Haymarket riot  
of May, 1886, and the only one sen-  
tenced to imprisonment instead of  
death. After serving seven years  
Governor Altgeld found that he, as  
well as his seven comrades sentenced  
to death, had been convicted by a  
jury especially picked to convict, and  
that no evidence whatever had been  
introduced to connect the convicted  
ones with the bomb thrower.



## Domestic and Naval.

The U. S. battleship "Oklahoma," sister ship of the "Nevada," was formally turned over to the Government by the New York Shipbuilding Co. at League Island May 2.

The new naval supply ship which is being built at the Boston Navy Yard will be named "Bridge," in honor of Commodore Horatio Bridge, chief of the old Bureau of Provisions and Supplies of the Navy Department during the whole period of the Civil War.

The Maryland Steel Co., Sparrows Point, launched April 29 the steamer "Munsomo," for the Munson Steamship Co. The "Munsomo" is the fifth vessel to be launched at Sparrow's Point this year and is a sister ship to the "Munplace" of the same line, launched April 10.

Additions to the list of land and ship radio stations are announced by the United States Bureau of Navigation. The number representing the activities of the radio service for the month of April is unusually large. There are 9 additional land stations, all in Alaska, and 29 new ship stations.

The total net tonnage of black-listed neutral shipping on the latest list issued by the British admiralty reaches 115,000, as against 80,000 on the previous list. The present issue represents the fourth list, which cancels all previous issues. While exemptions prevent the total withdrawal of this tonnage from allied trade, enough has been withdrawn to form a serious factor in the existing shortage of tonnage.

All capital ships and destroyers of the United States Navy are to be equipped with mine sweeps. Sets of mine sweeps are to be supplied by the Bureau of Construction and Repair as rapidly as funds permit. The department also has authorized the equipment of six tugs and six gunboats with permanent fittings for using sweeps, these vessels to be used as fleet mine sweepers when desired.

The oil tanker "H. H. Rogers" was launched at Newport News April 27 for the Standard Oil Co. of New Jersey. She is a sister ship to the "Charles Pratt," recently delivered by these yards to the same owners, and measures 517x68x38 ft., with a loaded draft of 27 ft., when carrying not quite 17,000 tons. The machinery, of the twin-screw type, is located aft, being of 3,000 h.p., designed for a speed of 10½ knots.

It is reported that the recently incorporated Inter-ocean Submarine Engineering Co. will attempt to recover \$500,000 of silver bullion on board the "Merida," of the Ward Line, sunk off Hatteras five years ago in 262 ft. of water. G. D. Stillson, vice-president of the company, is said to have devised a method for the raising of vessels sunken to a greater depth than 50 fathoms. The company is said to have considerable backing.

Proposals for the removal of the wrecks of the schooners "Carrie Haley" and "Ethel" have been received by Col. George A. Zinn, U. S. engineer at Philadelphia. There were two proposals, and that of Eugene Boehm, \$772, for blowing up the wrecks, will probably be accepted. The "Haley" was sunk near Ship John and the "Ethel" near Dan Baker. In the case of the "Haley" all hands were lost by an explosion on the vessel.

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28 EAST STREET, near Market,  
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Repairing Done While You Wait, by the Latest Machinery. :: Work Called For and Delivered.

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### SPECIAL NOTICE!

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#### San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abrahamson, Half-Anderson, Ernst  
Addicks, Henrich-Anderson, Hilding  
Ahl, Einar T.-Anderson, Jon  
Albers, Geo. J. L.-Anderson, Knud P.  
Albright, Emil-Anderson, Richard  
Alexanderson, Char-Anderson, S.  
ley-Andersson, Carl E.  
Amundsen, Adolf-Andersson, E. -1941  
Amundsen, Albert-Andersson, Erick  
Andersen, Edward-1781  
Andersen, H. V.-Andersson, K. E.  
Andersen, Victor-Andreasen, Hans  
Andersen, W. J.-Andstrom, Ivar  
Anderson, A. -1447-Apple, August  
Anderson, A. -1344-Athanasie, Michael  
Anderson, Alf-Auer, W.  
Anderson, Albert-Aylward, James  
Anderson, E. -504

Bachman, Paul-Bohland, K.  
Backstrom, Folke-Bohm, August -1421  
Bassen, George-Bohm, N. W.  
Beckstrom, F.-Boylan, C. J.  
Benson, Severin-Brady, Bernard  
Berg, Charles-Brandt, Birger  
Bergholm, Edward-Brekke, Hans  
Berntsen, Julius-Brenen, Wm.  
Bertelsen, B. J.-Brennan, Leo  
Bertelsen, Kristian-Brevick, Johan  
Beschornor, Robert-Brown, George  
Bessenes, Olaf-Brunvald, Henry  
Bjork, R. -2206-Bryant, W. J.  
Bjorkstrom, Arthur-Buaas, Tomas  
Blithsath, Max-Bushman, J.  
Bock, Jimmie

Carey, Arthur L.-Christensen, H. M.  
Capell, Heinrich-Christensen, Laurits  
Carlsen, Hans-Christensen, Louis  
Carlson, Alex-Christensen, L. P.  
Carlson, O. P.-Clark, J.  
Carlson, Julius-Clever, Hugo  
Carroll, John J.-Conolly, Christ  
Catt, Frederick-Comstedt, Ernst  
Cavanagh, J. E.-Crosiglio, G.  
Dandman, John-Dleckman, Geo.  
Dahlkvist, Fred-Dixon, John  
Danielsen, Dave-Dolan, Chas.  
Danielson, John-Doyle, William  
Davis, Frank A.-Drege, John  
Delsing, Ernst

Eckstrom, George-Erickson, G. -795  
Eckart, T.-Ericson, Sigurd  
Eckoff, Otto-Eriksen, C. A.  
Edman, O.-844  
Eggers, J. O. V.-Ellason, C.  
Elchler, Karl-Erikson, Sven C.  
Eklof, John-Erland, Hans  
Ellefsen, Otto-Ertman, Eskild  
Elo, Frank-Evensen, Louis

Fabrowski, Theo.-Fredriksen, F. M.  
Falk, E.-Freilberg, Peter  
Finneley, W. A.-Freltag, Willy  
Foss, Louis-Fricke, W.  
Frank, Karl-Fugelutsen, Th.  
Fraser, James-Furlong, Peter  
Freeman, Chas.

Garcia, L. B.-Graugaard, L. J.  
Gardell, Jho.-Grunbeck, Jack  
Gerner, Hans-Grunberg, Tom.  
Geschwendt, Walter-Gulixon, A.  
Gillgren, Tom-Gulliksen, A.  
Gillholm, Albin-Gulliksen, Gus. A.  
Gilljere, I.-Gundmundsen, B.  
Grabower, Martin-Gustafsson, Charles  
Grantsstrom, Nestor

Haave, Norwald-Haveness, Emil  
Hacklin, C. R.-Hecher, Wm.  
Hagman, Jalk-Hejen, H.  
Hallowes, L. N.-Henriksen, Henry  
Hall, Sven C.-Henry, H. A.  
Hans, Peter-Hermansden, Ingar  
Hannus, A.-Hohr, Carl  
Hannut, A.-Hokanson, John  
Hansen, Erick-Hollman, William  
Hansen, J. -2156-Holm, Arthur  
Hansen, M. -968-Hoese, Frank  
Hansen, Nikolay-Hoseth, Christ  
Hansen, N. S.-Hubner, Carl  
Hansen, W.-Huhlman, Louis  
Hanson, Harald-Huotari, J.  
Haugen, Hans C.

Illig, Theo.-Iversen, Carl  
Jachisch, Magnus-Jensen, Helger  
Jacobsen, Emil-Jensen, John F.  
Jacobsen, J.-Jensen, Just  
Jacobsen, Charles-Jensen, O.  
Jacobson, Gustaf-Johannessen, A. -1487  
Jacobson, Karl-Johannessen, J.  
Jacobs, Fred-Johansen, Alf  
Jade, H.-Johansen, H. -2213  
Jaeger, O. J.-Johansen, Louis  
Jakobsen, Valdemar-Johansen, T. A.  
Jensen, H. -1555-Johanson, J.

Johanson, N. A. -280-Johnson, Ernst  
Johansson, Carl-Johnson, Fred  
Johansson, Bernard-Johnson, Gunner  
Johansson, John-Johnson, Peter  
Johansson, W.-Johnson, S. A.  
Johnsen, H. -2273-2044  
Johnsen, William-Jordan, O.  
Johnson, A. M.-Jorgensen, S.  
Johnson, C.-Jorgensen, Walter

Kallasman, E.-Korsberg, Walmar  
Karlsen, M. -1375-Krishnar, Karl  
Karlsen, John-Kristensen, Erling  
Kaspersen, Henrik-Kristiansen, Hans  
Kennedy, James R.-Kristiansen, N.  
Kirppin, Matti-Kristoffersen, H. O.  
Klotz, Arnold-Kroon, Sion  
Knapp, Adolph-Kustal, Victor J.  
Knut, Alex-Kvalvik, Oscar  
Konopacki, Martin

Larsen, A.-Lind, C.  
Larsen, C. A.-Lindgren, Oscar  
Larsen, G.-Lindner, John  
Larsen, J.-Lindros, Oskar  
Larsen, Klaus L.-Livia, Charlie  
Larsen, P. -1271-Lordowa, J.  
Lathian, I. H.-Lorentsen, K.  
Laula, Victor-Lorentzen, Krist  
Lawrence, C. W.-Lorin, Christ W.  
Lauritsen, Carl A.-Louis, Peter  
Leaf, Frank-Lundberg, Thorsten  
Leekahn, Martin-Lutten, T.  
Lekschass, H. F.-Lutzen, Waldemar  
Leonard, Geo.-Lybeck, Thomas  
Lewis, Peter-Lyngaard, George

Magnusen, M. B.-Meler, Georg  
Makela, Anton-Melander, G. L.  
Maki, Ivar-Mellen, H.  
Malkoff, Peter-Meyer, F.  
Martens, Paul-Meyer, Billy  
Martinsen, Ingvald-Meyerdielks, Henry  
Martisen, O.-Meyer, W. H.  
Mathisen, Nils-Mickelsen, John  
Mathson, Lewis-Mickelsen, Sigurd  
Matzen, N. L.-Moberg, Alfred W.  
Mayers, Paul M.-Mohr, Carl  
McCarthy, W.-Monroe, A. J.  
McGlashan, W. T.-Morris, Patrick  
McKeating, R.-Murder, M.  
McManus, Peter-Murphy, Geo.  
McNalley, R.-Murphy, Lawrence

Nelsson, J. P. -654-Nilsen, A. J.  
Nelsson, N. E. -552-Nilsen, Charles  
Nextrom, Alex-Nilsen, Hans L.  
Neuman, Fred G.-Nilsen, N.  
Nicholson, F. E.-Nilsen, O.  
Nicolaisen, Carl-Nilsen, Wm.  
Nielsen, A.-Nor, Niels  
Nielsen, N. P.-Norris, Ed.  
Nielsen, P. L.-Nyberg, Erick  
Nielsen, C. C.

Oberg, Harry-Olsen, O. E. -991  
O'Brien, J. S.-Olsen, Olaf I.  
Odeen, Per-Olsen, O. P. -1141  
Ogren, Carl-Olsen, E. W.  
Ohlsen, Ernst-Olsen, F. E.  
Ohlsen, W.-Olsen, Oscar  
Okhnlisen, J. H. J.-Olsson, A. V.  
Olango, J.-Olsson, C. O. -705  
Olsen, A. -1303-Olsson, B. O. S.  
Olsen, Adrian-Olsson, James  
Olsen, O. J. -1020-Olsson, J. M.  
Olsen, G.-Olstad, John O.  
Olsen, H. -1225-Oseberg, Anskar  
Olsen, H. C.-Osterberg, Hjalmar  
Olsen, J.-Owens, J. V.

Padock, W. H.-Petersen, Axel  
Parsons, Herman-Petersen, Andrew  
Paulsen, Aksel-Petersen, Anton  
Pedersen, H. -1263-Petersen, A.  
Pen, T.-Petersen, P. O.  
Paulsson, Herman-Petterson, Adolf  
Pedersen, C. A.-Petterson, Chr.  
-1653-Philipps, J. W.  
Peltomaa, Wenner-Philstrom, Johannes  
Petersen, Axel L.-Philstrom, Ragnar  
Pedersen, Paul-Pohland, Marx  
Pestaff, S.-Publicatus, August  
Peters, Charles-Punis, Anton  
Quinlan, Thos.

Rahl, Willy-Riesbeck, Hjalmar  
Ramstad, Andreas-Robinson, Wallace  
Rasmussen, Emil-Rodlin, Knut  
Rasmussen, J. -446-Rod, Sakarlas  
Rasmussen, Jakob-Rommerdahl, Knud  
Rasmussen, L.-Rundquist, O.  
Rasmussen, Paul-Runge, Charles  
Reinhold, Ernst-Rutsid, Fred  
Renstrom, Axel-Ryden, Oskar  
Riegcl, Willie

Saar, John-Smith, Donald  
Samuelson, Ingvald-Smith, E.  
Sandvick, A.-Smith, J.  
Schlemann, F.-Smith, Max  
Semester, Paul-Snellman, Tar  
Shalles, Gust-Sloman, Harry  
Schneider, E.-Solberg, Bernhard  
Schroeder, Peter-Soderlund, Uno.  
Schultz, F. J.-Soneson, Wm.  
Schwarzen, Wilhelm-Soransen, Edwin  
Shultman, J. H.-Sorensen, Vico  
Shultman, J. H.-Speller, Henry  
Sjovers, Herman-Spona, Emil  
Sigwartsen, A.-Spornberg, Otto  
Simonsen, Sigvart-Stack, Chas.  
Siwertsen, Martin-Stangeland, Peter  
Sjogren, E.-Stanton, James

Stenford, Gus-Strehle, Charles  
Stephens, T. Carl-Sundberg, John  
Slevers, G. P.-Svenson, August  
Stenen, John-Swanson, Nels  
Strandquist, Louis

Takkanen, Joosep-Ticksman, C.  
Tamsar, P.-Tillman, A. E.  
Tapel, F. E.-Tilus, Wictor  
Tellefssen, A. E.-Torgusen, G. T.  
Thompson, Chr.-Tornquist, Henry  
Thoren, Paul-Trepte, A.  
Thorsen, Herman-Tuchel, Gustaf  
Thoren, Wictor-Tuppitz, C.  
Thyssen, Ole

Upitt, Walter-Valboe, Hans  
Valboe, Hans-Vickery, Curtis S.  
Van Frank, W. A. -269-Vilg, Theodor  
Vug, Theodore

Wallen, Gustav-Williams, Fred J.  
Walsh, M.-Williams, J. E.  
Walter, J.-Williams, John  
Waunkvist, Ernst-Williams, William  
Welmers, Herbert-Wilson, George  
Werner, Chas. J.-Winther, Haakon  
Werth, Gus-Wittenberg, Albert  
Wetteland, John-White, W.  
Wick, John-Work, John  
Williams, F. C.-Wyllie, Jas.  
Zabel, Carl-Zirnbauser, Charles  
Zickerman, Hugo-Zunk, B.  
Ziehr, Ernst-Zweyberg, John

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Bickler, Carl-Olsen, Carl -1101  
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Conolly, O.-Olsen, James  
Gunvaldsen, Ingvald-Olsen, O. J. -1020  
Hannus, H.-Opderbeck, Eugen  
Hollen, Carl-Penningrud, Ludwik  
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#### INFORMATION WANTED.

Edward Beahan, a native of California, supposed to be sailing on the Lakes, is inquired for by his brother, J. J. Beahan, 2003 Chestnut street, Oakland, Cal.

John Thomas Gowland, age 28, height 5 feet 10 inches, fair complexion and fair hair, blue eyes and stout, who was discharged from the steamship "Waitemala" on March 1, 1915, is inquired for. Anyone knowing his whereabouts, please notify the British Consulate-General at San Francisco, Cal.

How, Indeed?—"There is a man who never says an unkind word about anybody."

"Well," replied Senator Sorghum, "I don't believe we should waste time with him. Admirable as his qualities may be, how could he be useful in a political campaign?"—Washington Star.

Epicurean Dilemma.—Miss Grace Taylor, the charming young hostess of Freedom, entertained most delightfully with a formal two-course dinner the other evening. Covers were laid for thirty-five and maple-sugar and pickles were served.—Ohio State Journal.



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### INFORMATION WANTED.

J. F. Joseph, supposed to be sailing mate on some schooner on the Pacific Coast, is inquired for by his sister. Any one knowing his whereabouts, please notify Mrs. Josie Jantzen, nee Langhorne, 196 Tenth street, Oakland, Cal. 3-29-16

## News from Abroad.

The foreign trade of France for 1915 was \$2,141,681,241, as compared with \$2,175,303,579 in 1914, a decrease of \$33,622,337.

The revenue derived by the Chinese government in 1915 from its salt monopoly amounted to \$69,000,000, which was \$10,000,000 more than the preceding year.

The Russian finance minister reported to the council of empire that despite a war expense of 12,000,000,000 rubles, the abolition of the alcohol monopoly enabled the country to increase its savings 2,000,000,000 rubles.

Germany has admitted sinking the British steamship "Sussex," expressed regret for the incident, announced that the commander of the submarine had been appropriately punished and promised to pay adequate indemnity for the consequences to Americans.

Since the outbreak of the war 3117 noncombatants have lost their lives in maritime disasters due to mines or to submarines of hostile nations, Walter Runciman, President of the British Board of Trade, said in the House of Commons. Of these, 1754 were seamen, 188 fishermen and 1175 passengers.

The German government has agreed to permit the exportation to the United States of 15,000 tons of dyestuffs, the lack of which has seriously affected American textile manufacturers. Notification to this effect was contained in a note delivered by the German Ambassador to Secretary Lansing.

Taking the statistics of the (London) "Statist" as a basis it is estimated that British shipping companies, under the increase of the excess profit tax of 60 per cent., will pay this year to the Government \$665,737,200. The calculations are based on the increase in rates now prevailing over those of 1913.

The United States has accepted the German reply in the diver dispute, but added a reminder that our Government could not discuss the suggestion that Germany's respect for the rights of American citizens should be in any way contingent upon the conduct of any other government affecting the rights of neutrals and non-combatants. "Responsibility in such matters," said the American note, "is single, not joint; absolute, not relative."

The civic authorities in Greater Berlin have decided to introduce, for the present at least, potato cards, in addition to the bread and butter cards already in use. Holders of such cards will be entitled to one pound of potatoes a day, while extra rations will be allotted to the less well to do. It is hoped that in this way housewives will be prevented from laying in large stores, a practice to which the frequent exhaustion of the market is largely attributed.

A British admiralty notice states that the following regulation has been made under the defense of the realm regulations: "No vessels, other than those of British nationality, or those of the allied nations, except vessels calling for the purpose of examination, shall enter any ports or harbors in, or anchor off any part of the coasts of, the Shetland Isles until further notice." Any infringement of this order is liable to result in the detention of the ship or vessel.

### INFORMATION WANTED.

Any information regarding Wilhelm Kuhme, age 27, a native of Germany, who was supposed to have been drowned in the wreck of the steam schooner "Francis H. Leggett," September 18, 1914, will be thankfully received by the German Consul, San Francisco, Cal. 1-19-16

Adolph Godfred Eriksen, born in Moss, Norway, is inquired for by his brother, Herman Eriksen. Any one knowing his whereabouts please notify W. Nielsen, 206 Moravian St., Philadelphia, Pa. 5-26-15

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

Vencejus Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolamo Durbich, Zurich, Switzerland. 7-28-15

Peder Bjorback, supposed to be a sailor on the Pacific coast, and a native of Norway, is inquired for. Anyone knowing his whereabouts please notify Mrs. Mildred Baxter, Box 27, R. F. D. No. 5, Seattle, Wash. 2-2-16

Adolph Krakan, last heard of at Port Pirie, January, 1912, and again in March, 1913, from Warumbo, 118 miles from Adelaide, South Australia, is inquired for by his mother at Hamburg, Germany. 8-25-15

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15

Do you understand the provisions of the Seamen's Act? Consult the "Handbook, Navigation Laws of the United States." Up-to-date, reliable, complete. James H. Barry Co., 1122 Mission St., S. F. Price, \$1. (Advt.)



### With the Wits.

"Now," said the professor of chemistry, "under what combination is gold most quickly released?"

The student pondered a moment. "I know, sir," he answered. "Marriage."

"Is this land rich?" asked the prospective purchaser, cautiously.

"It certainly ought to be," replied the gentleman farmer. "I have put all the money I had into it."—*Richmond Times-Dispatch.*

Identified.—Brown—The boss says that when he was a boy on the farm they had a mule that was just like one of the family.

Jones—Yes, and I know which one.—Judge

A la Mode.—"Old Millyuns says that since he made his pile of money he feels like a neutral nation."

"Why is that?"

"Because he has so many diplomatic relations."—Judge.

Baffling.—"Didn't you have a brother in this course last year?"

"No, sir, it was I. I'm taking it over again."

"Extraordinary resemblance, though! Extraordinary!"—*Harvard Lampoon.*

"They say," remarked the spinster boarder, "that the woman who hesitates is lost."

"Lost is not the proper word for it," growled the fussy old bachelor at the pedal extremity of the table. "She's extinct."—*Indianapolis Star.*

An old lady, who was sitting on the porch of a hotel at Asheville, North Carolina, where also there were a number of youngsters, was approached by one of them with this query:

"Can you crack nuts?"

The old lady smiled and said: "No, my year, I can't. I lost all my teeth years ago."

"Then," said the boy, extending two hands full of walnuts, "please hold these while I go and get some more."—*Harper's Monthly.*

### Joint Accounts

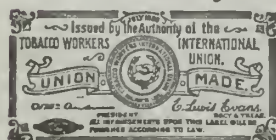
This bank will open accounts in the name of two individuals, for instance, man and wife, either of whom may deposit money for or draw against the account.

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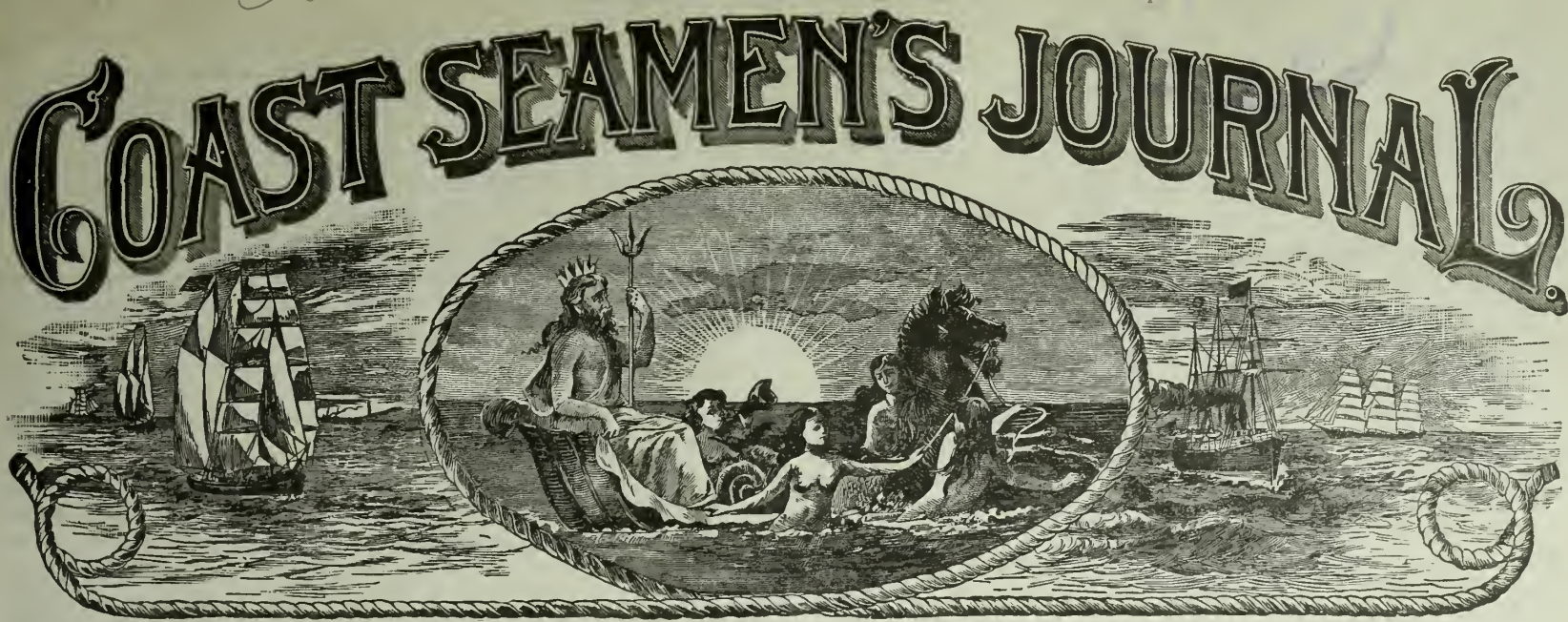
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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXIX, No. 37.

SAN FRANCISCO, WEDNESDAY, MAY 24, 1916.

Whole No. 2383.

# OCCUPATIONAL HAZARDS OF SEAMEN.

## The Great Need for More Reliable Statistical Data.

An intelligent discussion of the occupational hazards in the American merchant marine is of more than passing interest to all men who follow the sea for a livelihood.

Frederick L. Hoffman, statistician for the Prudential Insurance Company of America, has a nation-wide reputation as an authority upon questions concerning industrial accidents and occupational diseases. His recent address, therefore, upon occupational hazards in the merchant marine, made at the annual meeting of the American Association for Labor Legislation, will be found most interesting and instructive. It follows, in full:

I question whether during recent years there has been a measure of much greater importance before the United States Congress than the seamen's act. This law is primarily intended in behalf of those whom the late Professor Sumner has appropriately defined as "the forgotten man." Those who go to sea in ships, in the floating palaces which cross the oceans in comfort and safety, rarely visit the quarters occupied by the crew, or investigate the conditions under which the men are employed.

The occupational hazards of our merchant marine have never been made the subject of a qualified investigation by either the federal government or the several States interested in coastwise or inland navigation. The Interstate Commerce Commission collects extensive data regarding the accident frequency among railway employees, the Bureau of Mines collects some extremely valuable and interesting statistics regarding men employed in mines and quarries, smelters, and mills, but regarding the men employed in our merchant marine no bureau of the government collects or gives publicity to the statistical information essential and necessary for a thorough understanding of a labor problem of great practical importance.

### Available Data of No Value.

The Bureau of Steamboat Inspection collects some very interesting statistics, but in all of its reports there is practically nothing of real value concerning the relative hazards of the different classes of men employed. The Life Saving Service gives publicity to the loss of life under certain conditions, but the statistics present but a fraction of the problem. The annual reports of the Bureau of Navigation contain much information on shipping and some very useful data regarding the wages and nationalities of the crews, but no information useful for the purpose of determining the occupational hazard in the different classes of shipping or under the varying conditions of navigation, whether on the high seas, coastwise, Great Lakes, or otherwise inland—on rivers, canals, harbors, or bays. The only fairly trustworthy data regarding the loss of life in the Gloucester fisheries have for many years been published by a private concern. The statistics indicate a very serious hazard, which has never attracted the proper attention of the Bureau of Fisheries, which might properly have been charged with the duty of determining whether measures and means could not be adopted for the more adequate safeguarding of life at sea.

The number of men employed in our merchant

marine is about 150,000, and about the same number is employed in the fisheries. Approximately, therefore, some 300,000 men are more or less interested in the provisions of the seamen's act, which aims indirectly, if not specifically, at improved conditions of labor and life and the ultimate reduction of occupational hazards, arising in part out of the employment of incompetent men. At the present time no government bureau or department is charged with the specific functions corresponding to those of the Interstate Commerce Commission and the Bureau of Mines, to ascertain annually and with the required precision and completeness the occupational hazards of the men employed in the American merchant marine.

### Drunkenness Ashore and Afloat.

Mr. Furuseth has spoken of the public attitude of indifference, little short of contempt, regarding our sailors and longshoremen. The work which these men do is of the hardest possible kind. They are employed in an occupation which, under given conditions, is extremely dangerous and which imposes much stress and strain, due, among other causes, to trying weather conditions, occasional excessive physical exercise, and prolonged periods of involuntary idleness. That there is much drunkenness among sailors when on shore is probably true, but the drunken sailor is, as a rule, the only one who comes under observation or who gains notoriety. While at sea the vast majority of sailors and others employed on board ships lead exemplary, sober, industrious lives. There is no conclusive evidence that deaths from alcoholism are relatively much more common among sailors than among others. The finest type of manhood that America has produced is the old sea captains of New England, all of whom started as cabin-boys, worked as sailors, and ultimately became masters. Sea life and seamanship cannot, therefore, at least under American conditions, be so brutalizing as is often assumed to be the case. It is largely to our seamen that the nation owes its most conspicuous victories during the War of the Revolution, the War of 1812, and the Civil War. Yet this important industry, this veritable school of American manhood, we have for more than forty years treated with indifference little short of contempt.

### Present Law Not Enforced.

In our navigation laws is a provision which requires every captain or master, subject to certain limitations and restrictions, to report every death occurring on board of his vessel engaged in foreign or coastwise commerce. If that provision had been enforced and if the information obtained thereunder had been tabulated and subjected to critical analysis, we would not now be in complete ignorance of the true occupational hazards of our merchant marine, including the fisheries. Assuming, however, that the fatality rate is not less than 3 per 1,000 for the 300,000 men employed in the fisheries, inland, coastwise, and foreign navigation, it appears that there are annually probably not less than 900 deaths directly attributable to accidents at sea or on shore.

In the experience of the British merchant marine the fatality rate for recent years has been 4.8 per 1,000 employed. According to the British workmen's compensation experience,\* the fatality rate has been 1.82 and the serious injury rate has been 30.1 per 1,000. There are the strongest practical reasons why this nation should collect corresponding data, so that conclusions regarding occupational hazards at sea would be accurate and not perilously near to guesswork. In the experience of the Prudential the proportion of deaths from accidents among all classes of men employed in navigation has been 16.8 per cent. The fatality data derived from these sources are sufficient to emphasize the urgency of the suggestion that there should be an amendment to our navigation laws, making the reporting of all deaths on all vessels of the United States merchant marine compulsory and providing for the subsequent tabulation and analysis of the information, either under the direction of the Commissioner of Navigation or of the United States Commissioner of Labor Statistics. It may further be suggested that the Bureau of Steamboat Inspection, the Coast Guard Service and the Bureau of Fisheries should be required to give more extended attention to the occupational hazards in our merchant marine, so that the statistics published may be practically useful in connection with the future administration and improvement of the seamen's act.

### The Seamen's Health Problem.

Aside from the occupational hazards, the health problem also requires some consideration. There are the strongest reasons for believing that the sleeping accommodations of sailors are often inadequate, that the ventilation is insufficient, that the risk of infection is not guarded against, and that the food is of inferior quality. In proportion as the casualty risk is diminished and as health conditions are improved the attractions of the seamen's service will be correspondingly increased. Under existing conditions it is only too often the case that the accommodations provided are not in conformity with our American standard of life. In the final analysis, our seamen are an indispensable element of our national prosperity and security, and whatever tends to raise their status must in course of time benefit the nation at large.

In view of the foregoing very brief and inadequate outline of a labor problem of the first order of importance, I present the following resolution:

### Resolution on Reporting of Accidents to Seamen.

"Whereas there are reasons for believing that the occupational hazards of employment in the American merchant marine are relatively as serious, if not more so, as in mining, railway transportation, and other hazardous employments; and

"Whereas the existing information on maritime risks is largely limited to general information not precisely differentiating the fatalities and injuries to seamen and passengers, and the causes thereof; and the experience data of life

\*This experience probably includes all persons employed in shipping, both on board and ashore.



insurance companies are also of general rather than specific value; and

"Whereas the published statistics regarding the loss of life at sea, and on the coasts, and on inland waters, and in connection with the fisheries, as published by the United States Life Saving Service, the Steamboat Inspection Service, the Bureau of Navigation, and the Division of Vital Statistics of the Bureau of the Census, and possibly other government departments, are insufficient for the purpose of determining the true occupational hazards in the American merchant marine; and

"Whereas under section 123 of the Navigation Laws, subsection 6, 'Every case of death happening on board, with the cause thereof,' is required to be entered in the official logbook of every vessel making voyages from a port in the United States to any foreign port, or, being of the burden of seventy-five tons and upwards, from a port on the Atlantic to a port on the Pacific, or vice versa; and

"Whereas said requirement being presumably complied with, the information obtained thereunder is not apparently made use of for the practical purposes of statistical tabulation and analysis in the furtherance of an effort to establish the true hazards of navigation in the American merchant marine; and

"Whereas no reasons appear to exist why the said requirements should not also be made applicable to vessels of the United States, of the burden of seventy-five tons or upwards, making voyages from one port of the United States to another; and

"Whereas the enforcement of the corresponding section in the British birth and death registration act of 1874, and the merchant shipping act of 1894, has provided a complete and satisfactory statistical return regarding the loss of life in the British merchant marine; therefore be it

"Resolved, That the American Association for Labor Legislation respectfully urge upon Congress and the Bureau of Navigation the annual tabulation and analysis of statistical data obtained in conformity to the section referred to for the purpose of establishing with accuracy and completeness, and with a due regard to the class of vessels concerned and the regional distribution of shipping, the precise hazard of employment in the American merchant marine; and be it further

"Resolved, That Congress be requested to amend the navigation laws so as to provide for the making of official returns regarding deaths at sea in connection with voyages of all vessels of seventy-five tons burden or over engaged in coastwise or foreign commerce; and be it further

"Resolved, That Congress be requested to impose a corresponding statutory requirement upon all vessels employed in the American fisheries on the high seas, on the Great Lakes, and on inland waters over which the federal government may have jurisdiction, such vessels to be of a minimum tonnage, or a minimum number of the crew, to be determined by Congress; and be it further

"Resolved, That for the purpose of facilitating the tabulation and technical analysis of the returns, a transcript of each and every fatality reported by captains and masters of vessels under the jurisdiction of the federal government in conformity to section 123 of the Navigation Laws, or such amendment thereof, or such new legislation as may be enacted, should be made to the Chief of the Division of Vital Statistics of the United States Census for separate presentation in the annual report on the mortality of the United States registration area."

[The resolution was unanimously referred to the executive committee for such further action as might be necessary to secure the results aimed at.]

#### ANOTHER AMERICAN INSTITUTION

When the United States Senate passed the bill providing \$11,000,000 for a factory wherein Uncle Sam can make his own armor plate, "American Industries," the organ of the National Association of Manufacturers, threw an editorial fit. "It is a blow," it fumed, "at private manufacture, contrary to the spirit of American institutions." Figures prove that the private manufacturers have been charging the Government from 20 to 60 per cent. more than the same supplies would have cost if manufactured in the Government arsenals. Does "American Industries" contend that picking Uncle Sam's pockets is "an American institution" and therefore sacred?—La Follette's Magazine.

When the workers acquire the virtue of self-dependence a great many "friends of labor" will have to adopt some other profession.

#### UNDEFEATED LA FOLLETTE.

Not all Senators fit the pictures in the funny papers. The man there depicted, fat, soft-hatted, guileful in expression, and with pockets stuffed with special privileges, is largely a relic of bygone years. Still less does it fit some individuals—Robert Marion La Follette, for instance, who played a large part in purging the Senate of its former corporation representatives. In a recent article in the New York Tribune, United States Commissioner of Immigration Frederic C. Howe, who writes as one of authority on the subject of Wisconsin and its public men, gives several reasons why "The Little Giant" of Wisconsin is not the cartoon type of Senator. In the first place, he has no wealth to speak of. He makes money for himself and supports La Follette's Weekly to a large extent by his lectures. Then, he lives simply, though generously, without much "fuss and feathers," but usually with a house full of guests. He has been "on the firing-line" and has worked hard in public life ever since he was graduated from college thirty-seven years ago. His latest achievement has been to "come back" when many outside newspapers were already jubilantly shouting the news that he was down and out. "His State," it was said, "was tired of him and the things for which he stood, while the halls of Congress would hear him no more." And then came the contradictory, and incidentally the true, report that he had after all run far ahead of Governor Philipp in the State Presidential primaries and had fifteen of his delegates out of twenty-six elected. The personality of such a man is interesting. It is entertainingly and intimately revealed by Commissioner Howe in the article from which we quote in part as follows:

La Follette works hard. He broods over public questions until he sees through them. I have been at his house evening after evening, where others were expressing their views on some urgent public question upon which an immediate decision seemed to be necessary. Other members of the Senate were there. They were impatient at his silence. He said little, but listened much. Frequently the conference adjourned with no one the wiser as to his opinions than when the conference began.

La Follette thinks hard. His opinions mature slowly. He seems both to trust and, for the time being, distrust himself. At least, he trusts no one else to make up his mind, unless it is Mrs. La Follette, and no estimate of Senator La Follette is more than half correct that does not include the calm, clear-visioned opinions of his wife.

This is part of the process. The other part is books and official records. La Follette works when he is not brooding. He works like a hod-carrier. When the Payne-Aldrich Tariff Bill was dragging itself slowly along during the hot summer months of 1909, La Follette was studying schedules, reports, differences in production-costs. He was conferring with all sorts of men in whom he had confidence. A van was necessary to bring all the books from the Congressional Library that he consulted in the preparation of one speech alone.

Ultimately a decision is reached. It is his own. It may be long and voluminous, but it is complete. And if the premises upon which it is based are correct, it is mathematically sound. It may take hours to deliver it in the Senate, but the speech is accepted as something final on the subject. And because of

his thoroughness and honesty his opinion is waited on not only by members of Congress, but by the country as well. And, despite the battles he has waged and the enmities he has incurred, there is no man in Congress who is more generally respected for his mental integrity and character. Whether loved or feared, La Follette is never despised. He is never ignored. And he is not suspected of dishonesty or disingenuousness.

The East has never liked La Follette. It has never understood him. Possibly that is because the East does not understand the West. But it is a safe assumption that the West never follows a man for long unless it understands him. He must speak their language; he must think their thoughts; he must have lived their daily lives, and understand their problems. And when a man meets these conditions the West follows him with an intimate, personal affection that does not exist between the people and their representatives in the East.

#### SHIPOWNERS PROSPER.

In large advertisements a brokerage firm urges the public to buy United States Steamship Company bonds to the value of \$2,500,000. The company was recently organized with an authorized capital of \$25,000,000, and has contracted for the purchase of at least 87½ per cent. of the stock of thirteen Eastern steamship companies. Six new vessels are under construction with facilities for building eleven additional vessels. The brokers assure the public that:

"Earnings of the United States Steamship Company, we estimate, will be large, in view of the fact that it will be in a strong position to meet the requirements of the present demand for increased shipping facilities and for the prospect of further increases in years to come."

The above statements are of especial interest in view of the recent campaign against the Seamen's law, and the predictions of this same element that La Follette Seamen's Act "would destroy our merchant marine."

#### WALSH HAS HOPE.

For the first time since the Civil War there is a nation-wide shortage in the common labor supply!

Workers everywhere read accounts of huge profit-making in industry; the enlightened ones organize and refuse to work unless they get their fair share, regardless of existing customs or wage scales.

They also insist as even more important than money that their physical well-being, mental development and recreational needs demand that they must not work more than eight hours per day at any occupation whatsoever.

The intelligent leadership displayed in this crisis in so many instances by both employer and employees leads to the hope that the present movement may mark the beginning of the end of absolutism in industry and a reign of justice in the distribution of wealth which will strike down poverty and brighten the lives of all of us in America.—Frank P. Walsh, Chairman, United States Industrial Relations Commission.

For fair products of all kinds consult the JOURNAL's ad columns.



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## Workers Can Secure the Eight-Hour Work Day if They Unite.

Trade union agitation for an eight-hour day has filtered into every element of society. In theory it is even accepted by many long-hour employers. They will not apply it, however, until compelled to do so by the organized power of their workers. This is the history of the trade-union movement.

The United States Public Health Service, in its recent bulletin No. 76, says:

"In spite of this tendency (reduction of hours) a very large proportion of wage workers are working 60 or more hours per week and many without a 'one-day rest in seven.'"

The anthracite miners have just secured the shorter work day. Their long dream has been realized because they are organized.

Granite cutters announced this month that they have secured a universal eight-hour day five days in the week and four hours on Saturdays. They are organized.

Employees in the railroad freight service of this country are now negotiating an eight-hour day with railroad managers. These workers are organized.

Building craftsmen, large numbers of metal workers, the printing trades, together with many other industries and callings are working under the eight-hour system. They are organized.

These include skilled and unskilled—men who carry mortar and shovel dirt and men possessing technical knowledge and trained minds.

The employer does not consider an eight-hour demand from the standpoint of skill. The question that interests him is, "Are these workers organized?" And he shapes his policy according to the strength, unity and determination of the union.

There are hundreds of thousands of workers who labor long hours. They are unorganized. They are not only employed in the iron and steel industry, but in the slaughtering plants, cotton mills, hosiery and knit goods, wood working mills, lumber and leather industries, ship yards, among the coke ovens and in transportation and manufacturing of all kinds.

To these the American Federation of Labor makes appeal. Regardless of skill, sex, nationality, color or creed, if they unite under the banner of the bona fide trade-union movement the power of organized labor is behind them in their effort to better working conditions.

Knowledge of the benefits of eight hours is of no value unless it is made effective through the driving power of trade unionism and the enthusiasm that unity generates.

The eight-hour day, so common among trade unionists, was not a bestowal or favor by employers. It was taken by these workers. They organized, and by the irresistible power of united action shortened their work day, lengthened their lives and brought sunshine and cheer to countless homes.

An eight-hour day is not for the timid. It is only possible where men dare act in concert against a drudgery and toil that

makes impossible opportunities for home life, development and recreation.

When workers secure the eight-hour day they have time to acquire knowledge and perfect solidarity with their fellows. This is followed by a consciousness of power, by a faith in themselves, by visions of greater things within their grasp if they but unitedly reach for them.

They abandon age-long theories of a workers' "worth" and stand erect in their new-found power and might to take their place as citizens and men.

It is this discovery, through trade unionism, that selfish employers fear. Because trade unionism smashes forever the belief that workers must depend on others, or organized labor is resisted as is no other institution. Every force at the command of these employers is arrayed against it, for they are well aware that once their employers are organized, they begin to think and quickly enlist in the fight trade unionism is waging against all forms of oppression.

The American Federation of Labor appeals to the unorganized to join with it for the universal eight-hour day.

The doors of the trade-union movement swing outward to every wage worker, regardless of skill or occupation, sex, political affiliation, color, creed, or race. All are invited to enlist under the banner of this great humanizing institution that stands as a bulwark against oppression and wrong.

Wage workers, Organize! Agitate!

## Unionists Reminded of Hatters' Plight.

In a circular issued "To all international and national unions and their local unions; to all State and city central bodies and to all local unions," the Executive Council of the American Federation of Labor makes this self-explanatory statement:

"On December 18, 1915, a circular letter was issued to you asking you to give the wages of an hour of your labor on Hatters' day, January 27, 1916, to the assistance of the hatters of Danbury, Conn., who found themselves in a serious plight as the consequence of their historic service in the struggle for industrial freedom.

"On January 28 and several days succeeding, the newspapers spread broadcast exaggerated statements of the amounts that had been contributed by the members of organized labor. The result of this misinformation was to create the impression that more than enough money had been contributed to relieve the Danbury hatters from any loss that they might suffer from the threefold damages fixed by the courts and the cost of the litigation. Whether or not this misinformation disseminated by the press was intentional, it was detrimental to the purpose the organized labor movement sought to achieve in designating January 27 as Hatters' day, and in asking every union workman to contribute the value of one hour's pay to the hatters' cause.

"The amount raised through contributions on that day was \$132,138.55. This leaves about \$117,000 yet to be raised.

(Continued on Page 10.)

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

### AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

### GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekland Bldgs., 22 Canning Place, Liverpool.

### BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

### GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

### FRANCE.

Federation National des Syndicats des Inscriptions, Maritimes de France, 33 Rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

### NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

### SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgaten 1 B., Sweden.

### DENMARK.

Somandenes Forbund, Toldbogade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

### HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

### ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

### AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

### SPAIN.

Sociedad Sindicate de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

### URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

### ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

### BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

### SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



## World's Workers.

Representatives of the Garment Workers' Union have secured signed contracts with every shirt and over-all factory in Winnipeg, Manitoba. The agreements provide for better working conditions.

The industrial side of labor shows signs of unusual activity in political matters in New South Wales, indicating strenuous times ahead for the labor movement. Preparations are already being made by a number of unions to secure at the annual Labor Conference representation satisfactory to the industrial section.

The West Australian Labor Federation recently considered a motion urging that the Commonwealth Government conscribe all wealth for war purposes, and oppose conscription of men until all wealth was conscribed. One of the first things, it was urged, the Federal Government ought to have done after passing the War Precautions Act was to have taken control of the banking currency system of Australia. After some discussion the debate was adjourned.

A scarcity of housing accommodation prevails in Kiel, Germany, where in the middle of October last only 5 per cent. of the dwellings were empty, while the demand for habitations has since increased still further. As a result, the rents were put up, and the military governor of the naval base has now issued a decree to the effect that the rent of all rooms and dwellings, whether furnished or unfurnished, must not exceed the price fixed on March 1 of this year. If economic developments render it necessary, landlords will perhaps be forced to submit to further limitations.

The wharf laborers who are engaged at Williamstown (Melbourne) in loading flour on to ships, decided recently not to proceed with their work of loading flour for export until the price of bread is brought down from its present high altitude. When asked the reason for their action, the men said that they would not place flour on a vessel for export whilst the cost of bread was so high in Melbourne. Precisely the same attitude was taken by the laborers engaged in loading the "Nikko Maru," and the men further said they would decline to handle flour which it was intended to place on the steamer "Empire."

Friction has arisen in Victoria (Australia) between the Builders' Laborers and the Federal Government regarding the wages of laborers in the employ of the Postal and Defense Departments, and it is probable that a strike will occur if a settlement of the dispute is not effected. As the result of the compulsory conference in December it was agreed that the Federal Government should pay builders' laborers 1d. an hour extra on the award, making 1s. 4½d. per hour the rate, which came into operation on January 4. The Naval and Home Affairs Departments have observed the agreement, but the Postal and Defense Departments have ignored it. The former department has advised the union that the matter has been referred to the Public Service Commissioner, and a reply has been received from the Defense Department that is regarded equally unsatisfactory.

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### REMOVAL ANNOUNCEMENT.

**S. G. SWANSON** for the **BEST** there is in **TAILORING** Less the Fancy Price who has been established since 1904 on Beacon Street, between 6th and 7th IS NOW located on the 2nd floor BANK OF SAN PEDRO BLDG., entrance 110 WEST 6th STREET, SAN PEDRO, CAL., Where he is better prepared, because of Much lesser rent, to give the trade the advantage of lower prices and as formerly, special care is given to garments entrusted to him for Cleaning, Repairing and Pressing.

Note—Clothes also cut, trimmed and made from your own cloth with the Union Label too. The new woollens are now ready for your inspection, how about your order?

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Francisco Papers on Sale. Agents  
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Seamen's Journal.

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SAN PEDRO, CAL.

### ALASKA FISHERMEN.

San Francisco.

Bergman, John      Johnsen, Aug.  
Blom, Ernest      Konig, D.  
Christiansen, Anton      Nielsen, Harold  
Christiansen, A.      Olander, Ed  
Doris, Geo.      Thomson, John  
Eckart, T. G.

## San Pedro Letter List.

|                        |                     |
|------------------------|---------------------|
| Anderson, Eduard       | Malm, Gustaf        |
| Andersen, John         | Mesak, E.           |
| Andersen, Ernest J.    | Nelson, Dick        |
| Anderson, Martin       | Olsen, Oscar        |
| -1894                  | Olsen, Nick         |
| Andersson, Oskar       | Orling, Gust        |
| Alexander, P.          | Olsen, Andy         |
| Berg, B.               | Olsen, E. F.        |
| Berg, A.               | Olsen, Olof S.      |
| Berggren, Gust         | Ophaug, W.          |
| Bentsen, Hans B.       | Orwold, Jack        |
| Brein, Hans            | Owen, Fred          |
| Benrowitz, Felix       | Perkins, Paul       |
| Carlson, Gus           | Peterson, Nicolai   |
| Cariera, Peter         | -1234               |
| Danielson, Dave        | Plintz, Johan       |
| Doyle, Wm.             | Peterson, N.        |
| Ellwes, John           | Peterson, Hugo      |
| Eklund, Sven           | Peterson, C. V.     |
| Fjellman, Jonas        | Pedersen, P. -1064  |
| Fugelutsen, Thor       | Pakki, Emil         |
| Fjellman, Karl         | Pajala, Victor      |
| Ginar, Walter          | Pederson, Ole       |
| Gustafson, August      | Pedersen, Harald S. |
| Gronlund, O. -414      | Reuter, Chas. -407  |
| Heesche, Henry         | Rogenfeldt, J.      |
| Holmstrom, Fritz       | Roberts, G.         |
| Haupt, Fritz           | Stolzman, Emil      |
| Hansen, Charley        | Saarnen, H.         |
| Hansen, Ole            | Sanders, Charles    |
| Haave, Norval          | Schuldt, Theodor    |
| Johansson, C. -2497    | Samuelsson, Frank   |
| Janson, Dick           | Strahic, Chas.      |
| Janson, Oscar          | Smith, Johan        |
| Jensen, Hans -1555     | Stenros, John       |
| Johansson, J. A. -1659 | Skaanes, Elgil      |
| Johanson, Victor       | Soderlund, Anton    |
| Karnup, Edward         | Schmidt, Lauritz P. |
| Lundstedt, Chris       | Shalles, Gust       |
| Lassen, Johan, -1542   | Thorsen, Carl       |
| Larsen, Klaus L.       | Trovik, Harald      |
| Lutton, Theo.          | Uhligh, Richard     |
| Lauritzen, Ole         | Uappa, Kosti        |
| Larson, Max            | Vigon, Elias        |
| Lorenz, Bruno          | Wirak, A.           |
| Lybeck, Thos.          | Winblad, Martin     |
| Lindberg, G. W.        | White, Robert       |
| Lindberg, Ernst        | Warkkala, John      |
| Leideker, Elith        | Widm, Andrew        |
| Lalan, Joe             | Zunk, Bruno         |
| McNeal, John           | Zayan, G.           |
| Monterro, John         | Newspapers and      |
| Malmerez, E.           | Packages.           |
| Monts, Rehnolt         | Miller, W.          |
| Makela, N.             | Schmidt, Lauritz P. |

## Honolulu, H. T.

|                     |                   |
|---------------------|-------------------|
| Anderson, John E.   | Nelsen, C. F.     |
| Burk, Harry -1284   | Petersen, Carl    |
| Crantly, C. W.      | Peters, Walter    |
| Eugenio, John       | Reither, Fritz    |
| Ekelund, Rickhard   | Solberg, B. P.    |
| Iverson, Sigvald B. | Strand, Conrad    |
| Lengwenus, W. L.    | Thompson, Emil N. |
| Moller, F.          |                   |

## INFORMATION WANTED.

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio. 3-24-15

Anders C. Anderson, a native of Norway, who left his personal effects at Port San Luis, Cal., after leaving a ship at that place, is inquired for. Anyone knowing his whereabouts please notify D. R. Jacks, Deputy Collector of Customs, Port San Luis, Cal. 12-22-15

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Any one knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St. 8-11-1915

Olai Ingebrigtsen (Brock), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American bark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469-49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Steuart street, San Francisco, Cal. 8-4-15

Anyone knowing the whereabouts of Peter Murphy, better known as Boatswain McGann, will kindly notify Patrick Kieran, 58 Commercial St., San Francisco, Cal. 4-19-16

Every seaman should possess the "Handbook, Navigation Laws of the United States." An up-to-date book containing all the law (including the Seamen's Act) on shipment and discharge, wage tables, etc. James H. Barry Co., 1122 Mission St., S. F. Price, \$1. (Advt.)

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## INFORMATION WANTED.

John Edstrom, alias Brynjulf Edstrom, born in Norway in 1879, was last heard from at Mobile, Ala., where his address was Norwegian Chapell, is inquired for. Anyone knowing his whereabouts please notify his mother. Address, 22 Pilestradet, Kristiania, Norway.—12-22-15

George Alexander Sharman, a native of Brooklyn, N. Y. About 28 years of age, height 5 feet 9 inches,

supposed to have sailed on the Great Lakes in 1907, is inquired for by M. L. Kinvan, 1211 Mosher street, Baltimore, Md. 7-14-15

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15



# Pacific Coast Marine.

The steamer "Daisy Freeman," 436 tons net, has been sold to Fair & Moran, San Francisco.

H. G. Seaborn announced the purchase of the American schooner "Sehome," 620 tons, from O. J. Olson. The terms are private.

Another shipbuilding plant for the construction of wooden vessels at or near Portland is to be established by the Motor Ship Construction Company, a California corporation.

The Matson Company's schooner "Annie Jackson" has been fitted with Bolinder semi-Diesel engines. The barque "R. P. Rithet," the only other sailer operated by the Matson Navigation Company, is to be similarly fitted.

The whaling steamer "Narwhal," which last arrived at San Francisco in November, 1908, from a whaling voyage and which has been laid up in port since, departed during the week for Bristol Bay. The vessel was sold recently to L. A. Pedersen by the Pacific Steam Whaling Company.

The steamship "Seward," which arrived at Seattle recently from Hongkong and Japan, is to be taken over under a one-year charter by M. H. Tracy & Co. of New York to load for Chilean and Peruvian ports where she will enter the nitrate trade between Antofagasta and New York.

The East Asiatic Company have chartered the steamer "Bred" to take a cargo of rubber to San Francisco from Singapore, at the rate of \$3,000 a month. The voyage will take about four to five months to complete. From San Francisco the "Bred" will go through the Panama Canal on her way to Europe.

For a reported consideration of \$30,000, the American schooner "Irmgard," 614 tons, has been sold by Atkins, Kroll & Company to Balfour, Guthrie & Company. A second sale, at private terms, reported, was the American barkentine "J. M. Griffith," 529 tons, by W. G. Tibbets to A. F. Thane & Company.

Charles Kurz, president of the Philadelphia Shipping Company, was in Portland recently making arrangements for establishment of a steamship service between the Pacific and the Atlantic coasts by way of the Panama Canal. Mr. Kurz said the line would begin operating in November. Vessels will call at California ports, Portland, Seattle and Tacoma.

The former clipper ship "William H. Smith," built at Bath, Me., in 1883, and which of late years has been a floating cannery and cold-storage plant on Puget Sound, is being converted into a barge. Later, when engines have been obtained, the "Smith" will be changed into a schooner with auxiliary power. New masts will be installed and the old clipper will again sail the seas.

L. S. Blake, who ten years ago was cashier of the Pacific Coast Steamship Company at San Francisco, and who later went to Seattle as assistant cashier of the parent company, was promoted to be cashier of the Pacific Coast Company, to succeed Oliver H. Cline, who confessed to embezzlement after the company missed \$100,000 and was sent to Walla Walla State penitentiary.

President S. H. Hedges, of the Washington Shipping Corporation, announces that Edward L. Prescott has taken a purchase option on two large wooden lumber carriers, the keels for which were laid about a month ago in the shipyards of the Puget Sound Bridge and Dredging Company, Seattle. The price is said to be about \$300,000 for each vessel. The vessels are to be schooner type, with auxiliary power.

The Shell Oil Company will load three large steamers with kerosene for the Orient next month at their Martinez plant, namely the "Melania," "Oberon" and "Maricopa." These vessels are all tankers, the first two British and the latter Norwegian. The "Melania" is due here from the Orient June 2d and the "Oberon" on the 10th, while the "Maricopa" will arrive here from Hankow June 15th.

The new automobile ferryboat "Van Damme," owned by the Richmond-San Rafael Ferry Company, launched at the Robertson shipyards at Benicia, was towed down to anchorage between piers 32 and 34. Immediately upon arrival the work of installing machinery and furnishings began. The company expects to have the boat in commission by June 1. The "Van Damme" cost \$80,000. She will be operated between Point Richmond and Point San Quentin.

Seattle's water borne commerce during April was valued at \$36,394,000 or \$5,000,000 more than for any other month in the history of this port, according to figures compiled by Port Warden A. A. Paysee, April, 1916, showed an increase of \$16,362,000 over April last year. Nearly \$5,000,000 worth of goods were shipped to Vladivostok, while Alaska took more than \$3,500,000 worth. Imports from the Straits Settlement, largely crude rubber, amounted to more than \$4,500,000.

The rumor that the Hammond Lumber Company, now operating the "Bendixsen" shipyards at Eureka, will build a second vessel there this year, has been confirmed. The new vessel will be a duplicate of the "Santiam," the construction of which is now under way at the yards, but it will cost about \$10,000 more than the "San-

tiam," or \$150,000. The dimensions, however, will be approximately the same as those of the "Santiam," or 220 feet long, 42 feet beam and 15 feet depth of hold.

Two ships will be launched this month at the Union Iron Works. The first will be the new Hind, Rolph & Company steamer, which will be ready for launching May 27, and the second the big oil tanker under construction for the Standard Oil Company. The tanker, it is expected, will be launched May 30. The Rolph steamer is 400 feet in length, 56 feet beam and has a gross tonnage of 6000 tons. The tanker is 440 feet in length, has a 58 feet beam and a capacity of 70,000 barrels of oil.

The State of Washington produces approximately 5,500,000 board feet of logs annually, but consumes only a little over 4,500,000 board feet. The balance is sent to Oregon for manufacture. Washington produces approximately 8,333,000 linear feet of poles and piling, and consumes about 6,000,000 linear feet. Oregon produces annually approximately 1,610,000,000 board feet of logs, but consumes over two billion, or 27½ per cent. in excess of her log production. She draws heavily on Washington for this excess. Oregon produces approximately 3,333,000 linear feet, but consumes only about one-half a million.

Upon arrival in San Francisco, the steamer "Yucatan" will, it is reported, be purchased by Swayne & Hoyt of San Francisco unless present negotiations miscarry. Although no money has changed hands, it has been practically settled, it was learned, that the "Yucatan" will be sold to the local firm by the North Pacific Steamship Company, owners of the wrecked steamer "Roanoke." The reported price is \$250,000. The "Yucatan" is a combination coal and oil burner, two boilers being furnished for coal and four for oil. She was built at Chester, Pa., in 1890, and is 360 feet over all and 43 feet wide, with a gross tonnage of 3500 tons. She is at present under charter to Swayne & Hoyt. Wireless advices received by her present owners state she left Shanghai for San Francisco on May 18th with a general cargo of Oriental products.

Upon completion of the new offices for Sudden & Christensen and the Charles Nelson Lumber Company at pier 22, San Francisco, the State Board of Harbor Commissioners plan, according to Secretary Leo V. Merle, to levy a monthly rental rate for pier offices. Steamship companies are saving monthly hundreds of dollars by moving the major portion of their office staffs to piers instead of maintaining more uptown offices, according to officials of the Harbor Board. The crowded condition of the water front is becoming a problem for the Commissioners, who may, it is said, demand that certain companies remove departments now housed in pier office space. Under the present policy of the Harbor Board, the State derives no revenue from the offices maintained on the piers, the companies being charged the nominal rental of one and two-tenths cents per square foot per month.

The famous coast guard cutter "Thetis," in the service of the United States since 1884, was sold during the week for \$25,100 to the Bank of California, representing W. and S. Job & Co., Inc., of New York. The price was the highest among three bids publicly opened by Captain W. E. Reynolds, commanding officer of the coast guard service. The next bid was \$16,050 by the Moore & McCormick Company of New York, and the last \$2500, by the John Rothschild Company of San Francisco. Built in Scotland in 1881 as a sailing vessel, the "Thetis," after a short career in the seal fields, was given to the United States for use in the Greely relief expedition. She was then used by the navy as a survey vessel and later transferred to the revenue cutter service, which is now the coast guard service. She has acted as a floating court in Alaskan waters, in the Arctic sea and around the Hawaiian islands. She has a gross tonnage of 723 tons and a displacement of 1250. Her buyers are engaged largely in sealing, and it is expected that she will be used again for the work for which she was built. Under the terms of the sale, the buyers are required to pay the purchase price fifteen days after the acceptance of the bid, and the government is to turn the ship over five days after the money has been paid.

The "Handbook, Navigation Laws of the United States" contains all the law affecting seamen. It is arranged and indexed so that each feature may be found without trouble. The only book in existence that enables every seaman, ship-master, and ship's officer to know the law in every detail. James H. Barry Co., 1122 Mission St., S. F. Price, \$1. (Advt.)

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

## International Seamen's Union of America

Affiliated with

AMERICAN FEDERATION OF LABOR

and

INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary.  
570 West Lake St., Chicago, Ill.

AFFILIATED UNIONS.

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HARBOR BOATMEN'S UNION.

Headquarters:

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NEW ENGLAND COAST FISHERMEN'S UNION.

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BOSTON, Mass. No. 3 Long Wharfs.

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SAILORS' UNION OF THE PACIFIC.

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TACOMA, Wash., 2218 North 30th St.  
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.  
ABERDEEN, Wash., P. O. Box 6.  
PORTLAND, Ore., 44 Union Ave., North.  
EUREKA, Cal., 227 First St., P. O. Box 61.  
SAN PEDRO, Cal., P. O. Box 67.  
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

(Continued on Page 11.)



## Coast Seamen's Journal

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BY THE

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Established in 1887

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I. M. HOLT ..... Manager

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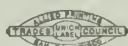
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### NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, MAY 24, 1916.

### STEAMBOATMEN'S TROUBLES.

The Bay and River Steamboatmen's Union of California has asked for a ten per cent. increase in wages to go into effect on June 1.

The steamboat owners say they cannot afford to grant the increase because of fierce competition by irregular and unregulated carriers. They contend also that the higher cost of living does not affect their employes because only few of them are married. Finally, they say, the members of the Bay and River Steamboatmen's Union have already received material improvements in conditions since their Union was organized and that they ought to be satisfied with the present wages, at least until the unregulated river competition has been brought under control of the Railroad Commission.

With regard to the unregulated competition among carriers on California inland waters the steamboat owners are in an unfortunate position. But certainly not more so than their employes. There is always much, usually too much, unregulated competition among wage workers who have not had the foresight to organize.

The contention of the steamboat owners that most of their deckhands are living in a state of single blessedness would seem to furnish a most excellent argument for the ten per cent. wage increase. Considering the wages received by steamboatmen and seafaring men generally it is no wonder that so few dare to take a chance at matrimony. Some day, it is hoped, we will have progressed so far that all these workers will receive a wage sufficient to support a family.

All right thinking men agree that no industry has a right to demand a supply of labor at wages below the minimum standard which enables men to marry. And the steamboat owners of California should be the last to raise that issue.

When labor is true to itself it will have no further need to ask favors of its "friends." It will then command justice of itself.

### AS OTHERS SEE US.

B. Suzuki, editor of the Japanese paper "Yuai Zasshi," published in Tokio, has been telling his countrymen about his innermost impressions of American labor unions.

Mr. Suzuki, it will be recalled, was one of the two fraternal delegates from Japan to recent American labor conventions. During his extended visit in California he made a close and careful study of economic problems. He also "sized up" the labor leaders, and this is what he says about them:

Last year I spent about half a year in the United States and met the leaders of the labor unions in that country. What impressed me upon meeting them and hearing what they had to say was that so far as education in the schools was concerned the laborers of America are not better trained than we. Even those who belonged to the central directorate of the labor unions for the most part had not received more than eight years of training in the primary schools. When it came to the technical problems of labor I found that they were not better informed than myself, but when it came to applying their principles to politics, social problems and economy I found that their common sense was far ahead of ours. So far as Japan is concerned because of compulsory education there are very few who cannot write or read the newspapers and magazines, but their greatest lack is that of common sense. It would seem that the knowledge that they learned in the public schools was gradually lost when they took up the life of a laborer.

Mr. Suzuki calls attention also to another "discrepancy" between Japanese and American laborers, namely, in America the working hours are very short, while in Japan the shortest is 10 hours and from that up to 14 and 16 hours a day are not uncommon, giving no time for the cultivation of oneself. He says also that "as a result of their experience American laborers are often found members of city councils and State legislatures, carrying on arguments without embarrassment with educated men. The result is that the education which American laborers receive in the public schools is brought to play in their public life." The point that Mr. Suzuki is making is that because of the short hours in America the laborer has a chance to educate himself, whereas in Japan, although he may have had a good education, this is lost in the stress of his long hours of work.

All of which must be most interesting to the working people of Japan. And, incidentally, it demonstrates in Japanese speech, thought, letters and symbols that the shorter workday is worth fighting for.

### "COMMERCIAL" REFERENDUMS.

The president of the California Canneries' Association, Mr. Jacobs, rendered a notable public duty by informing the Committee on Merchant Marine and Fisheries of the House of Representatives that the American business men's alleged attitude of opposition toward the Government Shipping bill was a misrepresentation of their real sentiments. Mr. Jacobs turned a powerful searchlight at the peculiar methods by which the recent so-called referendum of the Chamber of Commerce of the United States rolled up an almost unanimous vote in opposition to the bill. In particular, Mr. Jacobs claimed that, so far as the Chamber of Commerce of San Francisco was concerned, an alleged 500 votes in opposition to the Government Shipping bill turned into 800 votes in favor when he, personally, sent inquiries to members.

This is exactly what the JOURNAL has contended with reference to the fake referendum recently taken upon the La Follette

Seamen's Act. The average member of a Chamber of Commerce votes against measures of this character because he has read or has been told that such legislation is against his own interests. With rare exceptions the daily and weekly press has published only such information about the Seamen's Act as was compiled by its hereditary enemies. And the average busy "business man," having neither the time nor the inclination to make a personal study or investigation of the subject, finally swallows the whole made-to-order story. Again, the very fact that the main sections of the Seamen's law were first suggested and practically originated from the ranks of organized workers has doubtless prejudiced the minds of many men in commercial circles against that legislation. This, together with years of persistent misrepresentation in the boughten press has put the average business man in a frame of mind where he will readily believe anything said to the discredit of the law. Of course, the "disinterested" gentlemen who propose these referendums always see to it that plenty of deadly ammunition is furnished before voting day. Therefore the remarkably unanimous and one-sided result of all these curious referendums.

Mr. Jacobs turned an opposition of 500 votes into a favorable vote of 800 for the Government Shipping bill. The same remarkable change would most likely take place with regard to the Seamen's Act if only an honest effort were made to acquaint the American commercial interests with all the facts upon the legislation in question. Let us hope that another public-spirited and aggressive citizen will ere long perform that task.

### MILITARY BOOSTERS REPUDIATED.

Preparedness parades have no charm for the organized workers of San Francisco. Resolutions protesting against labor's participation in such demonstrations were promptly adopted by numerous local labor organizations when it was hinted in the press that "labor had been lined up" with the military boosters and was "expected to march shoulder to shoulder with the militia."

The Sailors' Union of the Pacific at its regular meeting on Monday, May 22, adopted the following self-explanatory resolution upon the subject:

Whereas, It is reported in the daily press of San Francisco that "labor is now lined up behind the preparedness program and is expected to march shoulder to shoulder with militia companies" in the forthcoming parade under the auspices of the Pacific Coast Defense League; and

Whereas, The many false and misleading reports of this character which have recently been published in certain local newspapers seem to emanate from the same sinister sources and have only one object, namely, the popularizing of militarism among the men and women who toil for their daily bread; therefore, be it

Resolved, By the Sailors' Union of the Pacific in regular meeting assembled that we repudiate the military preparedness boosters who seek to convey the impression that organized labor of San Francisco is committed to any of their schemes for popularizing militarism; further

Resolved, That we most emphatically deny the need for any artificial stimulation of patriotism and that we are unalterably opposed to so-called preparedness parades and urge all workers, organized and unorganized, even though they be paid for marching, to refrain from participation in such demonstration.

About the least effective way of advocating any particular theory of reform is to cast discredit upon other theories.



Notwithstanding the gloomy predictions of standpat calamity-howlers, American shipyards have for the first time in many years taken a slight lead over British yards. For the three months ended March 31, 1916, American yards launched 173 merchant vessels of 94,464 gross tons, while, according to Lloyd's shipbuilding returns, British yards launched 69 vessels of 80,561 gross tons. Merchant ships now building or under contract in American yards are approximately the British output for the future. In American yards 31 vessels between 8,000 and 12,000 gross tons are under contract, in British yards 26; in American yards 77 between 5,000 and 8,000 gross tons, in British yards 68; in American yards 39 between 3,000 and 5,000 gross tons, in British yards 74; in American yards 44 between 1,000 and 3,000 gross tons, in British yards 62. British yards have under construction 16 steamers over 12,000 gross tons, while no steamers so large are building in the United States; total for American yards, 191 vessels over 1,000 gross tons; for British yards, 246.

All the pitiful efforts of the I. W. W. solidarity shouters to create trouble among the Atlantic Coast marine firemen have met with abject failure. These self-styled saviors of labor actually tried to make agreements with ship-owners to furnish firemen for a period of one year at five dollars per month less than the regular union wages. Apart from the activities of these disrupters the situation on the Atlantic Coast is most satisfactory. Several of the big steamship companies have finally accepted the inevitable and are doing business with the International Seamen's Union of America. It has taken many, many years of patient and sustained effort to bring about this happy state of affairs and the seamen of the Atlantic Coast are to be congratulated for work well and nobly done!

The labor "leaders" who are flirting with with so-called defense leagues and other military societies are (unintentionally let us hope) doing their level best to create permanent business for the American munition trust. The California branches of that infant industry do not seem to believe in reciprocity. Organizations of labor are not tolerated in the California shot and shell manufacturing business; Chinamen are given the preference and although fabulous dividends are paid to stockholders the unorganized and helpless workers receive only starvation wages. If ever there was urgent need for a little private thinking this is the time. Whither are we drifting?

Two well-attended meetings of deckhands employed on the San Francisco bay ferries were held during the past week. On each occasion every available chair in the Alaska Fishermen's hall was occupied and the spirit of organization seemed to fill every nook and corner of the commodious assembly room. The ferry men evidently realize that it is up to themselves to improve their conditions, hence this belated get-together movement. Fortunately, it is never too late to organize. So here's best wishes for success to the organized ferry-men of San Francisco Bay.

Too many persons set about reforming the world before informing themselves.

## THE PITTSBURGH STRIKES.

Dante Barton, Investigator for the Committee on Industrial Relations, Gives Details of Brutal Exploitation.

The United States Steel Corporation went to the front for the Employers' Association of Pittsburgh on May 2. Repeating the Homestead tactics of 1892 its armed guards, thugs, special policemen and detectives fired volley after volley from riot guns and repeating rifles into the crowds of strikers and sympathizers—men, women and children—killed three, fatally wounded three others and seriously wounded from forty to sixty more.

Following that open violence, the Steel Corporation and Employers' Association invoked the legal process of Pittsburgh to put the wrong persons in jail. Dragnet warrants brought in the leaders of the unorganized numbers of the workers. They were cast into jail and kept there without bond and without trial by the most arbitrary seizure of power.

Pittsburgh is now a ferment of splendid and hopeful struggle of the workers against economic and legal oppression. The determined spirit of revolt against wrong things is spread throughout all its hundreds of thousands of workers. There will be fluctuations in this industrial struggle; but there can be no doubt that the struggle will not end until the workers have won the eight-hour day and the recognized right of organization.

There had been no violence in the Pittsburgh industrial district until the strike, which originated in the Westinghouse Electric Company's plant in East Pittsburgh, had spread to the Edgar Thomson Works of the Steel Trust—a Carnegie branch in Braddock. Realizing that their men were going out, the Steel Corporation officials began importing coal and iron guards from Gary, Ind. These men arrived on Saturday, April 29. Several of them boasted that they had been in the employ of the Rockefellers in the Ludlow massacre in Colorado. For ten days before the fight at the Thomson Works about 60,000 workmen and working women, from skilled mechanics to unskilled day laborers, had been out on strike. Beginning on April 21 in the Westinghouse Electric Company in East Pittsburgh, the strike had spread rapidly until it included all the 40,000 employees of the various Westinghouse plants. Within five or six days partial or complete strikes had seriously crippled or tied up many other industries scattered throughout the entire Pittsburgh district.

This great strike in the Pittsburgh industrial district centers in the demand for an eight-hour day. It is part of the great industrial movement of the workers throughout the nation for the eight-hour day. The demand among practically all the workers of Pittsburgh and Allegheny County has not been lessened or affected by the shooting of the workers in Braddock. The consent of the Westinghouse strikers to accept the mediation offered by Patrick Gilday, chief of the Mediation and Conciliation Board of the State Department of Labor and Industry of Pennsylvania, was in no sense an offer of arbitration. The workers declared that the eight-hour day was not a subject of arbitration. They demanded it as of right.

But lack of the eight-hour day demand is the realization by the workers that the opportunity of labor to assert itself to control its own pay and its conditions of work and of life is here now in the United States. Practically without organization—there were fewer than 1000 members of the American Federation of Labor among the 40,000 employees of all the Westinghouse plants—the workers of all grades and of both sexes threw themselves into the strike movement. Workers of all nationalities acted with solidarity. The great mass of them were still getting low wages; but they and the skilled mechanics, and some favored few workers receiving as high as \$10 to even \$20 a day for long hours of overtime in the manufacture of war munitions, joined simultaneously in the strike for the eight-hour day.

Gains of big and increasing importance have already been made by the workers. Starting with practically no organization, great numbers of the strikers have joined the International Association of Machinists and other unions affiliated with the American Federation of Labor. Andrew T. McNamara, an organizer for the Machinists, and Patrick J. Kelly, of the Machinists' Local No. 6 of Pittsburgh, estimate that in the first week of the struggle 4000 machinists, skilled workers, had left the several plants involved in the strike. Requests for many hundreds of these machinists to go to work in other cities had been received. For a year the Westinghouse employers had advertised for skilled workers, and in a day they lost more men from their labor market than they had added in the year.

Until the new demand for labor, and especially skilled labor, in the Pittsburgh district had arisen along with the mad scramble of the mill owners for war profits, the condition of the great army of the workers in the district had been frightful. A survey of a typical residence section of the unskilled mill workers was taken very recently under the direction

(Continued on Page 10.)

## OFFICIAL.

### SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., May 22, 1916.  
Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding.

Secretary reported shipping fair. Shipwreck benefit was awarded to the only surviving member of the "Roanoke's" deck crew. It was decided to comply with the request of the California Industrial Accident Commission to appoint a representative to act in conjunction with the Safety Department of the Commission in the preparation of safety orders for stevedoring and Paul Scharrenberg was chosen as the Union's representative. Resolutions (published elsewhere in this issue) were adopted in opposition to the advertised "Preparedness" parade to be held at San Francisco.

JOHN H. TENNISON, Secretary pro tem.  
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., May 15, 1916.  
No meeting. Shipping fair, prospects uncertain.

REGINALD TOWNSEND, Agent.  
Room 11, De Cosmos Block, 1424 Government St.

Vancouver, B. C., May 15, 1916.  
Shipping fair, prospects uncertain.  
W. S. BURNS, Agent.  
213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, May 15, 1916.  
No meeting; no quorum. Shipping fair; no members ashore. Prospects good; men scarce.  
H. L. PETERSON, Agent.  
2218 North 30th St. Tel. Main 808.

Seattle Agency, May 15, 1916.  
Shipping medium.  
P. B. GILL, Agent.  
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, May 15, 1916.  
Shipping medium; prospects fair.  
J. PEARSON, Agent.  
P. O. Box 6. Tel. Main 557.

Portland Agency, May 15, 1916.  
Shipping fair; prospects good.  
JACK ROSEN, Agent.  
44 Union Ave. North. Tel. East 4912.

Eureka Agency, May 15, 1916.  
Shipping fair; prospects uncertain.  
OTTO DITTMAR, Agent.  
227 First St. P. O. Box 64. Tel. 159.

San Pedro Agency, May 15, 1916.  
Shipping fair, prospects uncertain.  
HARRY OHLSEN, Agent.  
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, May 8, 1916.  
Shipping dull; prospects poor.  
JACK EDWARDSON, Agent.  
P. O. Box 314. Tel. 2526.

### MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., May 18, 1916.  
No meeting; no quorum. Shipping not very brisk; plenty of cooks ashore.  
EUGENE STEIDLE, Secretary.  
42 Market St. Phone Kearny 5955.

Seattle Agency, May 11, 1916.  
Shipping medium. All the vessels signing on under the new schedule.  
LEONARD NORKGAUER, Agent.  
Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, May 10, 1916.  
No meeting. Shipping slow; plenty of members ashore.  
HARRY POTHOFF, Agent.  
P. O. Box 54.

Portland Agency, May 15, 1916.  
Shipping medium. No cooks ashore; prospects poor.  
THOMAS BAKER, Agent.  
89 Second St. N. Phone Broadway 2306.

The Seattle Port Commission has instructed its engineer to prepare plans for increasing the capacity of the public grain elevator from 500,000 to 1,000,000 bushels. The elevator was filled to capacity last winter and spring. The Commission also decided to construct an additional transit shed on the Smith Cove pier, which was built for handling lumber but has become a great transpacific terminal. The United States coast guard cutter Bear, for thirty years the carrier of mails and supplies for Government schools and settlements in the Arctic ocean, has again sailed for Alaska under Captain C. S. Cochran. She will go first to Unalaska, the headquarters of the coast guard fleet, and then to Nome.



## ASTONISHING THE NATIVES.

(By Hawserlaid Bill.)

Westhaven, a small seaport town on the west coast of England, was in a pleasantly expectant frame of mind. The lookout on Rodney's Hill had just reported a strange sail in the offing, standing in for the Heads. The stranger, he added, was a large three-masted schooner flying the Stars and Stripes at her mizzen peak, and the American pilot jack at the fore topmast head.

"Must be the ship what the Brindleys been hexpectin' from the States," said "Gaffer" Hodge, port warden of Westhaven. "Jenkins was a-tellin' me honly this mornin' that she was due to pop in 'ere most hany day now."

And, sure enough, Brindley Bros.' wheezy old side-wheeler tug, the "Fearnought," with Matt Chubbs, the pilot, on board, was presently seen steaming out toward the Heads, presumably to bring the stranger into port.

The arrival of a ship, especially a foreign ship, was quite an event in Westhaven. It put a dent for the time being in the drab humdrum of daily life. There was also the pleasing prospect of an inflation, albeit slight, of the amount of cash in circulation locally. Ships brought trade, and Westhaven just doted on trade. Trade meant more bread and butter, more beer and tobacco, more of everything for everybody. And Westhaven, like *Oliver Twist*, was strong for more. For the sad truth was that it belonged to that large class of communities whose inhabitants, in the words of Charles Lamb, make a living by taking in each others' washing.

And so it came about that when the ship from "the States" finally hove in sight in tow of the "Fearnought," the waterfront and adjacent points of vantage were crowded with people come to give the stranger the once over.

"My word, but she's a big un—a bloody ship in disguise," said Tom Gubbins, junk man and purveyor of ballast.

"Four 'undred and heighty-two tons burden," chimed in Jenkins, bookkeeper for Brindley Bros.

"Gaffer" Hodge was looking at her through a telescope like the one Lord Nelson is always pictured with.

"John B. Treat, Boston, Mass.," he read out aloud.

"Captain Payne; general cargo consigned to Brindley Bros.; forty-five days from Boston," supplemented Jenkins.

Jenkins was long on facts and figures, as befitted the leading bookkeeper in Westhaven.

"Well, you may say what you like," commented old man Biddle, the dockmaster, "but she's as pretty a model of a ship as hever Hi see. The bloke what built 'er 'ad a nacheral heye for lines an' sheer; that's hevident."

"Yes," assented Gubbins, somewhat grudgingly. "They do say them bloody Yanks are fine shipbuilders. Hanyway, their ships look fine; but 'ow long do they last? No, sirree; give me a British ship built hof good Hinglish live hoak for wear an' tear. An', hat that, we 'ave teaclippers what'll hout sail hanything hany bleedin' Yank hever built."

Gubbins had once upon a time been shanghaied on board of a hard American ship, and the experience had left him a little prejudiced against "them bloody Yanks." It is only fair to Mr. Gubbins, however, to state that his prejudice did not extend to Yankee dollars.

On board of the schooner they were getting ready to haul in the towline and come to an anchor.

"Fearnought ahoy!" bawled Biddle through a speaking trumpet as ancient-looking as "Gaffer" Hodge's telescope.

"Hello!" came back the answer in a rolling bass voice.

"Ang on to 'er a few minutes longer, Captain 'Utton. The tide is pretty well up, an' Hi'll 'ave the gates hopen for you in a jiffy. That'll save the trouble of hanchorin', an' let you hof hearlier."

"Aye, aye," roared Captain Hutton, owner of the biggest voice 'twixt Holyhead and Land's End.

Half an hour later the "Treat" lay snug in her berth, astern of a "Geordie" brig. On the other side of the dock were two rakish-looking top-sail schooners. Wedged in between lay a number of lighters and other nondescript small craft. It is probable that the tonnage of the "Treat" exceeded the combined tonnage of all the other craft in the dock. For this, you understand, all happened nigh onto forty years ago, before the advent of those monster tramp steamers with which we of to-day are so familiar, and when a windjammer of five hundred tons was still considered some ship—in Westhaven, at any rate.

For the balance of the day the "Treat" was the cynosure of all eyes, as a highbrow fictionist would probably say. Her various points were, one by one, gone over critically and compared with the corresponding points of British ships; generally, but not invariably, to her disadvantage. Your true Briton, while eminently disposed to be fair to others, is a strong rooter for "ome products."

In the meantime Captain Payne transacted his business with the port authorities. A quiet, unassuming, mild-mannered little man, chary of speech, was the American skipper; and look-

ing very much, indeed, to quote Mr. Gubbins, "has hif 'e couldn't say bo! to a bloody goose." Had Mark Twain known him, Captain Payne would undoubtedly have been immortalized in "Innocents Abroad." As it was he escaped with nothing worse than playing a part in the cast of this story, and being dubbed "a rum little cove" by the good folks of Westhaven.

When the cargo, consisting of provisions, dressed lumber, tamarack wood, etc., was about half out, Tom Gubbins got to thinking it was time to do a little business with "the Hamerican." Putting on his most engaging, away-from-home smile, he boarded the "Treat" and accosted Captain Payne thusly:

"Fine mornin', sir."

"Very," replied the skipper.

The curtness of the reply was rather disconcerting, but perseverance was Mr. Gubbins' middle name. Looking around and aloft—quite casually, of course—he inquired in a manner suggesting that the thought had just occurred to him:

"Goin' to 'ouse your topmasts, captain?"

"Nope."

Ah! Mr. Gubbins thought he saw an opening. "Hi 'ave some hextra 'eavy ballast logs for 'ire, sir," he said. "Hif you wants 'em for a few days till you gets ready for ballast, Hi'll let you 'ave 'em cheap."

"Shan't need 'em, sir."

"But Hi hassure you, captain, that seem' as 'ow you be a stranger in Westhaven, an' 'opin' as 'ow you'll hadvertise us when you gets back 'ome to your hown country, Hi'll hallow a hextra special low rate for the use hof my ballast logs—five shillin's a day, say. 'Ow does that strike you, sir?"

"Shan't need 'em," iterated Captain Payne.

Evidently a hard bargainer was "the Hamerican." Yankees had a reputation for that sort of thing. But Gubbins wasn't going to be put off so easily.

"'Ow'd 'arf a crown a day suit you?" he asked.

"Shan't need 'em," reiterated the skipper.

"Heighteen pence?" persisted Gubbins.

"Shan't need 'em, sir."

Gubbins thought hard for a moment or so.

"Not goin' to take a chance on 'er standin' hup hempty; be you, sir?" he asked, presently; his tone and mien indicative of wondering incredulity.

"Yep."

It was plainly not an auspicious day for doing business. And so, after saying something about "takin' hunnecessary bloomin' risks," etc., Mr. Gubbins "beat it."

On his way up High Street he dropped into the "Ship and Castle" pub for "arf a pint hof bitter hale" with which to soothe his somewhat ruffled feelings. In the back parlor he espied Mr. Biddle sipping a shandygaff.

"What in 'eaven's name are we comin' to hany'ow, Mr. Biddle?" cried Gubbins as, beer glass in hand, he burst upon that startled gentleman like a white squall on an Indian with everything set. "'Ere's that bloomin' Hamerican skipper hactually goin' to take hevery bit hof cargo hout hof his bleedin' ship, without puttin' has much has a hounce hof ballast into 'er!"

And Mr. Gubbins looked as one who should say, "Ain't it fierce?"

"What Hi wants to know," he continued, taking a swig at the beer, "is what's goin' to keep 'er from capsizin' an' spreadin' 'erself hall hover the bloomin' dock. Yes, what? You mull that hover, Mr. Biddle, an' tell me what you think hof it."

Mr. Biddle closed his eyes and cocked his head to one side. From the expression on his face it was apparent that he was wrestling hard with the problem submitted to him by Gubbins.

Suddenly Mr. Biddle sat bolt upright. Into his eyes crept the joyful light that comes with stumbling unexpectedly on a happy solution of a vexatious problem. Placing his left forefinger against the side of his nose in a knowing manner, he playfully poked Mr. Gubbins in the ribs with the disengaged hand.

"An' supposin' he, he, he," he chortled, "supposin', Hi say, Mr. Gubbins, that she do capsize, just think, he, he, just think, Hi say, what a mint hof money we'll stand a chance to make 'eavin' 'er up an' puttin' 'er on 'er feet hagin'!"

And Mr. Biddle poked Mr. Gubbins in the ribs some more.

It was now Mr. Gubbins' turn to sit bolt upright and look wise. Next he pounded the table with his fist so vigorously that Mr. Biddle hastily snatched his glass out of harm's way.

"I takes hof me 'at to you, Mr. Biddle," exclaimed Gubbins, admiringly. "You've got a 'ead hon you has long has a 'orse's 'ead. Hi'd never 'ave thought hof that hif you 'adn't called me hattention to it. What'll you 'ave? The 'int is worth a treat."

"Four penn'orth hof Scotch," promptly replied Mr. Biddle, gulping down the remainder of his shandygaff.

"Sawney," called Gubbins, rapping on the table with his empty glass.

"Sawney," the potboy, thrust his head in through the door, an inquiring grin on his freckled face.

"Four penn'orth hof Scotch for Mr. Biddle, Sawney," ordered Gubbins; "an' fetch me 'arf a pint hof six an' tenpenny, an' a screw hof cut Cavendish."

"A' richt, Mr. Gubbins."

A few minutes later, Mr. Gubbins having paid the score at the bar, the two gentlemen sauntered out on the street.

"Ah, there goes Jenkins—just the man Hi wants to see. S'long, Mr. Biddle."

"S'long."

Gubbins sprinted after the receding form of Jenkins, overtaking him at the next corner.

"Mr. Jenkins," he said, a little out of breath, "when is that bloomin' Hamerican goin' to sail?"

"Next Saturday—a week from to-day," replied Jenkins in his usual matter-of-fact way.

"An' where be he goin' to?"

"Gibraltar for horders. Hexpects to go to some place in Italy an' load marble for New York. Goin' to supply 'im with ballast?"

"Hi 'opes so—hif 'is bloody 'ooker don't capsize hin the meantime," said Gubbins, somewhat cryptically it seemed to Jenkins. However, as he was in a hurry, he excused himself and strode off without further comment.

On Monday, after breakfast, Gubbins went down on board the "Treat" again.

"Good mornin', captain," he said, cheerily, and rubbing his hands energetically. "Hi 'ears as 'ow you hintend to sail hon Saturday!"

Captain Payne nodded his head affirmatively.

"Seein' as 'ow that be the case," continued Gubbins, "you will, hof course, want some ballast pretty soon. Me reglar price is seventeen an' sixpence a ton; but bein' as 'ow you'll want quite a lot—a 'undred tons Hi should say—Hi'll hallow you a reduction hof 'arf a crown a ton. That is, fifteen—"

"Don't want any ballast, sir," interrupted the skipper, quietly.

"Don't want hany ballast?" repeated Gubbins, aghast.

"No, sir."

For once in his life Gubbins was at a total loss for words. No ballast! The bloomin' skipper must be crazy. No ballast! And Gubbins shook his head as, with some misgivings, he walked ashore.

A pot of "arf an' 'arf" seemed to put things in a little clearer light for Mr. Gubbins.

"Hi sees 'ow it is," he said to himself. "'E's a bloody Jew like hall the rest hof 'is blasted countrymen. 'E wants the bleedin' ballast for nothin', dam' 'im, but 'e'll find hout that Tom Gubbins wasn't pupped yesterday. 'E can't go to sea 'thout ballast, heven hif she do stan' hup hempty hin the dock; that's certain. An' there's where Hi comes hin. Mr. Yank."

His usual good humor restored, Mr. Gubbins treated himself to another "arf an' 'arf."

Four or five times on Tuesday Gubbins sauntered by the "Treat," wearing an I-should-worry sort of air as of one who didn't care a whoop whether school kept or not. Each time he found the skipper attending strictly to his knitting; i. e., superintending the unloading of the cargo.

The thing was apparently getting monotonous, however, for on his last round Mr. Gubbins stopped abreast of the "Treat" and sung out:

"'Ow about the ballast, captain?"

"Don't want any ballast, sir," replied Captain Payne.

Mr. Gubbins executed a flank movement.

"When d'ye figure on 'avin' the cargo discharged?" he asked by way of a diversion.

"Thursday evening, sir."

"Then," went on Gubbins, briskly, "supposin' we say twelve an' six pence a ton—A-I rock ballast hat that, sir—an' 'ave it 'longside ready for takin' in first thing Friday mornin'? The which remin's me—'ow many tons d'ye want?"

"Don't want any ballast, sir."

Whereupon Mr. Gubbins departed, a decidedly sadder, albeit probably not a wiser, man than when he came.

Up the street he met Mr. Biddle.

"'Ow's business?" inquired Mr. Biddle.

Gubbins told him.

Biddle looked sympathetic.

"'E's hevidently tryin' to Jew you down hon the price, Mr. Gubbins," he told that gentleman. "Hamericans, Hi hunderstan', are nacherly hinclined that way. Hi halso hope that you've probably gone hat 'im a little too soon hin the matter. Suppose you give 'im a rest till Thursday hafternoon, say, an' then 'ave it hout with 'im for good an' hall, eh? Give 'im plenty hof rope an' 'e can't 'elp 'ugin' 'imself."

"What a 'ead you 'ave, Mr. Biddle!" said Gubbins, appreciatively; "an' Hi shall certainly do has you hadvise."

When Thursday afternoon rolled around Mr. Gubbins was on the job again trying to sell ballast to "the bloomin' Hamerican"—ten shillings a ton. But to each and every proposition Captain Payne's invariable reply was, "Don't want any ballast, sir."

"Tell you what Hi'll do, captain," yelled the desperate Gubbins at last; "Hi'll let you 'ave the bleedin' ballast hat your hown bloody price. There, now! Hi can't do hany better than that; can Hi? Now, then; what ham Hi hofferred?"

"Don't want any ballast, sir."

To his friends and acquaintances Mr. Gubbins later in the day imparted the confidential information that "the Hamerican" was "bloody well daffy—yes, sirree; mad has a March 'are, Hi hassure you."

"'E's got rats hin 'is bloody belfry hif hany man hever 'ad," said Mr. Gubbins, gloomily. "Just think hof it—goin' to sea 'thout hany ballast, an' she with a side hout hof the water like the side hof a bloomin' 'ouse!"

And Mr. Gubbins significantly tapped the bald



spot just above his forehead with the tips of his fingers.

An informal meeting of the leading lights of the waterfront, to be held in the back parlor of the "Ship and Castle," was called by "Gaffer" Hodge, to discuss the situation.

The "Gaffer" elected himself chairman. After assuring himself that everybody present had been supplied with his favorite beverage, the Chair opened the proceedings by rapping the table with a bung starter which had been pressed into service for the occasion in lieu of a gavel.

The Chair briefly called the attention of the assembled gentlemen to Captain Payne's evident intention of taking his ship to sea without ballast, and thus inviting certain death to all hands on board. It was a situation unprecedented in the annals of Westhaven. The fair name and fame of the port would be forever smirched were they to let this thing pass without voicing a protest. Concluding, the Chair said he would prefer to hold his own opinions in reserve until other gentlemen had been heard from.

"Gentlemen," said Matt Chubbs, rising, "Hi hagrees with the Chair; hevery word hof what 'e says. By the same token Hi wants to hinform you that Hi 'ave refused to pilot the Hamerican hout to sea."

Mr. Chubbs' statement was greeted with applause.

"Yes," roared Captain Hutton, "an 'e tells me, dam' 'is heyes, that hif there's a fair wind hon Saturday 'e don't want no tug; 'e's goin' to sail right hout!"

Hisses and groans greeted Captain Hutton's statement.

"Hi moves, gentlemen," said Mr. Chubbs, "that the Chair be h instructed to tallygraft a habbreviated statement hof the ease to the president hof the Board hof Trade."

"Hi rises to hoffer a hamendment to the motion," said Mr. Gubbins. "My hamendment is that, seein' as 'ow Mr. Jenkins is a schollard an' a heddicated man, 'e be hassigned to hassist the Chair hin draftin' the tallygram."

"Hi secon' the hamendment," bellowed Captain Hutton.

The Chair rose haughtily, and glowered at the Messrs. Hutton and Gubbins.

"The Chair," he said, acridly, "desires to state that 'e's quite hable to make 'imself hundredst hin hany sort hof company, 'igh hor low. 'E 'asn't halways 'ad to hassociate with hunhedicated, himpertinent hignoramuses."

"Question! Question!" came from the house.

The Chair, ignoring the amendment, put the original motion to the house, and called for the ayes and noes. A few scattering "ayes" with one or two "noes" were heard.

"Carried unanimous," said the Chair, bringing the bung starter down on the table with a vicious bang. "The meetin' stan's hadjourned sine die."

Late on Friday the "Gaffer" was handed a telegram. It read:

"Replying to your telegram of this date relative to the American schooner 'John B. Treat,' we beg to state that it has been turned over to the American consul general, as there is nothing in our laws to warrant us taking any action in the case."

(Signed) "SIR HORACE SPOTTISWOODE,  
"President Board of Trade.  
"Per T. R. Jocelyn, C. C."

"That settles it," said Biddle.

Saturday dawned bright and clear. A spanking nor'wester was blowing, sending the whitecaps outside the Heads merrily chasing each other. 'Twas an ideal sailing day.

Long before high water the quays and hills surrounding the harbor of Westhaven were black with people, thousands of them, come to see the "crazy Hamerican" turn turtle. Many had come from adjoining counties, bringing lunch hampers with them, evidently bent on making a day of it. A couple of enterprising bookmakers were industriously circulating themselves among the crowds making books on "the Hamerican's" chances of getting outside the Heads without capsizing. Half a dozen small boats, manned by volunteer lifesavers, were held in readiness for possible eventualities.

In the midst of it all a delegation of church workers, mostly ladies, headed by Deacon Jones, were earnestly beseeching Mr. Biddle not to open the dock gates for the American.

"Very sorry, ladies han' gentlemen," replied Mr. Biddle, politely, "but Hi'm 'elpless hin the matter. No law hin Hingland to stop 'im from goin' to sea. Even the Board hof Trade can't h interfere with 'im."

And Mr. Biddle proudly exhibited Sir Spottiswoode's telegram to "Gaffer" Hodge.

Half an hour before high water the dock gates were opened. The crew of the "John B. Treat" warped her into the outer basin and tied her up to the jetty head with slip lines. The sails, ten of 'em, were set. The Stars and Stripes, sixteen feet by eight of 'em, were hoisted to the mizzen peak.

"Haul the fore staysail boom over to starboard, an' leggo the headline," bawled Captain Payne.

Slowly her head fell off to the west'ard. The skipper, sporting an immaculately white "biled" shirt, and tie to match, took the wheel.

Presently the sails filled. She strained at the sternline like a high-mettled hound held in leash.

"Leggo aft. Let draw for'ard," shouted the skipper.

The "John B. Treat" was off. Close-hauled on the starboard tack she stood out toward the entrance of the harbor amidst the almost breathless silence of the spectators on shore. In ten minutes more she rounded Southchop and was lost to view. The last heard of her was when, an hour and a half later, the lookout on Rodney's Hill reported her hull down in the south-west, "standin' hup to it like a church, an' goin' halong faster'n a bloody hexpress train runnin' down'ill."

A working quorum of the Westhaven dock squad was in session Monday afternoon in the rear room of the "Ship and Castle." Matt Chubbs had just confided to the company that the bookmakers had got away with "two pun ten" of his hard-earned money, when the door opened and the local letter carrier handed "Gaffer" Hodge a letter.

"Hi 'eard as 'ow you was hin 'ere, Mr. 'Odge, an' Hi thought Hi'd just 'and it hin to you has Hi was passin' by."

"Thank you. Thank you."

The letter was from the American consulate in London, and was addressed to "Samuel J. Hodge, Esq., Port Warden Westhaven," etc., etc. The "Gaffer" opened it, and read:

"In re the American schooner 'John B. Treat' I am directed by the consul general to state for your information that the newer type of American fore-and-afters—to which the 'Treat' belongs—are specially constructed to sail without cargo or ballast."

"Respectfully,  
"G. D. VAN BRUNT,  
"Secretary."

For a few moments there was profound silence. It was broken at last by Captain Hutton asking in a rumbling bass:

"Who was it said the Hamerican 'ad rats hin 'is bloody belfry?"

Gubbins was on his feet in an instant. Unfortunately I am unable to chronicle what he said, as, by common consent of those present, his remarks were ordered stricken from the record. I can state positively, however, that Mr. Gubbins was exceedingly wroth, awfully peeved, unduly excited, and so forth and so on; and was only appeased when he heard Mr. Biddle ask:

"What'll you 'ave, Mr. Gubbins—the same?"

#### A SCHEME THAT FAILED.

The Pacific Mail Steamship Company, when it sold its fleet of vessels in the Pacific trade to the International Mercantile Marine Company, following the enactment of the Seamen's law, announced that it was forced to do so because the law would prevent the continuance of the service with profit to the company. That such would be the result was not believed by those who understood the situation and the nature of the law, and it was declared that the contention of the Pacific Mail Steamship Company was not honest in its purpose, the main object of the company being to discredit the law and bring about its repeal. It is gratifying to know that its efforts failed, and that the Pacific Mail Steamship Company made a very bad bargain in the sale of its fleet. Such has recently been the demand for steamers that they have nearly doubled in value, and it is estimated by experts that the vessels which the Pacific Mail Steamship Company disposed of for \$5,000,000 are now worth \$10,000,000. The loss to this company is a very just retribution, and no one in sympathy with the objects of the Seamen's law will regret its just punishment. The report is now current that this company is planning to resume the steamship service on the Pacific, which it relinquished without honest or good business reasons, and that in doing so it will be handicapped by manifold difficulties, and among them being the enormous increase in the cost of securing the vessels suitable for the Pacific service.—The Garment Worker.

The death rate of persons under 45 is decreasing; of those over 45 it is increasing.

Bad temper is sometimes merely a symptom of bad health.

#### NOTICE TO SEAMEN.

##### IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,  
V. A. OLANDER, Secretary.

#### LAKE DISTRICT, I. S. U. of A.

##### HEADQUARTERS:

##### LAKE SEAMEN'S UNION,

570 West Lake Street, Chicago, Ill.

##### BRANCHES AND AGENCIES:

BUFFALO, N. Y. .... 55 Main Street  
Telephone Seneca 936 R.  
CLEVELAND, O. .... 1401 W. Ninth Street  
Telephone Bell Main 1842.  
MILWAUKEE, WIS. .... 133 Clinton Street  
Telephone South 240.  
ASHTABULA, O. .... 21 High Street  
Telephone 552.  
NORTH TONAWANDA, N. Y. .... 152 Main Street  
Telephone Bell 2762.  
DETROIT, MICH. .... 15 Twelfth Street  
Telephone 3724.  
SUPERIOR, WIS. .... 1721 N. Third Street  
Telephone, New, Broad 385.  
BAY CITY, MICH. .... 108 Fifth Avenue  
OGDENSBURG, N. Y. .... 70 Isabella Street  
CONNEAUT, O. .... 922 Day Street  
SOUTH CHICAGO, ILL. .... 9142 Mackinaw Avenue  
PORT HURON, MICH. .... 517 Water Street  
ERIE, PA. .... 107 E. Third Street

##### MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

##### HEADQUARTERS:

71 Main Street, Buffalo, N. Y.  
Telephone Seneca 48.

##### BRANCHES:

CLEVELAND, O. .... 1185 W. Eleventh Street  
CHICAGO, ILL. .... 406 N. Clark Street  
MILWAUKEE, WIS. .... 151 Reed Street  
DETROIT, MICH. .... 27 Jefferson Ave., East  
SUPERIOR, WIS. .... 1814 Fourth Street  
OGDENSBURG, N. Y. .... 70 Isabella Street  
BAY CITY, MICH. .... 108 Fifth Avenue

##### MARINE COOKS AND STEWARDS' UNION.

##### HEADQUARTERS:

406 N. Clark St., Chicago, Ill.  
Telephone Main 365.

##### BRANCHES:

Buffalo, N. Y. .... Toledo, O.  
Cleveland, O. .... North Tonawanda, N. Y.  
Milwaukee, Wis. .... Superior, Wis.  
Ashtabula, O. .... Erie, Pa.

##### UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

##### MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

##### RELIEF STATIONS:

Ashland, Wis. .... Ogdensburg, N. Y.  
Ashtabula Harbor, O. .... Oswego, N. Y.  
Buffalo, N. Y. .... Port Huron, Mich.  
Duluth, Minn. .... Manitowoc, Wis.  
Escanaba, Mich. .... Marquette, Mich.  
Grand Haven, Mich. .... Milwaukee, Wis.  
Green Bay, Wis. .... Saginaw, Mich.  
Houghton, Mich. .... Sandusky, O.  
Ludington, Mich. .... Sault Ste. Marie, Mich.  
Maristee, Mich. .... Sheboygan, Wis.  
Erie, Pa. .... Superior, Wis.  
Menominee, Mich. .... Toledo, O.



## WEEKLY NEWS LETTER.

(Continued from Page 3.)

"The purpose of this circular is to appeal to all workers who have not yet contributed, to ask them now to make their contributions to the hatters' cause.

"Unless something is done, upon the Danbury hatters in their old age must fall great suffering and the loss of their homes as a result of an effort to establish principles that are of fundamental importance to all of the workers of this country. All workers who did not contribute on January 27, 1916, are earnestly requested to contribute the wages of an hour's labor on Thursday, June 15, 1916. No one can calculate the influence of the hatters' case in establishing the need for the remedial constructive legislation contained in the labor sections of the Clayton Anti-Trust Act. These sections establish, so far as the jurisdiction of Federal courts is concerned, an opportunity for freedom for all of the workers of this country.

"The principles contained in this Federal law are a precedent that opens up the way for the enactment of State legislation for the same purpose. Those who have contributed and feel that they would like to do something more to prevent distress falling upon the Danbury hatters, may have this additional opportunity to help in this cause. Let me urge that this matter be taken up at the next meeting of your organization and that every member of your organization do his full duty to the cause.

"Pay the hour's wages to the Secretary of your union, who will transmit the same to Frank Morrison, Secretary, American Federation of Labor, Ouray building, Washington, D. C. The officers and members of the great rank and file are all urged to promptly give this appeal their earnest, favorable and sympathetic consideration and action."

## A Word to the Non-Unionist.

As an individual the workman is as helpless as a sapling in a tempest. He may say that he intends to work for whom he pleases, for as many hours as he pleases, and as much as he pleases, and he may feel that he has a moral right to do so, but he has not.

And then again he should know, as he will sooner or later, perhaps when it is too late, that he must ask his employer for leave to work for what he chooses to pay, and for as many hours as he desires.

Organized labor has been able, through united action and collective bargaining, to shorten the workday, raise wages, and in many ways improve the conditions of the workers; it has prevented reductions in the pay; it has made the homes better; it has secured better clothes, better food, more comforts and has made the shop, factory and the mine a better place in which to work.

Organized labor has been the fighting force in State legislatures and in Congress, not only for labor, but for all men; it has compelled the passage of laws to protect the health of the workers; to take children from the mill and the factory and place them in school; to limit the hours of labor for women and fix their wages above a living wage; to prevent the loss of lives and limbs, and to compel the payment for injuries to body or health. It has done

this and more, more than we can enumerate here.

Every time organized labor achieves a victory it not only raises the status of the union man and his family, but of the non-union man and his family as well. And on the other hand, when a non-union man takes another worker's place and crushes the union, it lowers the status of all workmen, non-union and union, who share the degradation of labor.—Ex.

## Know Their Friends.

"The non-union man knows his friends," says the Painter and Decorator, in discussing the strike of unorganized hatters in the Stetson plant. "When he is in trouble, he always turns to union men for help. He realizes that his fellow non-unionist is as impotent as himself, and that his employer's friendship ceases whenever he dares to assert his right to a voice in determining the conditions under which his work shall be done. A thousand men and women employed by the notoriously unfair hat manufacturer, Stetson, are on strike. They petitioned, interviewed and protested in the hope of securing relief from innumerable petty tyrannies and exactions that made life miserable, but only to meet rebuff. They could either supinely submit or use the weapon of organized labor. They chose to strike. In their time of need they have appealed to the Hatters' union, although they have been one of the greatest hindrances to its progress. Like good union men the hatters have taken up the fight and request union men everywhere to assist these misguided unfortunates in their belated demand for decent working conditions and some measure of industrial independence."

## "Cheap Livers" Again at It.

The scheme of beating the high cost of living by not eating has been revived again. Mrs. L. Brackett Bishop of Chicago, it is stated, figured that one could live on a dollar a day, with 33 cents for meals. To prove this statement, the lady tried it for a week and then revised her figures—upward.

Now Mrs. J. H. McMurray presents her scheme for checking the food monopolists. She shaves 13 cents from the daily cost figured by Mrs. Bishop and says a family of five may eat well on \$7 a week, or 20 cents a day a person.

She submits the following sample menu: Breakfast—Barley, bananas, buttered toast, top milk, orange marmalade.

Dinner—Cabbage stuffed with meat, Spanish rice, lettuce, egg salad, crumb pudding, sterling sauce.

Supper—Cheese fondu, fried apples, chocolate sandwiches, tea.

## THE PITTSBURGH STRIKES.

(Continued from Page 7.)

of the Rev. C. R. Zahnizer, Secretary of the Christian Social Service Union of the 500 Protestant churches of the Pittsburgh district. This section is known as "the Strip." It is in the heart of Pittsburgh. It extends from Eleventh street to Thirty-fourth street and lies between the Allegheny River and the Pennsylvania Railroad tracks. In the whole of it there is only .57 of a square mile, and a little more than half of it is occupied by great industrial plants, a big Carnegie plant being one of them. In the less than one-fourth square mile left for the dwelling of the poor more than 15,000 persons live. An intensive study of the half block between Smallman street and Mulberry alley and between Thirty-first street and Thirty-second street showed forty-three industrial homes, of which thirty-two kept boarders. In thirty-two

houses, containing 177 rooms, there were 110 members of the several families, and 174 men boarders—a total of 284 persons living in 177 rooms. Eight families, each family living in three rooms and keeping boarders, averaged six persons to a three-room apartment.

From January 1, 1915, to September 15, 1915, the average rate of wages paid to the 155 men living in that half block was \$10.40 a week. But the average pay received by each of the 155 men was only \$4.66 a week, as the men were given employment for only four-ninths of the time.

Such terrible facts of brutalizing poverty and oppression are entirely ignored by the Westinghouse and Steel Trust and other Pittsburgh industries which have been advertising in the Pittsburgh newspapers that now there are hundreds of thousands of dollars, and millions of dollars in wages being lost to the workers of Pittsburgh because of the strikes. The wage-earners remember the many millions of wages they did not get when the masters of the plants and the tools kept them from work and forced them to the most miserable wages and to the terror of unemployment. You hear on all sides from among the workers of Pittsburgh the expressed determination no longer to permit their lives and their earning power to be at the mercy of those whose caprice or selfishness or incapacity had subjected them to such degradation and misery.

There was no violence attending the strike, until the Steel Corporation acted. The only semblance of violence occurred on the first day of the shutting down of the Westinghouse plant when a crowd of from 500 to 700 of the striking men marched from East Pittsburgh to the Westinghouse air-brake plant in Wilmerding, about a mile away. They went to encourage the workers there to join them in striking for the eight-hour day. They marched through the company's plant—whether being first taunted by the guards accounts differ. At any rate, no serious injury was done to property or to persons. But the men and women in the Wilmerding plant all walked out. Until the fatal day of May 2 at the Edgar Thomson works the strikers and men who had been locked out by the panic or the cunning of the various industries were remarkably quiet and good natured. They met peacefully in mass assemblages and listened to addresses of leaders or stood in the streets and most of them evidently stayed in their homes. There had been parades with and without bands. On Monday, May 1, crowds totaling from 3000 to 4000 marched from Wilmerding, Swissvale and East Pittsburgh to the Edgar Thomson works in Braddock. The greater number stayed on the hillside overlooking the works and about half a mile from it. Toward the late afternoon several hundred persons of the crowd went into Thirteenth street along the high-board fence built there, and into the tunnel leading into the plant. They met no resistance, and going through the works succeeded in causing probably one-half of the 10,000 or so employees of all grades to quit work. The company then banked all the furnaces and declared the plant shut down.

It was the next day, along about 1 o'clock in the afternoon that the first shooting by the guards occurred. As usual in cases of such confusion stories vary as to how the fighting started. The testimony of many of the men in the street is that the crowds were walking along in the street hurrahing and urging the men in the works to come out and join the strike. Many of the workers from the inside were trying to get over the fence to unite with the crowds and company guards were pulling or driving them back. The firing of guns and the throwing of stones by the men, who later tried to storm the fence and were shot down or driven back by the guards came in a pell mell of action.

The crowd of strikers and bystanders was entirely undisciplined and unled. It included very few organized workers. That it was not a "mob" intent on murder or other violence was shown by its general character, as it included many hundreds of women and children. Several of the women were wounded. The firing was done through the high board fence along Thirteenth street. A concrete wall surrounds all other sides of the works. While from fifty to sixty strikers and lookers on were shot down, not a guard or company official or other person was injured. But immediately State troops were sent for by the sheriff and were sent by the Governor.

It is notable that the ten policemen of North Braddock, comprising the entire police force of that borough of Allegheny County had refused to take any part in guarding the Edgar Thomson works and in being in readiness to shoot down their fellow citizens. "For the honor of the Borough," as the Borough Commissioners said, those ten policemen were afterwards discharged.

There can be no question whatever in the mind of any investigator, that it was to the interest of the workers to continue peaceful and that the employers' interests were served by bringing on a crisis in the cover of which they could call in their usual police and military protection and, if possible, drive these workers back into the plants.



## TRUTH ABOUT PREPAREDNESS.

The "Anti-Preparedness" Committee, which is planning a big "swing around the circle" to block the proposed army and navy increase bills, has launched a huge model of the extinct "armored dinosaur" as a satire on "military preparedness."

This dinosaur, which is about fifteen feet long and built in proportion, will be carried on a huge truck through the various cities which the tour will include. On one side of the truck is a long placard reading as follows:

### ALL ARMOR PLATE: NO BRAINS!

and on the other side a long streamer announcing:

**This animal, trusting to military preparedness, had no intelligent foreign policy; he is now extinct.**

The committee has issued the following statement regarding the "natural history of the armored dinosaur as a symbol of so-called military preparedness":

We respectfully present the armored dinosaur—sometimes known as the stegosaurus—to our fellow citizens as a proper and appropriate symbol of current day militarism. Nothing, we submit, could be more like the heavy, stumbling, clumsy, brutal foolery which is destroying Europe than this old monster of the past. This creature, all armor plate and no brains, had no more intelligent way of living than that of "adequate preparedness." He endeavored to meet all his difficulties by piling on more and more armor until at last he sank by his own clumsy weight into the marsh lands such as one would expect to find at low tide at Oyster Bay.

The armored dinosaur, with a brain cavity more diminutive in proportion to the size of its body than that of any other animal, was unable to conceive of an intelligent foreign policy. It was like the militarist in this. Moreover, its vision was limited. Its eyes were small and could only look sideways; it could not look ahead.

It is thought by those who have studied these creatures that at one time there were at least fourteen different species of armored dinosaurs roaming about on the face of the earth. This fact has a peculiar significance, as there are just that number of patriotic societies in this country now urging dinosaurian preparedness upon us.

Increasing bulk and development of armor caused the dinosaur to lose celerity of movement. Thanks to "preparedness" he had no need to think and he became a sluggish, slow-moving creature of low mentality. Whereas his contemporaries in the animal kingdom, whose minds did not run so much on "preparedness," kept their wits about them and worked out plans by which to live and let live—with the result that modern man and the armored dinosaur now meet each other only in museums.

So it will be with the great nations. The free peoples who refuse to take upon themselves the load of militarism, are destined to march far along the road of human progress while the goose-stepping, eternally saluting worshipers of the militarist top boot will have "prepared" themselves off the face of the earth.

The armored dinosaur is scheduled for appearance shortly in the big cities of the

East, where plans are under way for big mass meetings designed to ventilate "the truth about preparedness." Among the speakers scheduled are Washington Gladden, Scott Nearing, Amos Pinchot, Rabbi Stephen S. Wise, Dr. John Haynes Holmes, President James H. Maurer of the Pennsylvania State Federation of Labor, John A. McSparran, legislative chairman of the National Grange, Herbert S. Bigelow of Cincinnati, General Isaac R. Sherwood of Ohio and others.

## CONCERNING RACES.

There is a good deal of loose talk and vague thinking in our use of the word "race." The average Australian knows quite well what he is talking about when he uses that word as regards quadrupeds and their pedigrees and performances; but when he employs it to denote the strains of descent in unfeathered bipeds, he is usually all at sea. We talk glibly, in our pride of birth, of the "British race," the "Anglo-Saxon race," and so forth; but when we come to inquire into the matter we find that there is not, and probably never was, such a thing as a pure-bred race. Like "Mrs. Harris" in Dickens' story, it turns out that "there never was no such person." No nation is pure-bred; the best are those that are most crossed (French botanists have a saying that Nature loves crossings); and the Britisher has perhaps more strains of blood in him than the nations of less happy lands. Tennyson has a line in his Ode to Princess Alexandra, the present Queen-Dowager, which is often quoted: "Saxon, Norman, and Dane are we;" but that doesn't half fill the bill, and it is quite wrong chronologically. It would have been much more correctly rendered: "Kelt, Saxon, Dane, and Norman are we;" but even that would leave out the Roman blood which undoubtedly flows in our veins, for the Roman legionaries and colonists did not remain for some four hundred years in Britain without leaving a noticeable imprint on the aboriginal stocks. And, strangest of all, long before the Roman was the Chinaman! It is quite certain from antiquarian remains in Yorkshire, and even as far west as Ireland, that there was a Mongolian irruption into Britain, which was at one time united by land to the continent of Europe, long before even the Kelts, who themselves were among the earliest of the historically-known invaders of the "tight little isle." As for the British tribe which gave its name to the country which Julius Caesar partially conquered, they were the earliest to disappear. Hardly any trace of their language survives; but when an Australian youth speaks of another individual as a "bloke" or a "cove," he is speaking pure British. What "impure" British would be like it is, perhaps, not prudent to inquire.—The Queensland "Worker."

The value of the entire mine output of gold, silver, copper, lead and zinc in California in 1914 was \$25,710,645, which is \$1,101,842 less than the value in 1913. The decrease is mainly due to the falling off of the production of copper brought about by the closing down of certain large properties soon after the outbreak of the war. Since the close of the year, however, these plants have resumed operations.

## Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

## International Seamen's Union of America

(Continued from Page 5.)

### MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

#### Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

#### Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.

PORTLAND, Ore., 242 Flanders St.

SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

### MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

#### Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

#### Branches:

SEATTLE, Wash., Room No. 203, Grand Trunk Dock. P. O. Box 214.

PORTLAND, Ore., 89 Second St. N.

SAN PEDRO, Cal., P. O. Box 54.

### ALASKA FISHERMEN'S UNION.

#### Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

#### Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

### DEEP SEA FISHERMEN'S UNION OF THE PACIFIC.

#### Headquarters:

SEATTLE, WASH., 84 Seneca St.

#### Branches:

VANCOUVER (B. C.), Canada, 437 Gore Ave.

PRINCE RUPERT (B. C.), Canada, P. O. Box 968.

### UNITED FISHERMEN OF THE PACIFIC.

ASTORIA, OREGON, P. O. Box 138.

## The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia

29 ERSKINE STREET, SYDNEY, N. S. W.



## Labor News.

Brewery Workers' Union No. 130 of Galveston, Texas, has signed a three years' agreement with the Galveston Brewing Company. Wages are increased from 20 to 30 per cent. and the working time of beer drivers is reduced.

The Diccard-Hotter Fur Company of Newark, N. J., has signed an agreement with the Fur Workers' Union. Wages are increased, and time and one-half for overtime and double time for holidays will be paid. Wages of girls will be raised to an \$8 minimum. The 50-hour week will prevail. About 200 employees are benefited.

The Webster Manufacturing Company of Tiffin, Ohio, has imported strikebreaking iron molders to take the place—so they say—of union iron molders who are demanding shorter hours. The management announces that it took this action after it gave fair and ample warning to "its former employees to resume their former positions." This plan has failed to stampede the strikers, who are watching the company's experiment with "free and independents."

Ten years ago the hair spinners of Baltimore were working 10 hours a day for \$10 a week. They organized and affiliated as a local trade union to the American Federation of Labor. Through agitation they have made continued progress, and have just signed a contract with the William Wilkins Company which raises wages 10 per cent. and improves working conditions. The rate is now \$18 a week for a nine-hour day. These gains have all been made without a suspension of work.

About 200 graphophone workers at Bridgeport, Conn., are on strike to enforce an eight-hour day promised them last fall when they struck to secure the shorter workday. When these employees returned to work they permitted their union to lose its effectiveness. Then the eight-hour day was taken from them and the company compelled them to work ten hours on the day shift and 11½ hours nights. They are now demanding the eight-hour day and the reinstatement of the union's Secretary.

The Pennsylvania Workmen's Compensation Board has notified every insurance carrier insuring against workmen's compensation liability that some attorneys are charging exorbitant fees or unduly large percentages of the installments paid without having their fees approved by the board, as required by the compensation act. To check this evil the board orders all awards paid to the claimant, regardless of their attorney, unless the attorney shall furnish the board's approval of his claim for legal expenses and services.

In an effort to stop the eight-hour sentiment that is sweeping through the Pittsburgh, Pa., district, 77 of the largest employers in the metal industry are publishing large advertisements in the daily newspapers, saying: "No reduction in hours will be granted by employers. The undersigned, after due consideration, have unanimously decided that they will not reduce the working hours in their respective shops." The announcement has had an effect opposite from that intended, and workers are pointing to this solidarity of employers as a reason why they should also unite.

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## Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Abrahamsen, John Laine, A. V.  
Andersen, And. Larsen, Nels  
Anderson, J. -1048 Leonard, Geo.  
Anderson, Alf. -1638 Le Meus, Aug.  
Anderson, K. E. Mathison, Nils  
Ackerson, A. R. Macfarlane, Jas.  
Augustin, Herman Madsen, Brynolf  
Backman, Thorsten Mostad, Leonard  
Bekker, G. J. Morrisay, James  
Bjerke, Ole Mynkineyer, H.  
Caleen, A. Naro, H.  
Christoffersen, John Nelson, A. W.  
Cottingham, F. Nielsen, Estwan  
Connorton, T. H. Ness, John  
Doran, Eugene Nilson, H. P. L.  
Duncan, Geo. Nygard, Oluf  
Eaton, I. N. Nelson, Ed.  
Erdman, Paul Nielsen, J.  
Eriksen, Nils O'Keefe, P.  
Everts, Olaf Olsen, C. A. -1303  
Erikson, Otto Olsen, Ernest  
Eugh, I. Olsen, Herman  
Fenes, I. Olsen, A. M. -944  
Forslund, V. Olsen, Johan Gre-  
Frisolt, J. garlinsen  
Gardner, W. Olsen, Andy  
Graae, C. Olsen, C. -584  
Haas, W. Oseberg, A.  
Hansen, Oscar Petersen, P.  
Haries, H. Petersen, Hugo  
Hangerud, H. O. Petersen, A. -1720  
Hilborn, J. A. Pettersen, C. -1486  
Haug, G. H. Pedersen, Louis  
Holm, C. Pedersen, Thomas  
Holtan, E. Paulson, A.  
Haring, A. Quigley, R. E.  
Halvorsen, John L. Rieter, Otto  
Hernes, John Reilly, R. T.  
Hansen, Charlie Schram, Albert  
-967 Shaikat, Hans  
Harrison, H. Segala, E.  
Hversen, Ole Sehn, T. R.  
Jacobsen, M. Sorensen, Geo.  
Jacobsen, Anton Sundt, Albert  
Jacobsen, Oscar Strand, Chas.  
Johnson, Andrew Swanson, Reuben  
Johnson, C. R. Samuelsen, W. L.  
Johansen, H. C. L. Schaurman, W.  
Johanson, Aug. Tho, J.  
Jensen, Hans Taft, Hans  
Jones, J. H. Thostrop, L.  
Jorgensen, Fred Tuominen, J.  
Junge, Hanwick Thorsen, Andrew  
Kjorsvik, Johan Trabaut, M.  
Kristiansen, Nils Wetland, John  
Koske, Juko Weklund, W.  
Kroon, Zlon Westerlund, Albert  
Krolander, H. Werner, Paul  
Krolin, Heinrich Wlck, John

## INFORMATION WANTED.

Anyone knowing the whereabouts of Thomas Rowe (now aged about 74), who was at one time a seaman and longshoreman on the Pacific Coast and also served in the Pacific Coast Navy Yards, will greatly oblige inquiring relatives by supplying such information. Address, Editor, Coast Seamen's Journal. 1-5-6

Phone Main 1202

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## Tacoma Letter List.

Adolfsson, Gottfrid Magnusson, Chas.  
Busch, Hans -718  
Farrell, William Marks, Thorvald  
Jioeth, Kristian Murphy, Daniel  
Hunter, Gilbert H. Olsen, Martin E.  
Iceberg, T. Olsson, Per  
Jensen, Hans -1555 Paterson, John  
Johannsen, Christian Rimmer, C. M.  
Johnson, Hans Sater, Erik  
Linca, W. Ulman, Emil  
Line, Wiktor Vigen, Elias

## HARRY W. LEVY

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## INFORMATION WANTED.

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

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Contreras, Julio Kustel, Victor J.  
Kyrklatt, Lars Kinowsky, A.  
Lawrence, Harry Ingebretsen, Alf.  
Melandar, G. L.

## SPECIAL NOTICE.

Hotel with Restaurant for sale on water front. On account of sickness will sell at a sacrifice, half or whole, hotel of eighty-two rooms and restaurant with liquor license, doing a business of three thousand a month. For particulars address this office.

## INFORMATION WANTED.

Ingvald Andreas Hansen, alias Andrew Hansen, a native of Norway, age about 36; tall, dark; last heard of July, 1905. His address then was, Andrew Hansen, Karluk, Kodiak Island, Alaska. He is inquired for by his mother. Anyone knowing his whereabouts please notify Staff Captain Robert Smith, district officer, native work, Alaska, Box 925, Wrangell. 4-13-15

Olof Pedersen, a native of Norway, age about 60, supposed to be sailing on the Pacific Coast, is inquired for. Anyone knowing his whereabouts please notify J. T. Miles, 761 Greenwich St., New York, N. Y. 2-16-16



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## Portland, Or., Letter List.

|                    |                     |
|--------------------|---------------------|
| Andreasen, N. S.   | Jonsson, Karl       |
| Anderson, N. P.    | Jensen, Henry       |
| Anderson, Nils     | Johansen, Nikolai   |
| Anderson, Rasmus   | Johansen, R.        |
| Anderson, Hans     | Karlson, Ingvald    |
| Adolfson, John     | Kronstrand, H. T.   |
| Anderson, John E.  | Kjer, Magnus        |
| Andreson, Hans     | Kristensen, Wm.     |
| Belle, Ernest      | Kluon, L.           |
| Benson, S.         | Kaskinen, Albert    |
| Bartells, Otto     | Lindberg, A. C.     |
| Bernahrdsen, Chas. | Lange, Peter H.     |
| Bugge, Mr.         | Loscher, Joseph     |
| Bernadt, H. W.     | Munchmeier, H.      |
| Carty, Carl        | Molen, Derk von     |
| Dahlstrom, Gust    | Ohlsson, J. W.      |
| Dybdal, Olaf       | Oglive, Wm. A.      |
| Erickson, Eric     | Paulson, Herman     |
| Edstrom, John      | Palm, P. A.         |
| Eriksen, O. H.     | Petersen, John      |
| Fisher, Fritz      | Peltoma, Werner     |
| Gundersen, F. M.   | Roos, Oscar         |
| Gundersen, Fredrik | Reskran, George     |
| Hoten, J.          | Ross, Chas.         |
| Henriks, Waldemar  | Rensmand, Robert    |
| Hecker, Wm.        | Rosenberg, Adolf    |
| Hansen, Hans P.    | Shallies, K. G.     |
| Hagen, Arthur      | Smith, John         |
| Heinanen, Kustaa   | Swanson, John L. V. |
| Hein, M.           | Schroder, Paul      |
| Jespersen, Martin  | Tuhkanen, J. J.     |
| Johnsen, A.        | Westengren, C. W.   |

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212 Eighth Street, Hoquiam, Wash.

209 First Street, Raymond, Wash.

## INFORMATION WANTED.

Wilhelm Ekelund, a native of Sweden, is inquired for by his brother, Axel Ekelund, New Harbor Hotel, Drumm street, San Francisco, Cal. Anyone knowing his whereabouts please notify the above address. 3-10-15

Tactful.—Clerk—Is the shirt for your husband, ma'am, or do you wish something in a better quality?—Puck.



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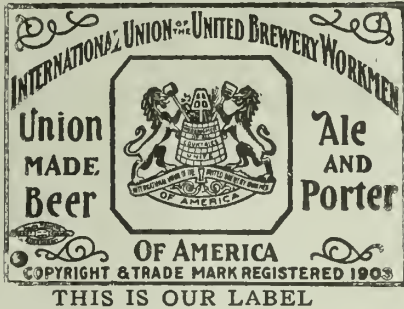
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As a guarantee that it is Union Made



## Aberdeen, Wash., Letter List.

|                            |                     |
|----------------------------|---------------------|
| Andersen, Andrew           | Magnusson, Ernst    |
| Burmeister, T.             | W.                  |
| Bjorklund, G.              | Malkoff, Peter      |
| Benson, W. J.              | Malmberg, Elis      |
| Bowman, C.                 | Nilsen, Harry       |
| Brogard, N.                | Nielsen, C.         |
| Christiansen, Did-<br>rich | Nordinan, Karl      |
| Crantz, F.                 | Paaso, Andrew       |
| Carlson, Walter            | Pettersen, Karl     |
| Davis, Frank               | Peterson, Nels      |
| Debus, Friedrich           | Palmqvist, Albert   |
| Fottinger, Aug.            | Peters, Walter      |
| Gronros, Oswald            | Quiroga, Juan       |
| Gueno, Pierre              | Risenius, Sven      |
| Holmroos, W.               | Rudt, Walter        |
| Hansen, Ove Max            | Schmidt, Heinrich   |
| Hylander, Gustaf           | Scheftner, Bernhard |
| Hansen, Jack               | Sandqvist, Gunnar   |
| Hansen, Thorleif           | Skottol, A.         |
| Johnson, Alex              | Stenwall, Sigurd    |
| Johnsen, Carl              | Scarabosio, M.      |
| Johnsen, F. -1723          | Schmidt, Emil       |
| Johnsen, Hilmer            | Toves, H. C.        |
| Jonsson, E.                | Toren, Gustaf A.    |
| Krause, Otto               | Williams, T. C.     |
| Kuldsen, John              | Waller, Edgar       |
| Kustel, Victor J.          | Wagner, Ed.         |
| Ludtke, Emil               | Wedqvist, Axel      |
| Lindholm, John             |                     |
| Lindgren, Ernst            | Packages.           |
| Lindholm, Sailer           | Gorgensen, Olaf     |
| Lindroos, A. W.            | Hansen, J. -2123    |
| Lundkvist, Alarick         | MacGuire, O. F.     |
| Munsen, Fred               | Stanners, W. S.     |
|                            | Wendt, Walter       |

## INFORMATION WANTED.

Hans Nilson, a native of Tonsberg, Norway, was last heard from at Mobile, Ala., is inquired for by his mother. Anyone knowing his whereabouts kindly notify Louis Donald, Norwegian Vice Consul, 77 St. Francis St., Mobile, Ala. 12-22-15

Oscar Olsen, age 37, a native of Hallarna, near Gothenborg, Sweden, who was sailing on the Great Lakes about three years ago, is inquired for by John V. Olsen, Sun Company, Marcus Hook, Pa. 5-26-15  
Hugo Carlson Ljung, age 29, a native of Gothenborg, Sweden, was last heard from in a Cable Boat on the Atlantic Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Carlson Ljung, Jungmansgatan 5, Gothenborg, Sweden. 1-12-16

Patrick McFee, who was cook on board the schooner "Robert Henry" on a voyage to Mexico last year, is inquired for by the U. S. Shipping Commissioner, at San Francisco, Cal. 9-15-15

Ship's delegates, patrolmen, secretaries and other officials will find the "Handbook, Navigation Laws of the United States" a ready reference in all cases of dispute. It leaves no room for argument. All the law at your finger-ends. James H. Barry Co., 1122 Mission St., S. F. Price, \$1. (Advt.)

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## INFORMATION WANTED.

Theodore Krakan, last heard of in September 1911, at New Orleans, La., is inquired for by his mother. Any one knowing his whereabouts please notify Mrs. Ad. Krakan, Langenvehm 38 I, Hamburg 22, Germany.—8-25-15

Fred Marjama, a native of Russia, age 36, has not been heard from since 1908, at Buffalo, N. Y. Anyone knowing his whereabouts please notify his brother, J. Marjama, 51 South St., New York, N. Y. 9-1-15

Knut Jensen, No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Tangemunde, A/Elbe Ostenerweg, No. 7, Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis. 4-14-15

Having borrowed a hat from one of the audience, the magician said:

"Ladies and gentlemen, you see absolutely nothing in this hat, but I assure you there are a dozen eggs in it." Whereupon he produced the eggs and informed the audience that the really difficult part of the trick had yet to come.

"Now," he continued, "I will produce the hen that laid those eggs!"

He thrust his hand into the hat, drew forth a fluttering fowl, and turned to receive the applause that was his due. But a roar of laughter greeted him instead, for just then the bird flapped its wings and gave utterance to a loud "Cock-a-doodle-doo!"

"How quickly some of those immigrants assimilate our ideas and methods!"

"As for instance?"

"Well, I asked my Italian barber if he was going home to fight and he said he wasn't; that he had paired with an Austrian in the next block."

## Home News.

It is estimated that the money contributed by Americans for the relief of Belgium, and other war sufferers, amounts to more than \$25,000,000.

The United States Senate passed without a record vote the Bankhead good roads bill to spend \$85,000,000 in construction of roads contingent on equal expenditure by the States.

The earnings of the United States Steel Corporation continue to climb. The report for January, February and March reach the record figure of \$60,714,624, against the previous high record of \$51,232,788, made in the final quarter of last year.

The report of the Navy General Board to the House Committee on Naval Affairs has been made public. It recommended construction of 16 battleships, 6 dreadnaughts, 10 battle cruisers, 21 scout cruisers, 80 destroyers, 9 fleet submarines and 78 coast submarines. The entire cost is estimated at \$791,441,207, to be expended in three years, and this will put the navy in second place, provided there be no proportionate increase in the meantime in the German navy or that of any other nation besides Great Britain.

The National Conservation Congress which met at Washington on May 3 was declared by Gifford Pinchot in a public statement to be packed with representatives of the water power trust and other special interests. Many of the delegates were persons who had lobbied for years for legislation desired by special interests. The convention endorsed both the Shields bills and the Myers bills turning over to private control the water power and other great natural resources still remaining in public hands.

Another feather in the cap of the Merritt and Chapman concern is the raising of the steamer "Lansing," recently sunk in collision in New York harbor. The "Lansing" is a Lake-built wooden steamer of 1611 tons, launched in 1887, and uninsurable for the ocean trade. Although underwriters are powerless to restrict the operations of such vessels, if the owners are willing to run them uninsured, it is hoped that the authorities may some day find a means of restricting such craft to the trades for which they were originally built. No maritime country allows steam craft of the type of the "Lansing" to engage in ocean voyages and not even the present shortage of tonnage ought to be an excuse for their operation in open waters.

The conference between General Scott, representing the United States, and General Obregon, representing the de facto government of Mexico, has resulted in an agreement. President Wilson has approved the terms of the agreement, and it awaits only the approval of General Carranza to go into effect. The terms will not be published until both parties have accepted it; but it has been announced that in substance the agreement provides for an active campaign by the Carranza troops against the bandit forces south of the territory occupied by the American troops. The American forces will gradually withdraw to the northward as the de facto forces demonstrate their ability to control the situation. Mexican railroads are to be placed at the disposal of the Americans for the movement of supplies.







## The German Savings and Loan Society

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DECEMBER 31st, 1915:

Assets .....\$61,849,662.02  
Deposits .....58,840,699.38  
Capital paid up in Cash.....1,000,000.00  
Reserve & Contingent Funds 2,008,962.64  
Employees' Pension Fund... 211,238.93  
Number of Depositors..... 67,406

Office Hours: 10 o'clock A. M. to 3 o'clock P. M., except Saturdays to 12 o'clock M. and Saturday evenings from 6 o'clock P. M. to 8 o'clock P. M. for receipt of deposits only.

For the 6 months ending December 31st, 1915, a dividend to depositors of 4% per annum was declared.

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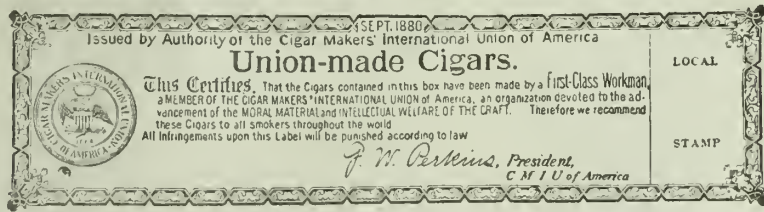
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### INFORMATION WANTED.

Any information regarding Wilhelm Kuhme, age 27, a native of Germany, who was supposed to have been drowned in the wreck of the steam schooner "Francis H. Leggett," September 18, 1914, will be thankfully received by the German Consul, San Francisco, Cal. 1-19-16

Adolph Godfred Eriksen, born in Moss, Norway, is inquired for by his brother, Herman Eriksen. Any one knowing his whereabouts please notify W. Nielsen, 206 Moravian St., Philadelphia, Pa. 5-26-15

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

Vencelus Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolamo Durbich, Zurich, Switzerland. 7-28-15

Peder Bjorback, supposed to be a sailor on the Pacific coast, and a native of Norway, is inquired for. Anyone knowing his whereabouts please notify Mrs. Mildred Baxter, Box 27, R. F. D. No. 5, Seattle, Wash. 2-2-16

Adolph Krakan, last heard of at Port Pirie, January, 1912, and again in March, 1913, from Warumbo, 118 miles from Adelaide, South Australia, is inquired for by his mother at Hamburg, Germany. 8-25-15

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15

Do you understand the provisions of the Seamen's Act? Consult the "Handbook, Navigation Laws of the United States." Up-to-date, reliable, complete. James H. Barry Co., 1122 Mission St., S. F. Price, \$1. (Advt.)

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### INFORMATION WANTED.

J. F. Joseph, supposed to be sailing mate on some schooner on the Pacific Coast, is inquired for by his sister. Any one knowing his whereabouts, please notify Mrs. Josie Jantzen, nee Langhorne, 196 Tenth street, Oakland, Cal. 3-29-16

## News from Abroad.

Germany now admits that the Dutch steamship "Tubantia" was torpedoed and not sunk by a mine and will give to the owners of the steamer a larger vessel from the Hamburg-American fleet, according to an official announcement made at the Hague May 2. The owners of the "Tubantia" will have to pay to Germany the difference in cost of the two vessels.

Earl Curzon, Lord Privy Seal, announced in the House of Lords May 3 that a total of 450 enemy ships had been detained, seized or captured by the Allies in all parts of the world since the beginning of the war. He added that it was an encouraging fact and a curious coincidence that the British merchant ships lost through war operations were exactly balanced in number and tonnage by the new ships added to the register during the war.

The British armed yacht "Aegusa," the sinking of which by a mine in the Mediterranean was announced recently, was formerly Sir Thomas Lipton's yacht "Erin." She was originally the "Aegusa" and was owned by Baron Rothschild. She was built at Glasgow in 1896 and was purchased by Sir Thomas Lipton in 1899. She had cruised all over the world. Her tonnage was 1,242, Thames measurement, and she was a remarkably well fitted yacht, having many large rooms.

Premier Asquith was elected a member of the Irish Privy Council, and the announcement was made that there would be a complete change in the government of Ireland. This announcement followed consultations between the Premier, who is reported to be no longer seeking the advice of politicians, and literary men and educators who are vitally interested in the future of Ireland. The Premier, it is claimed, is seeking not political expediency, but is planning to meet the demands of the Irish people.

The Neutral Conference for Continuous Mediation, the permanent organization at Stockholm resulting from the Ford peace conference, has issued an appeal to the governments of the belligerent powers, asking that they adhere to the principle that no transfer of territory should take place without the consent of the population involved. In order to bring about international justice, a world congress is urged, both of belligerents and neutrals. The appeal also declares for the freedom of the seas and parliamentary control of foreign policies.

Peace talk and hard fighting were the outstanding features of the past week's news from the war zones. Early in the week President Poincare took official notice of the rumors that Germany would be willing to consider peace under certain conditions by announcing, in a speech delivered before refugees in a French camp, that the Central Powers had not made any such offer directly and that France did not want such an offer. "We do not want to submit to their conditions," he said. "We want to submit our conditions on them." But the belief is prevalent, notably in financial circles which affect prescience in such matters, that before long some of the warring nations will be willing to talk peace regardless of conditions.

Kearny 3863

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### With the Wits.

Thrift.—Crawford—I hear that he's economizing.

Crabshaw—Yes; he doesn't buy anything now unless he can get it on credit.—Life.

Others Like Her.—Parson—Do you, Liza, take Rastus for bettah or for wuss?

Bride—Well, if Ah got to tell the truth, pahson, Ah'in takin' him 'cause he's de fust man what evah axed me.—Boston Transcript.

Too Much.—“Why must you always go out every time one of my women friends calls?”

“Well, my dear,” responded her husband, “I am glad to meet your friends. But you must remember that I have heard the story of your Atlantic City trip about seventeen times now.”—Indianapolis Star.

Missed Her Chance.—A little girl about six years old was visiting friends. During the course of the conversation one of them remarked:

“I hear you have a new little sister.”

“Yes,” answered the little girl, “just two weeks old.”

“Did you want it to be a little girl?”

“No, I wanted it be a boy,” she replied, “but it came while I was at school.”—Western Christian Advocate.

Will She Stay Home Now?—“Wanted—A refined, attractive, and well-educated woman, over thirty-five years old, on Sundays between 9 a. m. and 9 p. m., to act as companion to a married man whose wife spends most of her time on Sunday going to church. Compensation will be from \$10 to \$25 per day, based on qualifications. Very attractive surroundings, with servants, automobiles, boats, etc., at disposal—in fact, almost everything desired for pleasure and recreation. Address. Lonely Married Man, care Gazette.”—From the Burlington (Iowa) Gazette.

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The wise man keeps part of his money in a reliable savings bank. If you are making money now, why not put aside something for a rainy day?

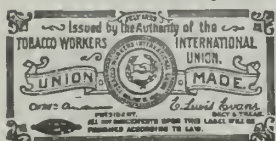
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The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar. There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



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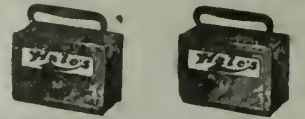
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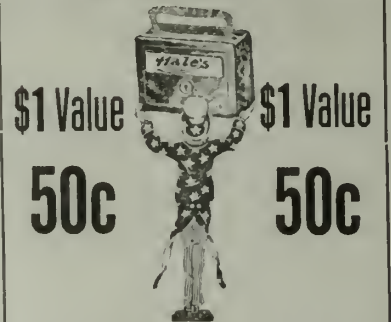
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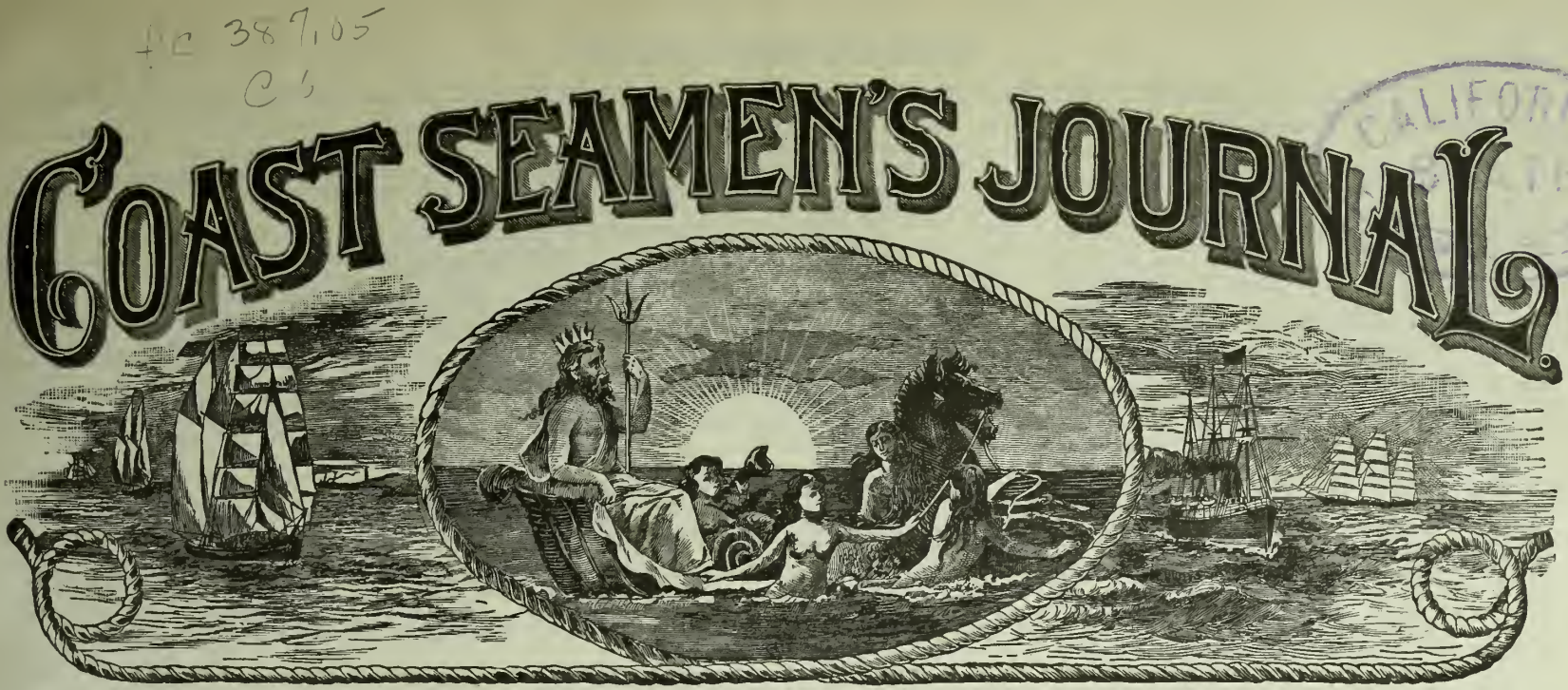
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Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

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SAN FRANCISCO, WEDNESDAY, MAY 31, 1916.

Whole No. 2384.

## "CONSTRUING" THE SEAMEN'S ACT.

### The Question of Its Application to Crews' Quarters.

For some time past there has been a controversy relating to the application of Section 6 of the Seamen's Act. Section 6 deals with forecastles, crews' quarters, etc.

The Department of Commerce has ruled that this section applies only to such vessels of which the keels are laid after November 4, 1915.

The representatives of the seamen and many others who are thoroughly familiar with the legislation maintain that this section should apply to all vessels built after March 3, 1897.

In order to secure an opinion upon the subject from the Attorney General, a brief has been prepared and submitted to the President of the United States together with explanatory communications by President Gompers of the American Federation of Labor and Andrew Furuseth of the International Seamen's Union of America.

The two communications and the brief in question are published herewith, in full:

#### American Federation of Labor.

Washington, D. C., May 10, 1916.

Hon. Woodrow Wilson, President of the United States, Washington, D. C.—Sir:

The enclosed protest from and appeal by the representative of the Seamen is of such importance that I deem it my duty to comply with the request made of me, to submit it to you, earnestly requesting your favorable action thereon.

With many others, I believe that the construction placed upon Section 6 of the Seamen's Act by the Department of Commerce is erroneous, and that a careful consideration of the section by the Attorney General will develop this as a fact.

A law passed for the better preservation of the people's health should, I hold, be given by its administrators the widest and most liberal construction that the language of such a law will permit.

Even the question of expense, if it were serious, should not be permitted to have dominating weight. In this instance, however, the expense is not serious. Forecastles, whether in the hold, or on the decks of vessels, are usually built of lumber and alterations therefore are comparatively inexpensive, but where, because of steel bulkheads, it would be a serious cost to enlarge existing forecastles so as to have same comply with the law, there is nothing to prevent the owner of the vessel from providing additional space elsewhere, except, of course, that such room might take up space that could be used profitably for passengers or cargo. Vessels are steadily increasing in size, yet the number of men employed in the crew is diminishing in comparison with the tonnage. It is quite obvious therefore that the space allotted to the crew cannot be a serious obstacle to the full compliance with the healthful and beneficent provisions of the Seamen's law.

When it is recalled that between 50,000 and 60,000 seamen are annually treated by the Marine Hospital Service, and that the number entitled to such treatment is between 120,000 and 130,000 persons, it is evident that the rate of seamen's illnesses is so abnormally high as to call for

such remedial measures as was contemplated by Congress and yourself in dealing with the question of quarters, for the crew. And when it is further considered that a very large percentage of the sickness is ailments of the respiratory organs, it is a demonstrated fact that it has its origin in the seamen's quarters on the vessels. The problem of cleanliness on steamers is, owing to the use of coal and oils, very different from the same problem on sailing vessels.

Even from an economic point of view there is no good reason why the forecastles of our vessels should not be equal in size and in conveniences for health with the requirements of other nations.

Under the construction which has been given to Section 6 of the Seamen's Act by the Department of Commerce, the whole arrangement about the forecastles becomes a matter of voluntary choice on the part of the owners of vessels built prior to November 4, 1915. Some owners will, of course, be liberal, others will have an unfair advantage by being niggardly. It is submitted that there is no economic reason why vesselowners should be liberal, particularly since the Government of the United States assumes the burden of temporarily caring for sick and disabled seamen.

It is not to be expected that the American youth will seek the sea in large numbers when he has, while off duty, to live in a place which a few years ago Senator Gallinger described as "too large for a coffin, too small for a grave." It is a manifest truism that we cannot have an efficient merchant marine or an efficient navy unless the American, native or naturalized, shall be willing to seek the sea and follow it as a permanent vocation.

The labor movement of the United States, as represented in the American Federation of Labor, has tried to be helpful to the seamen, the merchant marine and the nation, in urging the enactment of this legislation, and we are equally earnest in our desire to see that its safe and beneficent provisions are fairly and justly construed and enforced.

Expressing the confident belief that you will give to this protest and petition your sympathetic consideration and action, I beg to remain,

Very respectfully yours,

(Signed) SAMUEL GOMPERS,  
President, American Federation of Labor.  
International Seamen's Union of America.

Washington, D. C., May 9, 1916.

Hon. Woodrow Wilson, Washington, D. C.

Dear Mr. President:

In behalf of the seamen of the United States I desire to protest against the construction which has been placed by the Department of Commerce upon Section 6 of the Act "To promote the welfare of American seamen," etc., approved March 4, 1915 (the Seamen's Act).

Section 6 of this Act is construed by the department in circular Number 258, dated March 9, 1915. This circular quotes in full this section of the Act.

The statement making the construction against which we protest is as follows:

"You will bring to the attention of all shipbuilders in your district the following requirements of Section 6 of the Act of March 4, 1915, which apply to all vessels described therein the keels of which are laid after November 4, 1915."

The first law enacted in the United States with respect to forecastle space was the Act of 1894. This Act did not compel forecastles for the seamen, but it exempted forecastle space from the tonnage measurement of the ship.

On March 3, 1897, an Act was approved, Section 2 of which provided that vessels must have a forecastle space, and prescribed that it should not be less than seventy-two cubic feet of air space and not less than twelve square feet on the deck of such place, for each person lodged therein. It further provided:

"That any such seagoing sailing vessel, built or rebuilt after June 30, 1898, shall have a space of not less than 100 cubic feet and not less than sixteen square feet measured on the deck or floor of that space for each seaman or apprentice lodged therein."

The next legislation affecting forecastle was in Section 6 of the Seamen's Act, from which I quote the following:

"Sec. 6. That section two of the Act entitled 'An Act to amend the laws relating to navigation,' approved March 3d, 1897, be, and is hereby amended to read as follows:

"Sec. 2. That on all merchant vessels of the United States the construction of which shall be begun after the passage of this Act, except yachts, pilot boats, or vessels of less than one hundred tons register, every place appropriated to the crew of the vessel shall have a space of not less than 120 cubic feet and not less than 16 square feet, measured on the floor or deck of that place, for each seaman or apprentice lodged therein, and each seaman shall have a separate berth and not more than one berth shall be placed one above another."

The Department has so construed the law of March 4, 1915, as to relieve from the provisions of Section 6, and from all existing laws on the subject, all vessels constructed or the construction of which was begun prior to November 4, 1915. The error of the Department rests upon its construction of the words, "after the passage of this Act." This phrase necessarily applies to the Act in which it is found. The Department has construed it as being primarily a part of the Act of March 4, 1915. Congress by its action made it a part of the Act of March 3, 1897, "An Act to amend the laws relating to navigation."

Before going into a more detailed discussion of this construction of the Act I desire at this point, to advise you with respect to the steps taken to secure a proper construction from the Department. This circular of March 9, 1915, did not come to the notice of the seamen until long after it was issued. In December, 1915, a protest against the construction was placed on file with the Department, and later the attention of the Department was called to two specific instances,—one in the harbor of New York and



one the case of the steamship "City of Duluth" in the harbor of Buffalo—in which vessels clearly amenable to the provisions of the Act of March 3, 1897, were making changes in fore-castle space, which changes were not made in conformity with the amended Section 2 of the Act of March 3, 1897.

After considerable delay, the Department found that the fore-castle on the steamship "City of Duluth" did not contain the required number of square feet on the floor or the required cubic feet of air space per person lodged therein. The Department made no finding but it is a fact that the bunks in the fore-castle upon this steamer are also arranged three high one above the other, in violation of the law.

The construction which had been placed upon Section 6 of the Act of March 4, 1915, in the circular issued March 9, 1915, evidently was not satisfactory to the Secretary of Commerce, as on April 24, 1916, he referred this section to the Attorney General for construction. But in making this conference, the Secretary of Commerce instead of asking for a construction of the law as applied to a specific case, made his request without reference to a specific case, so the Attorney General was justified in assuming that he was asked to pass on a moot case. I am in receipt of a letter from the Secretary of Commerce, under date of May 2, which confirms this as the letter reads:

"On April 24, I forwarded to the Attorney General a copy of the opinion of the Solicitor of this Department in re the construction of Section 6 of the Act of March 4, 1915, with a request for his opinion thereon. I am this morning in receipt of a letter from the Attorney General, in which he declines to render the opinion requested on the ground that no administrative action of this Department is immediately involved, and on the further ground that the Attorney General can only be called upon to render opinions upon questions of law which have actually arisen, and not upon those which might or could under certain contingencies arise in the administration of the Department."

Had a specific case been referred to the Attorney General, it would have involved a question of administrative action, upon which the Attorney General could have properly rendered an opinion.

This matter of fore-castle space is one in which the seamen have a vital interest. It affects their comfort and their health. The inadequacy of fore-castle space and the lack of proper sanitary conditions for those aboard ship, is one of the great reasons that works to keep native Americans from the sea. Because this matter is so vital to the seamen, as the president of the International Seamen's Union, I have consulted a number of lawyers, with respect to the construction placed upon this section of the Act by Department Circular 258. I have also presented the question to Senators and members of the House of Representatives, who were active in securing the passage of this legislation. It is the unanimous opinion of all to whom I have submitted this subject, and who have taken the time to examine into it, that the construction placed upon this section by Department Circular 258 is erroneous, and would not be sustained by the court.

In this connection, I desire also to recall the fact that Hon. William B. Wilson, now Secretary of Labor, was a member of the subcommittee which drafted this section. He was then and is now of the opinion that Section 2 of the Act of March 3, 1897, as amended by Section 6 of the Act of March 4, 1915, applies to all the vessels built after March 3, 1897.

There is appended to this letter a copy of a brief prepared by Walter S. Field, one of the attorneys to whom I submitted the question, and which contains a concise and convincing discussion of the construction which should be placed upon this section, which construction is supported by authorities. I trust, considering the importance of this question, you may find opportunity to read same.

In view of the refusal of the Attorney General to render an opinion upon the question as submitted by the Department of Commerce and its importance not only to seamen but to the American merchant marine, I respectfully ask that this question be resubmitted by you to the Attorney General, with the request that he make a definite finding upon the question as to what vessels does Section 6 of the Act of March 4, 1915, apply.

First. Is it limited to vessels, the keels of which were laid after November 4, 1915?

Second. Does it not apply to vessels, built after March 3, 1897?

In the name of the seamen of the United States, I desire to express appreciation of your consideration of this matter, and with great respect, I am,

Sincerely yours,

(Signed) ANDREW FURUSETH,  
President, International Seamen's Union  
of America.

Brief Prepared by Walter S. Field.

The first purpose of the Seamen's Act as set out in the title is "to promote the welfare of American seamen in the merchant marine of the United States."

Section 6 of this Act deals specifically with questions involving the welfare of seamen. It deals entirely with the space allotted to each

man, their sleeping and hospital quarters, and to their washing and bathing conveniences.

In construing this section, it must be presumed that Congress had the welfare of the seamen in view, as the title of the Act sets forth. The Act where its construction is in doubt must not be construed so as to make Congress guilty of having done an absurd thing.

The instructions issued by the Commerce Department in regard to Section 6, place a construction upon that section which utterly defeats the purpose of the Act.

Section 6 is an amendment of Section 2 of the Act of 1897 relating to navigation.

By Section 6 of the Seamen's Act, Section 2 of the Act of 1897 is "amended to read as follows." Now note, after these words follows the amended section numbered and designated as it is in the original statute. The section (Section 2) has been taken out of that statute, amended and then put back into its original place.

The portion of the section, the construction of which is in question, reads as follows:

"Sec. 2. That on all merchant vessels of the United States the construction of which shall be begun after the passage of this Act, except yachts, pilot boats, or vessels of less than one hundred tons register, every place appropriated to the crew of the vessel shall have a space of not less than one hundred and twenty cubic feet and not less than sixteen square feet, measured on the floor or deck of that place, for each seaman or apprentice lodged therein, and each seaman shall have a separate berth and not more than one berth shall be placed one above another, such place or lodging shall be securely constructed, properly lighted, drained, heated, and ventilated, properly protected from weather and sea, and, as far as practicable, properly shut off and protected from the effluvia of cargo or bilge water. And every such crew space shall be kept free from goods or stores not being the personal property of the crew occupying said place in use during the voyage."

It is contended by the Commerce Department that the words after the passage of this Act, refer to the date of passage of the Seamen's law, March 4, 1915. The Department in its instructions has gone farther. It has instructed that these welfare provisions of Section 6 are applicable only to vessels built after November 4, 1915, that is, after the date on which the Act went into effect.

Such construction makes Congress appear to have done an absurd thing, for under this construction the seamen are deprived of the protection which they had prior to the passage of the Seamen's Act.

The Act of 1897 provided:

"Sec. 2. That on and after June 30, 1898, every place appropriated to the crew of a seagoing vessel of the United States, except a fishing vessel, yacht, a pilot boat, and all vessels under 200 tons register, shall have a space of not less than seventy-two cubic feet and not less than twelve square feet measured on the deck or floor of that place for each seaman or apprentice lodge therein; provided, that any such seagoing sailing vessel, built or rebuilt after June 30, 1898, shall have a space of not less than 100 cubic feet and not less than sixteen square feet measured on the deck or floor of that space for each seaman or apprentice lodge therein. Such place shall be securely constructed, properly lighted, drained, heated and ventilated, properly protected from weather and sea, and, so far as practicable, properly shut off and protected from the effluvia of cargo or bilge water."

This provision guaranteed to each seaman 72 cubic feet of space in the fore-castle of all vessels and a larger space on certain vessels built after June 30, 1898. This guarantee, the seamen had at the time of the consideration of the Act of March 4, 1915. It is inconceivable that Congress in furtherance of its desire to make better provision for the welfare of the seamen should have taken from these men such guaranty and instead merely provided that vessels built after March 4, 1915, or after November 4, 1915, should be equipped with required fore-castle accommodations, and that vessels built prior to that date, should not be required to furnish fore-castle accommodations.

Section 6 of the Act of March 4, 1915, was evidently intended by Congress to apply to all of the vessels to which the Act of 1897 applied. It was not the intention of Congress to deprive the seamen of any guaranties which they had at the time the Seamen's law was enacted. It was the intention of Congress to add to these guaranties. Congress did this by continuing and enlarging the Act of 1897, and by increasing the fore-castle space per man.

Paragraph 1 of Section 2 of the Act of 1897 as amended by the Act of March 4, 1915, and as above quoted, undoubtedly applies to the same vessels to which paragraph two of the same amended section applies.

Paragraph 2 contains the following:

"That in addition to the space allotment for lodgings hereinbefore provided on all merchant vessels of the United States, etc."

The space allotment for lodgings to which reference is here made, is the space allotment in the first paragraph,—the fore-castle space. The vessels to which this applies is by the second paragraph "all merchant vessels of the United States." This is only another way of stating

the provision contained in the first paragraph. As there stated, it reads:

"All merchant vessels of the United States, the construction of which was begun after the passage of this Act."

The passage of this Act is found in the amended Section 2 of the Act of 1897 and can not possibly refer, in view of the reading of the other paragraphs of this section, to any other date than that of the passage of the original act.

The third paragraph of amended Section 2 of the Act of 1897 is identical with the same provision found in the original section, and therefore, without question, applies to steamboats upon the Mississippi River and its tributaries without reference to the date of their construction.

It is not reasonable to suppose that Congress intended to take from the seamen upon ocean vessels, protection which they had as to sleeping quarters under the Act of 1897, while it carried into the new Act the original provision protecting sleeping quarters upon steamboats of the Mississippi River and its tributaries. The men upon the steamboats upon the Mississippi River encounter no such hardships as do the seamen upon ocean vessels. Their trips are shorter, their landings frequent and if they were unprovided with quarters they would suffer no such hardships as would plainly follow a similar condition upon ocean-going vessels.

Congress in amending Section 2 of the Act of 1897, as provided in the Act of March 4, 1915, plainly intended to give to ocean seamen further protection than theretofore had been provided. The intention manifestly was to better the condition of the seamen. It is the duty of the Department to carry out the intention of Congress if this Act is capable of any construction which will accomplish such purpose.

Eight different sections of the Revised Statutes are by the Act of March 4, 1915, amended. All are amended "so as to read as follows." Each of these sections, Congress took out of its place in the statutes and amended it so as to meet present conditions, and then put it back into its place in the original law. This is what Congress did with Section 2 of the Act of 1897 and it should, therefore, be read as a part of the Act of 1897. Its proper place is in its regular order in that law. If this is done, no question can arise as to the construction to be given this section. It then reads, all vessels the construction of which was to be begun after the passage of this Act, (the Act of 1897).

Of course by this means the Act cannot be retroactive. The vessel owner could not be punished under the provisions of this amended section for not having on March 1, 1915, a properly equipped fore-castle, but he could be punished on November 5, 1915, for not having between the date of the passage of the amended act and the date when the amendment went into effect, equipped his fore-castle as provided in the amendment and this amendment applies evidently under this construction to all vessels built after 1897.

This view is fully sustained by the Supreme Court of the United States, by the rulings of several of the State courts, by the best authorities upon construction, authorities which are approved in the decisions of the United States courts.

In *Blair vs. Chicago*, 201 U. S., p. 475, the Supreme Court says:

"The rule is correctly stated in *Endlich on Statutes*, Section 294, as follows: 'A statute which is amended is thereafter, and as to all acts subsequently done, to be construed as if the amendment had always been there, and the amendment itself so thoroughly becomes a part of the original statute, that it must be construed, in view of the original statute, as it stands after the amendments are introduced and the matters superseded by the amendments eliminated.'"

In *Moore vs. Mausert*, et al., 49th New York, page 332, and at page 335, the court says:

"In *Ely vs. Holton* (15 N. Y., 595), it was decided by this court that the effect of an amendment of a statute made by a subsequent statute declaring that such statute shall be amended so as to read as follows, retaining a part of the statute amended and incorporating therein new provisions, was not to repeal the part retained and re-enact the same, but that such part of the statute contained in force from the first enactment, and that the new provisions incorporated became operative from the time the amendatory statute took effect. It would follow that, where certain provisions of the original statute were omitted from the amendatory statute, such provisions were abrogated and ceased to form any part of the statute after such time. Applying these principles to the present case, it follows that the word 'hereafter,' in the first line of Section 1, of chapter 402, page 1986, Laws of 1854, being contained in the section as amended by chapters 588, page 1355, Laws of 1869, continues to speak from the time of the passage of the Act of 1854, and applies to and includes all labor and materials after that time."

See also:

*People vs. Waine*, Circuit, 37th Michigan, 287.

*Wright McKibben vs. A. M. Lester*, 9th Ohio, p. 627.

*People vs. Sweetser*, 1st Dakota, p. 308.



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## Militia Ignored the Federal Constitution.

In a speech in the United States Senate on national defense, Senator Borah showed how constitutional guaranties were ignored by the West Virginia militia during the recent strike of union miners in that State.

"I read you the order," said Senator Borah, "which was issued by the National Guard of West Virginia, in which the Constitution of the State, the Constitution of the United States, and the statutes were suspended until such time as the Adjutant General of the State of West Virginia should declare that they were again in effect. It abrogates all statutory and constitutional law and sets at naught every safeguard of individual liberty. Here is the order:

The military commission is substituted for the criminal courts of the district covered by the martial-law proclamation, and all offenses against the civil laws as they existed prior to the proclamation—

observe that—

all offenses against the civil laws as they existed prior to the proclamation of November 15, 1912, shall be regarded as offenses under the military law, and as a punishment therefor the military commission can impose such sentences, either lighter or heavier than those imposed under the civil law, as in their judgment the offender may merit.

2. Cognizances of offenses against the civil law as they existed prior to November 15, 1912, committed prior to the declaration of martial law, and unpunished, will be taken by the military commission.

"In other words, when the strike occurred the Adjutant General of the State proceeded to suspend those fundamental principles embodied in State and national constitutions upon which this republic and these States are organized. The right of trial by jury, the right to have a complaint presented against you upon the oath of some responsible citizen, the right to have an attorney and to produce witnesses, every semblance of common-law right was abrogated and annulled by the action of the Adjutant General. Was it a mere official announcement? Did it die with the ostentatious display of power upon the part of the Adjutant General? Not at all. After the riots had been going on for some ten days and difficulties occurred and shootings had taken place between the rioters and the militia and one or two what they called battles had occurred, they proceeded, then, after having finished their shooting and their clubbing, to organize a court-martial, composed of the men who had been using the guns, and proceeded to try the rioters, and tried them and sent them to the penitentiary for crimes unknown to the laws of West Virginia, imposing punishment unknown to the laws of the State—tried them in groups of 10, 15, 20 and 100.

"When we asked the captain of one of the regiments if he felt that they had the power to have executed these men, he said they had. We asked him if a man committed perjury and he thought it was worthy of death, did he have the power to punish him accordingly, and he said, 'Of course, we would not have done so, but we had the power to do so.' When he was asked where was the Constitution of the United States and of the State of West Virginia, he said they were suspended during the time of the operation

of martial law. When he was asked who would put them into force again, he was not certain of that, but thought that they would come back automatically upon the revocation of the order of the Adjutant General.

"So they tried two men for crimes committed before martial law was declared and sent them to the penitentiary, and each and every one of the men tried was tried without any warrant, without a hearing before a jury, or without any of those rights and privileges which are guaranteed by the laws of West Virginia and the laws of every commonwealth in the Union."

## Employers Have a "Denounce Fest."

The National Association of Manufacturers, which was so roundly condemned by a Congressional investigating committee a few years ago, held a convention in New York City recently. The non-union shop was favored, child labor laws condemned and a complete organization of all employers was urged "if the business men of this country hope to cope with the American Federation of Labor."

The gathering was of the regulation anti-union standard, although this association has been attracting less attention since Congress has exposed its lobbying methods. President George Pope, in his annual address, made the usual plea for "free and independent" workmen and the non-union shop. W. G. Bruce of Milwaukee called on all employers to oppose the literacy test for immigrants. "The country has never been in greater need of labor," he said.

D. E. Felt, of the Illinois Manufacturers' Association, opposed child labor laws, which he termed "one of the greatest wrongs inflicted upon the supposedly free people of the United States." Mr. Felt blamed the labor unions for this attempt "to restrict the supply of skilled labor under the guise of child labor laws." These laws are an outrage, he continued. They deprive the American youth of the right to make a living and learn a trade. Every other advance, favored by men whose eyes are in the front of their head, was condemned.

The delegates then attended a banquet and the annual "denounce fest" adjourned.

## Waste of Railroads Shown by Employees.

"Saving at the spigot and wasting at the bunghole," is the term used by railroad train service employees in their reply to the managers' claim that an eight-hour day for these workers is too costly.

The train service men show that if the railroads are really sincere in desiring to conserve their revenue, they can save millions of dollars by ceasing to grant rebates to favored shippers and refuse to haul private cars free. While it is commonly supposed that rebating has been brought to an end, the employees quote court records and reports of the Interstate Commerce Commission to prove the contrary. In 1915 the following roads were convicted and fined a total of \$234,000 for rebating and unlawful concessions: Central Railroad of

(Continued on Page 10.)

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

### AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

### GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekland Bldgs., 22 Canning Place, Liverpool.

### BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

### GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

### FRANCE.

Federation National des Syndicats des Inscriptions, Maritimes de France, 33 Rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

### NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

### SWEDEN.

Svenska-Sjomens-och Eldareförbundet, Stockholm, Tunnelgaten 1 B., Sweden.

### DENMARK.

Somandenes Forbund, Toldbogade 15, København.

Sofyrbodernes Forbund, St. Annaplads 22, København.

Dansk So-Restaurations Forening, Nyhavn 17, København.

### HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

### ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

### AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

### SPAIN.

Sociedad Sindical de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

### URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

### ARGENTINA.

Federacion Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

### BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

### SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



## World's Workers.

The "Berne Tagwacht" reports from Turin the case of a member of the Socialist organization there who has been expelled by his comrades for having volunteered to serve in the army. Of the 663 members of the organization 95 were at the front, and of the 374 who took part in the voting 335 voted for and 35 against the exclusion of the member in question. The Swiss Socialist organ considered that this was the correct stand for a truly Socialist body to take, and contrasted it with that of the German Social Patriots, who have demanded that Ludwig Frank, who fell while fighting at the front as a volunteer, should be celebrated as the hero of the proletariat.

The following regulation for the protection of life on ships is gazetted in New Zealand: When coal is being transferred by means of baskets running on a tramway from one vessel to another, the master, or person in charge of the vessel, shall see that a net is stretched under the tramway in such a manner as to catch a man if he should fall while working on the plank or tramway. Should the net be found to in any way interfere with the basket being landed on the tram, then some other efficient means may be used in lieu of the net, provided that such means are approved by the Marine Department's surveyor. Every person who omits to observe or commits a breach of this regulation is liable to a fine not exceeding £50.

The demand of Canadian unionists for an eight-hour day is as vigorous as that of their fellow members in the United States. "One of the most gratifying signs of the time," says the Industrial Banner of Toronto, "is the immense growth now going on all over the American continent of sentiment favorably inclined towards the struggle of the workmen for a shorter workday and a larger proportion of the wealth they create. Never before have the unions grown so rapidly and never have they been so aggressive in the demand for social advancement and betterment than to-day. And more significant still is the great impetus that has been given to the organization of the women workers, who are rapidly learning the lesson that in unity there is strength and victory in co-operation."

The recent strike of dockers, affecting the Dominion, White Star, Allan and Leyland lines at Liverpool, has been ended by the return of the men to their work, pending the interpretation of the terms of Sir George Asquith's award. Meanwhile the question which originated the strike is only deferred, not settled. Originally the strike began because the dockers on the north side of the city, 12,000 in number, became exasperated at the fortnight's delay in announcing the result of an arbitration award on the question of night wages and overtime. The dockers claim an advance of 2d. an hour, or 2/- per night for those working night shifts. They say they have had no increase since the war began, whilst Manchester dockers have had an increase, and they add that the night rates do not compare favorably with those ruling for day labor. The present minimum day rate is 6s. and the night rate is 8s. The night workers contend that they should receive pay at the rate of time and three quarters.

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| Blom, Ernest        | Konig, D.       |
| Christiansen, Anton | Nielsen, Harold |
| Christiansen, A.    | Olander, Ed     |
| Doris, Geo.         | Thomson, John   |
| Eckart, T. G.       |                 |

## San Pedro Letter List.

|                       |                     |
|-----------------------|---------------------|
| Anderson, Eduard      | Malm, Gustaf        |
| Andersen, John        | Mesak, E.           |
| Andersen, Ernest J.   | Nelson, Dick        |
| Anderson, Martin      | Olsen, Oscar        |
| -1894                 | Olsen, Nick         |
| Andersson, Oskar      | Orling, Gust        |
| Alexander, P.         | Olsen, Andy         |
| Bergh, B.             | Olsen, E. F.        |
| Berg, A.              | Olson, Olof S.      |
| Berggren, Gust        | Ophaug, W.          |
| Bentsen, Hans B.      | Orwold, Jack        |
| Beln, Hans            | Owen, Fred          |
| Benrowitz, Felix      | Perkins, Paul       |
| Carlson, Gus          | Peterson, Nicolai   |
| Carlera, Peter        | -1234               |
| Danielson, Dave       | Pintz, Johan        |
| Doyle, Wm.            | Peterson, N.        |
| Ellwes, John          | Peterson, Hugo      |
| Eklund, Sven          | Petterson, C. V.    |
| Fjellman, Jonas       | Pedersen, P. -1064  |
| Fugelutsen, Thor      | Pakki, Emil         |
| Fjellman, Karl        | Pajala, Victor      |
| Ginar, Walter         | Pederson, Ole       |
| Gustafson, August     | Pedersen, Harald S. |
| Gronlund, O. -414     | Reuter, Chas. -407  |
| Heesche, Henry        | Rogenfeldt, J.      |
| Holmstrom, Fritz      | Roberts, G.         |
| Haupt, Fritz          | Stolzman, Emil      |
| Hansen, Charley       | Saarnen, H.         |
| Hansen, Ole           | Sanders, Charles    |
| Haave, Norval         | Schuldt, Theodor    |
| Johansson, C. -2497   | Samuelsson, Frank   |
| Janson, Dick          | Strahle, Chas.      |
| Janson, Oscar         | Smith, Johan        |
| Jensen, Hans -1555    | Stenos, John        |
| Johnsson, J. A. -1659 | Skaanes, Elgil      |
| Johanson, Victor      | Soderlund, Anton    |
| Karnup, Edward        | Schmidt, Lauritz P. |
| Lundstedt, Chris      | Shalles, Gust       |
| Lassen, Johan, -1542  | Thorsen, Carl       |
| Larsen, Klaus L.      | Trovik, Harald      |
| Lutton, Theo.         | Uhlig, Richard      |
| Lauritzen, Ole        | Ullappa, Kostl      |
| Larson, Max           | Vigon, Elias        |
| Lorenz, Bruno         | Wirak, A.           |
| Lybeck, Thos.         | Winblad, Martin     |
| Lindberg, G. W.       | White, Robert       |
| Lindberg, Ernst       | Warkkala, John      |
| Leideker, Elith       | Widlin, Andrew      |
| Lalan, Joe            | Zunk, Bruno         |
| McNeal, John          | Zayan, G.           |
| Monterro, John        | Newspapers and      |
| Malmerez, E.          | Packages.           |
| Monts, Rehnolt        | Miller, W.          |
| Makela, N.            | Schmidt, Lauritz P. |

## Honolulu, H. T.

|                      |                   |
|----------------------|-------------------|
| Anderson, John E.    | Nelsen, C. F.     |
| Burk, Harry -1284    | Petersen, Carl    |
| Crantly, C. W.       | Peters, Walter    |
| Eugenio, John        | Reither, Fritz    |
| Ekelund, Rickhard    | Solberg, B. P.    |
| Ivertsen, Sigvald B. | Strand, Conrad    |
| Lengwenus, W. L.     | Thompson, Emil N. |
| Moller, F.           |                   |

## INFORMATION WANTED.

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio. 3-24-15

Anders C. Anderson, a native of Norway, who left his personal effects at Port San Luis, Cal., after leaving a ship at that place, is inquired for. Anyone knowing his whereabouts please notify D. R. Jacks, Deputy Collector of Customs, Port San Luis, Cal. 12-22-15

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Any one knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St. 8-11-1915

Olai Ingebrigtsen (Broek), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American bark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469—49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Steuart street, San Francisco, Cal. 8-4-15

Anyone knowing the whereabouts of Peter Murphy, better known as Boatswain McGann, will kindly notify Patrick Kieran, 58 Commercial St., San Francisco, Cal. 4-19-16

Vencelus Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolamo Durbich, Zurich, Switzerland. 7-28-15

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## INFORMATION WANTED.

John Edstrom, alias Brynjulf Edstrom, born in Norway in 1879, was last heard from at Mobile, Ala., where his address was Norwegian Chapell, is inquired for. Anyone knowing his whereabouts please notify his mother. Address, 22 Pilestradet, Kristiania, Norway.—12-22-15

George Alexander Sharman, a native of Brooklyn, N. Y. About 28 years of age, height 5 feet 9 inches,

supposed to have sailed on the Great Lakes in 1907, is inquired for by M. L. Kinvan, 1211 Mosher street, Baltimore, Md. 7-14-15

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15



# Pacific Coast Marine.

Hope for the safety of the Japanese steamer "Seiko Maru," which left Tacoma March 22 for Yokohama, has been practically given up. The vessel is out fifty days and should have made the voyage in twenty-five days.

United States Inspector of Steamboats James Guthrie is quoted as saying that the investigation of the cause of the "Roanoke" disaster ended on Monday and that the findings of the investigators would be made public about a week later.

The Department of Commerce has granted permission to change the name of the steamer "William Chatham" to "Santa Rita." This vessel was purchased recently by W. R. Grace & Co., and is of steel, built by the Union Iron Works in 1913; 1600 tons gross, 915 net.

The sale of the Alaska Steamship Company's freighter "Seward," which has just been delivered to M. H. Tracy of New York under charter for a year in the nitrate trade, has been completed in the East. She will be placed in the Atlantic trade. Her cargo capacity is more than 3000 tons.

The United States Shipping Commissioner at Seattle ruled recently that the nine American seamen of the steamer "St. Helens," sold and delivered a few weeks ago to Japanese interests at Kobe, were entitled to pay up to the time they returned to Seattle as passengers on the "Sado Maru."

The Canadian court of inquiry which investigated the stranding of the Japanese steamship "Kenkon Maru No. 3" on Belle Chain Reef January 12, has rendered its decision putting the blame to Captain J. E. Butler, the Nanaimo pilot, and imposed a fine of \$230, which is the cost of the investigation.

Of the nineteen new merchant vessels in the United States to which signal letters and official numbers were awarded during the week ended May 13 by the Bureau of Navigation, Department of Commerce, five were built at Portland, Ore. It is the biggest representation Portland ever had in this respect.

The four-masted bark "Golden Gate" has made a record for the round run to Wellington of ninety-four days, returning to San Francisco with 7000 bales of hemp. The "Golden Gate" made the trip from San Francisco to Wellington in forty-eight days and the return trip in forty-six.

The British schooner "Coquitlam City," which was recently acquired by a Brisbane syndicate, overhauled and renamed the "Brisbane City," left Newcastle, N. S. W., April 28, with coal for San Francisco. She has, it is understood, been chartered for the next two years to carry lumber from Vancouver to Australia. It is expected that the vessel will be able to perform three voyages to Vancouver and back within the period specified.

At a special meeting of the stockholders of the Pacific Mail Steamship Company, held May 16, an increase in the capitalization from \$1,000,000 to \$4,000,000 was authorized. The company will have 20,000 shares of preferred stock, par value \$100, and 400,000 shares of common stock with a par value of \$5. There will be issued immediately 17,000 shares of the preferred and 30,000 shares of common which will be offered to stockholders on a pro-rata basis.

Covering a period of twenty-two years, North Pacific mills have dispatched by water 24,363,232,290 feet of lumber. Of this amount 17,301,878,178 feet have been shipped to domestic markets and 7,061,354,112 feet to foreign markets. In that time Australia has consumed 2,228,924,160 feet; West Coast of South America, 1,150,633,925 feet; China and Japan, 1,509,106,386 feet; Mexico and Central America, 345,529,777 feet; United Kingdom, 592,320,419 feet, of which 108,100,364 feet was shipped in 1915.

The keel for the largest single-decked wooden vessel ever constructed in the United States was laid recently at the former Lindstrom shipyards, now under lease to a Seattle syndicate. This marks the opening of the yards, which have been closed since January, 1908. Four vessels will be built at the yards during the present year. The vessel will be 290 feet and 48 feet beam. These steamers will be about five feet longer than the "City of Portland" recently launched at St. Helens.

The Chilean ship "County of Linlithgow," which has reached the Sound from Honolulu, will have her name changed at once to "Katherine" and sail under the American flag in the service of Comyn, Mackall & Co., who purchased the vessel some time ago. She loads lumber for Sydney or Newcastle. The Chilean barque "Australia," ex "Elisa Lihn," purchased by the same firm has been re-named the "Phyllis" and is now en route from Mejillones to the Sound under the American flag.

Four lumber-carrying vessels, to be propelled by motor power, will be built at Vancouver, Wash., it was announced by the Motor Boat Construction Company, which was incorporated at Olympia, Wash., on May 25. The cost of the four vessels will be \$648,000. Construction will begin immediately. Two will be built for

an Oregon lumber company and two for an Eastern concern. The capacity of the Oregon-owned motor-boats will be 1,750,000 feet of lumber each, while the others will be able to carry 1,250,000 feet each.

The Bureau of Yards and Docks at Mare Island is anxious to know whether or not the Mare Island public works department can construct a badly needed car ferry slip south of the lumber wharf for \$8000. The navy yard officers say \$8000 is plenty for the job, and it is expected the necessary orders to start work on it will be issued this week. The famous battleship "Oregon" of the San Francisco naval militia will come to the Navy Yard about June 15 to be docked and overhauled and placed in readiness for a cruise to San Diego.

Five armored cruisers, the South Dakota, Colorado, West Virginia, Maryland and Pittsburgh, probably will be available for the training of civilian sailors between August 15th and November 12th, according to Rear-Admiral William Fullam. Several hundred Californians are expected to enroll for the war maneuvers off the coast, which will start August 15th. It is also planned to mobilize privately owned motor and other speed boats to ascertain the value of these small craft as patrol vessels, dispatch carriers and submarine destroyers.

On the ground that the Spanish-American war cost the United States 20,000 American lives and \$1,165,000,000, the San Francisco Chamber of Commerce has begun an agitation for the retention of the Philippine Islands. During the five years ending with 1895 the imports of the Philippines averaged \$15,261,092 per annum, of which the United States furnished \$120,917, or 0.08 per cent. In 1914 they imported merchandise of a value of \$56,011,650 of which the United States furnished \$28,571,821, or 51 per cent.—three millions more in value than our exports to China.

According to announcement made by General Manager J. J. Tynan of the Union Iron Works, two big ships will be launched the early part of June. Mayor Rolph's big new vessel, which he has already disposed of to a Scandinavian syndicate for \$1,750,000, will be launched June 17, and the Standard Oil tanker "Scofield," named after President D. G. Scofield of the Standard Oil Company of California, June 3. The Rolph ship is 400 feet in length, 56 feet wide and with a tonnage of 9300 tons. She will be equipped with turbine engines. The tanker is 457 feet over all, with a 50-foot beam and a capacity of 78,000 barrels of oil.

During 1915 there arrived at San Francisco 5717 vessels, while 5912 departed. The combined vessel tonnage, 7,846,638 net tons, is the largest ever entering San Francisco in one year. In 1914 there was a net tonnage of 7,449,714. This information is contained in the annual report of the San Francisco Chamber of Commerce, which was made public recently. The report predicts that with the reopening of the Panama Canal San Francisco shipping for 1916 will be far ahead of any previous year. The temporary closing of the Panama Canal, the report continues, kept away a great many vessels not only from San Francisco, but from all Pacific Coast ports.

The tolls from traffic through the Canal in February amounted to \$834, while the costs charged to the operation and maintenance of the Canal during that month amounted to \$609,253.66. This makes a deficit for the month of \$608,419.66 and brings the loss in this account for the current fiscal year to \$3,058,795.87. The tolls collected during the current fiscal year, to March 1, with the Canal in operation during June, July, August, and the first half of September, and closed to all but small vessels since, amounted to \$1,431,970.39. In the preceding fiscal year they had amounted to \$2,287,969.64 up to March 1. During this fiscal year the expenses of operation and maintenance, especially the latter element, have exceeded the expenses for the same period last year by \$1,895,152.94. The deficit of the fiscal year to date is practically ten times as great this year. The heavy increase in expenses during the current fiscal year has been due principally to dredging work for maintaining the channel through Gaillard Cut. This has regularly amounted to over one-half of the total costs for operation and maintenance. It has been practically twice as much during this fiscal year as during the same period of last year.

The "Handbook, Navigation Laws of the United States" contains all the law affecting seamen. It is arranged and indexed so that each feature may be found without trouble. The only book in existence that enables every seaman, ship-master, and ship's officer to know the law in every detail. James H. Barry Co., 1122 Mission St., S. F. Price, \$1. (Advt.)

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(Continued on Page 11.)



## Coast Seamen's Journal

Published Weekly at San Francisco

BY THE

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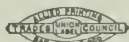
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### NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, MAY 31, 1916.

### ABOUT HOLD-UP GAMES.

Our esteemed contemporary, the New York Marine News, has been giving some fatherly advice to American ship-owners. Naturally, the Marine News sympathizes with the poor ship-owners who have been "held up" of late by numerous demands for higher wages. And in order to give a practical turn to its sympathy our contemporary passes out this bit of consoling counsel:

If ship-owners would realize that they could command the services of Americans in their ships' crews as cheaply as they obtain aliens, and gradually attract Americans into the forecastles of American ships, they would be doing the Nation a mighty good turn, and they would not add to their own expense an iota. Americans, as a rule, are not of the striking kind. Since the best men in the forecastles gravitate to officers' positions and command, alien-born even if naturalized citizens seem nowadays to be in the majority in high position on American ships. This will continue as long as aliens are the only occupants of our forecastles. To Americanize our American merchant marine, we have got to begin at the bottom, and the sooner owners realize it, and make provision for the necessary change, the sooner they will get the kind of men they want for crews of American ships, and the sooner they will be free from the ever-present menace of strikes and hold-ups for wage increases.

Yes, by all means, let us begin at the bottom in the forthcoming Americanization of our merchant marine. That is, indeed, a most praiseworthy suggestion.

But how, whence and where did this New York scribe arrive at the conclusion that native-born Americans will not, "as a rule," strike for living wages and decent conditions? Surely this is a studied insult and a most unwarranted reflection upon the character of native-born American workers. Since when does Americanism stand for the workers' meek submission to terms laid down by the employing class? A detailed reply to the foregoing query would certainly be appreciated.

With regard to the ever-present menace of strikes, etc., it is most respectfully submitted that there are two sides to the story.

If seamen's strikes and "hold-ups for wage increases" are to be stigmatized as a menace to ship-owners what shall we call those gentlemen's own little hold-up game

by which freights have been advanced since the war began as much as 900 per cent?

Will the editor of the Marine News kindly search the dictionary for some really expressive word?

### ANOTHER PLEA FOR SUBSIDY.

William Brown Meloney, of whose origin and sea service we have no record, has succeeded in persuading the Saturday Evening Post to print a most remarkable hodgepodge conglomeration of many untruths, some half truths and a few whole truths about the problems affecting the American merchant marine.

Poor Mr. Meloney. He hitches his star to every exploded and discarded contention made by the subsidy-grabbers of the past. He trots out that stale prize yarn about the Pacific Mail Steamship Company's "forced" retirement from the trade to the Orient. Yet nearly every schoolboy knows by this time that no greater bunko game was ever perpetrated upon the American people. Certainly, no one but the most unsophisticated land-lubber will swallow this curiously constructed paragraph without a shudder:

The provision requiring that no less than seventy-five per cent. of each department of a steamer's crew shall understand the language of their officers was what struck the flag in the Pacific.

As a matter of fact, the official language test held on the American steamship "China," at San Francisco, demonstrated quite conclusively that this particular provision of the law was not the criminal which "struck the flag." For the gallant steamship "China" still flies the Stars and Stripes, she is still in the trans-Pacific run and she still carries her Chinese crew.

Mr. Meloney admits that from 1905 to 1909 practically every maritime Nation, except America, responded "to the demands of the decade's quickened spirit of evolution" and "took account of the well-being of their sea laborers by the enactment and amendment of legislation governing their respective merchant marines." He concedes also that the La Follette Seamen's law did not in many respects give American seamen as much protection as has been accorded to the seamen of other nations. Yet, in the face of these facts, the remarkable Mr. Meloney demands the repeal of the La Follette law. He professes to be anxious "to sound a call that will draw Americans back to sea," and in the same breath he wants to repeal the only practical legislation which will in due time accomplish that very object without national gifts in the shape of subsidies. Really, it does seem as if Mr. Meloney is more concerned in creating pro ship subsidy sentiment than in the creation of an American-manned merchant marine.

A photo of the "shipping division" in the New York preparedness parade is at hand. Those who toil with their hands are most conspicuous by their absence. But there are plenty of well dressed, distinguished looking gentlemen with shiny silk plug hats. Among those prominently mentioned as being active in arranging matters for the parade were certain noted cheap labor advocates, champions of coolie crews, etc. It surely was "some" parade! "Preparedness for more profit." That was the real outstanding feature of this moving picture show.

### PREPAREDNESS PARADES.

The Waterfront Workers Federation of San Francisco and the Central Labor Councils of Seattle, Wash., and Portland, Ore., have each adopted ringing resolutions against the hysteria of preparedness and called upon all trade-unionists to refrain from participating in the so-called preparedness parades about to be staged in Western cities.

It is fortunate and certainly gratifying to note that there is no uncertainty in the attitude of the organized, thinking workers toward these sinister military demonstrations. Instead of dignifying so-called preparedness parades Labor proposes to hold peace parades.

This is as it should be.

Let the bankers, brokers and politicians monopolize the preparedness parades.

Labor refuses to be stampeded toward militarism in any form. This Nation may have foes abroad but some of its most deadly enemies are to be found right at home. They are the industrial vampires who undermine the Nation's vitality by cruel, merciless exploitation of labor. Special privilege, monopoly and greed are rampant. Starvation wages and long enervating hours of toil are imposed upon millions of American toilers, of whom one-third are poverty-stricken all the year around. So deplorable are conditions in the big industrial centers that nearly 20 per cent. of the Nation's school children are constantly under-fed and under-nourished, and the babies of the poor die three times as fast as those of the rich.

Is it any wonder then that organized labor refuses to be dragooned into military parades designed to intimidate some unknown foreign foe when the known foes of the Nation, who live among us, are brazenly taking the lead in those demonstrations?

### AN UNJUST INDICTMENT.

The JOURNAL is in receipt of the speech made by Frank Buchanan of Illinois in the House of Representatives in reply to charges of being connected with a conspiracy to incite strikes and to destroy plants making munitions for the Allies. These charges, it will be recalled, brought Mr. Buchanan before a Federal Grand Jury in New York City, and he was indicted as a plotter against the peace and welfare of his country.

Mr. Buchanan's speech presents strong evidence that he was most wrongfully accused in the indictment, which had its origin in false newspaper reports, mainly inspired by influences that desire to crush him politically as a representative of labor in Congress and to bring odium to his name as a traitor to his country.

In his own statement Mr. Buchanan gives good reasons for his support of a peace movement. Throughout life, he states, he has taken advantage of every opportunity to use his influence to perpetuate peace that the people might be able to make some progress on the road to the fellowship of man. When Mr. Buchanan found that the objects of the organization, of which he had been elected President, was being perverted from its original design he immediately resigned his office. He opposed all disloyal plans in the peace



propaganda. The meetings of the Labor Peace Council were always open to the public, and no effort was ever made to hide any of its proceedings. The JOURNAL's opinion is, from the facts presented by Mr. Buchanan, that the indictment against him was unwarranted and unjust, and we believe that should his case ever come to trial his exoneration from the charges will be complete.

British Columbia steamship owners, after lengthy and "careful" consideration, have finally conceded to pay part of the wage increases requested by their organized employees. No improvements in working conditions are conceded because, in the judgment of the ship-owners' spokesman, Captain Troup, "all feel that the time is very inopportune to ask for any advance at all." There is real sardonic humor in this statement. Every one knows that shipping was never more prosperous than at present. Everything that floats commands handsome profits. Freights are sky high and are still mounting above the clouds. But, somehow, the time to ask for a wage increase is still considered very "inopportune." When in the name of common sense will it become opportune? Wake up, you seafarers of British Columbia, and ask yourselves that question. And if you answer it right you will get busy strengthening and perfecting your union. Only through thorough organization will you be able to make times opportune to ask for "more." Are you doing your full share in that work?

The leading passenger steamship lines at Chicago have signed agreements with the Lake Seamen's Union and the Marine Firemen, Oilers and Watertenders' Union of the Great Lakes. The agreements cover the season of 1916 and provide for the regular union scale as well as for Union recognition. Among the companies which signed up are the following well-known lines: Goodrich Transportation Co., Northern Michigan Transportation Co., South Haven Steamship Co., and the Graham & Morton Transportation Co. Generally speaking, the situation along the chain of Lakes was never more promising. At any rate, the Seamen's (H)elfare plan, fathered by the steel trust is utterly and hopelessly discredited.

At the time of going to press there are some indications of a general strike to be called on June 1 by the organized Pacific Coast longshoremen for the enforcement of their new wage and working schedule. There may also be a tie-up of California river traffic unless the modest increase in wages demanded by the Bay and River Steamboatmen is conceded on the morning of June 1.

The Central Labor Union of Norfolk, Va., and vicinity has unanimously adopted resolutions protesting against any amendment to the Seamen's Act, and urging the President of the United States to enforce the law "to the end that safety for human life at sea and justice to seamen may obtain."

The reformer who cites the past only to condemn it resembles the navigator who should attempt to shape a course without knowledge of the time at first meridian. Both are bound to be very much "at sea" in the end.

## "PREPAREDNESS" AND COMPANY.

The United Mine Workers' Journal Dissects the Fake Patriotism of the Preparedness Brigade.

The Indianapolis Chamber of Commerce at a recent meeting went on record as favoring the policy of placing this country on a war-footing; in favor of creating an army that could cope with any of the great military machines that are now trying the issue of their comparative effectiveness in Europe, and a navy as powerful as any on the high seas.

Had this body then adjourned we might have differed with the policies they had endorsed, but we might also have believed that their decisions were only an expression of what they believed was the best interests of the people of the country.

But other matters came up for discussion, and as a result of their deliberations their appeal to Congress and the National Government included, first, war preparedness; second, the emasculation, or repeal of the La Follette Seamen's Act; third, the defeat of the Keating-Owen Anti-Child Labor bill, which passed the House of Representatives by an overwhelming majority, but which the interests affected, and those who generally work with and for them, hope to smother in committee, talk to death, or definitely defeat by a vote in the United States Senate.

To us, the two latter demands of this body of business men, in a way explain their anxiety for a great military power, and also preclude the possibility that they were actuated by any motives except the belief that a powerful army and navy would be acceptable to them inasmuch as it would insure protection in the collection of dividends, interest and profits.

The dollar, as the first consideration, often has the result of hiding the perspective, or else the Indianapolis business men might have realized that the first necessity in order to build a really effective navy is the upbuilding of a real American merchant marine. And that does not mean vessels under American registry that are manned exclusively by Lascars, Japs and Chinamen; representatives of that "yellow peril" with which those who favor extension of military and naval power seek to frighten us into acquiescence in their schemes. All history points to the fact that the people who have become powerful on the seas attained that power because of the fact that many of the citizens of that particular country followed the sea as a calling in times of peace.

The La Follette Seamen's Act was enacted because it was possible to demonstrate the fact that the conditions under old laws, or lack of law, had driven the American sailor from the deep seas. Because it was made plain that a sailor under the old system was denied the right of disposing of his own labor power, or withholding the same if he so desired. That in effect, a sailor at sea or in port, was only considered as the property of the shipowners; was traded in and disposed of like any other commodity; and that the title to this human property was recognized by American law, in contravention to the provisions of the Constitution; and, that as a result, the American sailor had disappeared, that Orientals manned the so-called American merchant marine except in coastwise trade, and were fast driving the American seaman from the latter and from the Great Lakes.

And so we are led to believe that it is not the American, but the American dollar, that the money patriots seek to conserve with their program of "preparedness."

And because the action of the Indianapolis Chamber of Commerce is typical of all like bodies, their demand for the defeat of the broad, far-seeing, humane anti-child labor law, now pending before the Senate, should be considered in conjunction with their demand for war preparedness as evidence that the conservation of the American home never entered into their consideration.

Be it understood that, in Indiana, because of the insistence of representatives of organized labor, there are comparatively fair laws on the statutes of that State prohibiting the exploitation of children. And ever, when we demand improvements of those laws, when we demand maximum hours and minimum wage laws for women and minors, the representatives of business quote the competition of States where there is no restriction to the exploitation of children, the backward States that the Keating-Owen bill, if enacted, would affect.

It is evident to us that the horrible conditions that obtain in the child-slave pens of the South is only considered by the Northern business men with envy. That they seek to conserve such conditions in the hope that some day they also might be able to exhaust the human resources, cheaply, and wastefully, and extremely early.

Demand for war preparedness, when coupled with demands for continuation of child exploitation and slavery on the sea, well merits the suspicion of the working class; looks very much like this: "Preparedness" is intended to make secure the dividend hunters against the demands of those who believe that the people of the country have rights that must not be sacrificed in the interests of more profits.—United Mine Workers' Journal.

## OFFICIAL.

### SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., May 29, 1916. Regular weekly meeting came to order at 7 p. m., Ed. Andersen presiding. Secretary reported shipping fair.

NOTICE: Members are cautioned not to quit work in response to unauthorized and irresponsible demands. If the Union should vote to go on a sympathetic strike with other workers prompt notice will be served upon all by the duly authorized agents of the Union.

JOHN H. TENNISON, Secretary pro tem. Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., May 22, 1916. No meeting. Shipping fair, prospects uncertain.

REGINALD TOWNSEND, Agent. Room 11, De Cosmos Block, 1424 Government St.

Victoria, B. C., May 22, 1916. Shipping fair, prospects uncertain. W. S. BURNS, Agent. 213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, May 22, 1916. No meeting; no quorum. Shipping medium; prospects uncertain; men scarce.

H. L. PETTERSON, Agent. 2218 North 30th St. Tel. Main 808.

Seattle Agency, May 22, 1916. Shipping medium.

P. B. GILL, Agent. 84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, May 22, 1916. Shipping good in offshore vessels; prospects uncertain.

J. PEARSON, Agent. P. O. Box 6. Tel. Main 557.

Portland Agency, May 22, 1916. Shipping good; prospects fair.

JACK ROSEN, Agent. 44 Union Ave. North. Tel. East 4912.

Eureka Agency, May 22, 1916. Shipping fair; prospects uncertain.

OTTO DITTMAR, Agent. 227 First St. P. O. Box 64. Tel. 159.

San Pedro Agency, May 22, 1916. Shipping fair, prospects uncertain.

HARRY OHLSEN, Agent. 128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, May 15, 1916. Shipping medium; prospects uncertain.

JACK EDWARDSON, Agent. P. O. Box 314. Tel. 2526.

### MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., May 25, 1916. Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping slow; plenty of cooks ashore.

EUGENE STEIDLE, Secretary. 42 Market St. Phone Kearny 5955.

Seattle Agency, May 18, 1916. No meeting. Shipping slow.

LEONARD NORKGAUER, Agent. Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

Portland Agency, May 22, 1916. Shipping medium; very few members ashore.

THOMAS BAKER, Agent. 89 Second St. N. Phone Broadway 2306.

### DIED.

Fred Danklef, No. 10, a native of Germany, age 63, died at San Francisco, Cal., May 20, 1916.

Anton Larsen, No. 135, a native of Sweden, age 45, died at San Pedro, Cal., May 3, 1916.

The following members have been reported drowned in the wreck of the steamer "Roanoke," May 9, 1916:

Chas. J. Green, No. 960, a native of California, age 26.

John Linehan, No. 30, a native of Ireland, age 50.

Peter W. Backman, No. 1616, a native of Russia, age 34.

Anton Haug, No. 2384, a native of Norway, age 24.

P. A. J. Jensen, No. 2080, a native of Denmark, age 29.

Nils L. Olsson, No. 787, a native of Sweden, age 49.

Bernhard Schmidt, No. 2721, a native of Germany, age 27.

John Paul Perkins, No. 1531, a native of Germany, age 30.

Chas. Earl Boyard, No. 1856, a native of Finland, age 36.

Joseph Erickson, No. 922, a native of Sweden, age 34.

S. Hansen, No. 2385, a native of Denmark, age 30.



### THE CRUISE OF THE "MÖWE."

Two seamen, members of the Danish Seamen's Union, who recently returned to their native country, relate the following story of their capture by the German commerce destroyer "Möwe," and their experience on board that vessel.

The account was published in "Ny Tid," organ of the Danish Sailors' Union:

We shipped in Hull in the English steamer "Saxon Prince," for a voyage to Buenos Aires, thence to North America to load wheat for England. The crew was composed of thirty-four men. The outward voyage was uneventful, but on our homeward passage when about 600 miles from our destination, Friday, February 25, 6:20 a. m., we encountered a steamer that flew the code signals M. N. signifying "heave to," and at the same time fired a shot across our bow. In a moment the rail of the stranger from fore-castle head to the bridge midship was lowered down displaying two cannons. A couple of boats were lowered, manned by marines, and came alongside our ship. The officer in charge gave us orders to gather our belongings together and get into the boats. He did not, however, give us time to pack up, but ordered us over the side as we stood.

In the meantime the marines opened the hatches, placed some bombs in the hold and hung the fuses over the ship's side. We had no sooner got clear the side, before a violent explosion took place on board the "Saxon Prince," and in a few minutes she sank.

Coming on board the enemy ship, we learned that she was the German commerce destroyer "Möwe." We were mustered on deck, where our names and nationalities were examined into. It was found that of the crew of thirty-four, seven belonged to neutral countries, namely, three from Denmark, one from Norway, one from Sweden, one Hollander and one American.

A white ribbon was tied around one arm, and we were assigned "neutral" quarters in the hold.

Among the prisoners there were 88 whites and 108 colored people. A sharp watch was constantly kept over the prisoners, but they were treated courteously and considerately. Their food, however, was not as good as that given us neutrals. The prisoners were permitted on deck two hours each day, but always accompanied by armed guards.

Of the prisoners two were army captains from Africa, four merchant shipmasters and two officers and eight British marine soldiers. The two officers and the soldiers were captured on board the steamship "Appam"; they being on their way home on furlough.

We neutrals were well treated by the Germans; and we were shown every consideration. We spoke German, Danish or English according to circumstances. Among the German crew were two from Schleswig-Holstein, to whom we spoke Danish.

After the "Saxon Prince" had been blown up, the "Möwe" laid her course northward. The Swedish merchant flag was hoisted and the Swedish colors were also painted on the ship's side. The smoke-stack was painted yellow.

The same day we met a number of steamers and sailing vessels, but the "Möwe" passed by them all in her guise as a peaceable Swedish merchantman.

None of them suspected that behind the rail were seven guns and two torpedo tubes. At night we sailed with all lights out, even the side lights were doused.

After steaming five days in a northerly direction the course was changed and we now headed southward. After eight days we were in sight of Hanstholm light. From there we steered westward in the North Sea for a couple of days. Saturday, March 4, we came in sight of Helgoland and the German fleet. As soon as the "Möwe" was sighted by the warships they came steaming out to meet her and under thundering hurrahs from the crews we passed the entire fleet.

We from neutral countries were permitted to move freely about the "Möwe." Only during two hours when the crew was at drill, we had to stay below.

All the prisoners received life preservers, and we neutrals were informed that if the "Möwe" should engage in battle we must not come on deck, and if it should happen that the ship was sunk, care would be taken that we should be placed in the lifeboats first. But if any of the prisoners of war should attempt to go into the boats they would be shot.

On our arrival at Wilhelmshaven, we were quartered in the artillery barracks. Ten days later we neutrals were taken in charge of detectives and transferred to Bremen and turned over to the consuls of our respective countries.

### THE SPEEDING-UP SYSTEM.

(From Committee on Industrial Relations.)

The most important legislative battle now being waged by the organized labor movement of the country is in a critical stage.

Unless those on the firing line are supported whole-heartedly and with energy, it will result in a victory for the interests that profit from industrial tyranny, from a system that leaves the wage-earner helpless to protest while his health and energy,—all he has in the world,—are sacrificed in the race for profits.

The discredited National Association of Manufacturers are rallying every conscienceless board of trade and chamber of commerce in the country to defeat the Tavenner bill, prohibiting the use of the stop watch, the gag, the shackle and the lash on labor employed in arsenals, navy yards and gun factories.

If the crew headed by James A. Emery can establish these inhuman practices in Government plants, they will point to the United States Government as approving the Taylor and other schemes of "scientific management," thereby gaining a material advantage in their campaign to introduce these schemes universally into private plants.

Labor's fight against the Taylor system is made extremely difficult because so many liberal-minded men fail to understand the menace concealed in this plausible scheme to "economize energy" and increase production.

The Commission on Industrial Relations spent thousands of dollars in an investigation of "scientific management." The conclusions reached by disinterested investigators and students should be read by any man who doubts that these so-called systems are today the gravest danger facing the workers in their struggle for freedom

and well-being. Briefly, the Commission found:

(1) That the cardinal principle of "scientific management" is the pitting of each workman against the fellow workman at his side in a race for greater and greater output per minute and hour and day.

(2) That constant dread of discharge is deliberately implanted in every worker's mind in order to drive him forward at top speed.

(3) That this killing competition of worker against worker is the most efficient scheme ever devised to break down organization among employees by creating interests that are not common, but absolutely the reverse of common.

(4) That it is a fact, proved over and over again, that employers operating under scientific management reduce the basic rate of pay to about that prevailing before the system was introduced, as soon as they have speeded up their employees to the point where the latter are earning more than the prevailing rate of wages, as a result of their increased speed and productiveness. In other words, the worker's share of their increased production is taken away from them as soon as the standard has been set and the employers have demonstrated that the increased rate is possible.

(5) After the basic rate has been reduced, the employee must keep up the same nerve-racking race, or he will not receive even the lower rate.

In the words of Andrew Furuseth, "they will scrap the whole human race unless some power stops them."

If organized labor had established its right to exist and were strong enough to take an equal voice in administering so-called scientific management systems, it might be a different story. But with labor already fighting against odds for the right to organize, the net result of the Taylor system, if generally adopted, would be simply to destroy unionism and leave the workers helpless.

If society loses any advantage from the rejection of stop watch methods, the blame must be laid where it belongs,—on an organization of industry directed solely to the piling up of private profits, with utter disregard for the welfare either of wage-earners or of society.

The House Committee on Labor has recommended that the Tavenner bill prohibiting the stop watch be passed. The vote in the lower House may come at any time. Letters to Congressmen and Senators will help. They should be sent at once. Telegrams are still better.

### NORWEGIAN FISHERIES.

During the past winter season the fisheries on the west coast of Norway have enjoyed an extraordinary measure of prosperity, and enormous catches have been made. From the ports of Hangesund and Bergen it is reported that the fishing boats, which, throughout the entire season, have numbered several thousands, have invariably returned to port with full cargoes of herrings, caught chiefly on the west coast, while farther north cod fishing has been in progress since January. Owing to the fact that exceptionally high prices are being realized at present, large quantities being required for export, the fishermen have reaped enormous profits, and it is stated that the conditions of this industry have never been more flourishing. The value of the herring fisheries alone in the spring, is estimated at about 50,000,000 kroner and that of the cod fisheries at about 35,000,000 kroner. It is stated that it is 25 years since the fisheries along the Norwegian coast have obtained such splendid results.

Insanity costs every inhabitant in the United States \$1 per year.

Demand the union label upon all purchases!



**"FRIGHTFULNESS."**

It may be an offense to all sound morality and a shock to right-thinking people to maintain that a policy of "frightfulness" is effective, but it would be impossible to prove that it isn't. If beliefs are to be judged by actions, all the moral and right-thinking people in the world are profound believers in this policy of "frightfulness," though, with the exception of the German militarists, they all disclaim the word and substitute some less ominous sounding phrase or term, such as "just punishment," dealing out "justice" or "restoring order." But all these things are essentially the same and materialize in the same way. The real objection to "frightfulness" is in the name itself; by any other name it sounds much better to the operators, even if it is no sweeter to the victims.

After some twenty months' excoriation of German "frightfulness" the British have given a similar exhibition with the leaders of the Irish revolt. At least the Germans recognize it as such, and they ought to know, as they originally coined the word. The Irish—or some of them—agree with the Germans on this matter, and their spokesmen are now assuring all and sundry that the act is certain to bring about stern retribution, either now or later on. That the British policy of "frightfulness" is bound to act as a boomerang and recoil upon the heads of the perpetrators.

It may be so, but it is impossible to prove, and history gives little warrant for the assumption; or, rather, there is about as much proof for one opinion as for the other. If the policy of "frightfulness" really brought these results as a certainty, Ireland would have been free long ago, for this British policy toward Ireland has been in operation for 700 years, according to Irish accounts. However, on the other side it can be asserted, without fear of positive disproof, that the retribution has only been delayed.

If it really is true, it certainly works with extraordinary slowness. If "frightfulness" brought retribution within any reasonable time, not a single one of the great nations would now be in existence—all would have been wiped out for their sins of "frightfulness." England, for its treatment of Ireland; France, for the Revolution and the Commune; Russia, for the persecution of the Jews; Spain, for the Inquisition, and even the United States might have to give an accounting for "Hell Roaring Jake Smith" and the water-cure in the Philippines. As for Germany—well, what need to recount her ancient history? Her greatest offense, perhaps, consists in calling the thing such an immoral name as "frightfulness."

Perhaps the British Government was, as its critics tell us, infinitely stupid in shooting these men; more stupid even than the German Government in sinking the Lusitania, shooting Edith Cavell, and throwing Zeppelin bombs on harmless Sunday school picnics. But we haven't noticed that as yet, at any rate, the Germans are paying any particular penalty for these alleged acts of "frightfulness." Perhaps they may by and bye, but that isn't at all sure. And to prove the act of the British Government in shooting the Irish leaders was any more stupid than the act that brought these leaders to the firing squad is at present impossible.

Possibly all "frightfulness" is stupid, and it may be, also, that as all peoples indulge and have indulged in it, its retributive effects are stultified all round. But, under present conditions, the threat of retribution seems to

be little more than the consoling satisfaction that the weak always indulge in, of threatening the strong with words when no other recourse is left them.—New York Call.

**THE ISLE OF MAN.**

A further illustration of the far-reaching effect of the war in Europe is afforded by the present position in the Isle of Man. The Isle of Man, with its long history, its separate constitution, its time-honored customs and privileges, has been chiefly noticeable, in recent years, as a holiday resort of almost overwhelming popularity. In normal times, from June to September, the boats from Liverpool, Heysham, Glasgow and other ports are crowded with holiday-makers, either going or returning. During the season, however, which is just coming to a close, there has been none of this. The long rows of boarding houses, looking out over Douglas Bay, most of which announce, in letters very visible, the name of the landlady and the town she comes from, have been drearily empty all summer. Many of these houses never opened their doors. Only two places of amusement amongst the larger houses, have been open to the public; most of the cross-channel boats have gone to war, and of the "fun of the fair" there has been none.

The one solitary exception to all this has been the town of Peel. Peel has a concentration camp for interned Germans. The camp has brought a large number of workmen and guards and their families, and these, in some measure, make up for lost visitors. But prisoners, even if only interned prisoners, in well-kept camps, and in the happiest conditions possible under the circumstances, make a sorry substitute for holiday-makers, and so the Manxman, although he accepts the situation philosophically, begins to cast round for some way of solving the problem. Many plans have been proposed, and it is quite generally recognized that, in some way, the islanders must be helped to meet a situation which is quite exceptional in difficulty, even in times of difficulty. One question, always hovering on the horizon of Manx politics, and sometimes mounting well up into the political heavens, is the great question of "annexation" by the United Kingdom. The policy has its vigorous advocates and its vigorous opponents. The proximity of the island to England and the enormous incursion of travelers and employes during the holidays make it difficult to maintain, in an efficient manner, legislation on different lines from the United Kingdom. It is, moreover, maintained that the separate constitution is expensive to keep up and exists only for the purpose of copying social legislation, already introduced by the imperial government. On the other hand, those in favor of preserving the status quo, insist that home rule has many advantages, and point, amongst other things, to the fact that, in the Isle of Man, the suffrage question is finally settled, and that women have the vote.

We are apt to credit with too much virtue the maxim that "all government rests upon physical force." No amount of force can for long maintain government in opposition to the will of the people; no force is required to maintain government in accord with that will.

**NOTICE TO SEAMEN.****IMPORTANT.**

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,  
V. A. OLANDER, Secretary.

**LAKE DISTRICT, I. S. U. of A.****HEADQUARTERS:****LAKE SEAMEN'S UNION,**

570 West Lake Street, Chicago, Ill.

**BRANCHES AND AGENCIES:**

BUFFALO, N. Y.....55 Main Street  
Telephone Seneca 936 R.  
CLEVELAND, O.....1401 W. Ninth Street  
Telephone Bell Main 1842.  
MILWAUKEE, WIS.....133 Clinton Street  
Telephone South 240.  
ASHTABULA, O.....21 High Street  
Telephone 552.  
NORTH TONAWANDA, N. Y.....152 Main Street  
Telephone Bell 2762.  
DETROIT, MICH.....15 Twelfth Street  
Telephone 3724.  
SUPERIOR, WIS.....1721 N. Third Street  
Telephone, New, Broad 385.  
BAY CITY, MICH.....108 Fifth Avenue  
OGDENSBURG, N. Y.....70 Isabella Street  
CONNEAUT, O.....922 Day Street  
SOUTH CHICAGO, ILL.....9142 Mackinaw Avenue  
PORT HURON, MICH.....517 Water Street  
ERIE, PA.....107 E. Third Street

**MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.****HEADQUARTERS:**

71 Main Street, Buffalo, N. Y.  
Telephone Seneca 48.

**BRANCHES:**

CLEVELAND, O.....1185 W. Eleventh Street  
CHICAGO, ILL.....406 N. Clark Street  
MILWAUKEE, WIS.....151 Reed Street  
DETROIT, MICH.....27 Jefferson Ave., East  
SUPERIOR, WIS.....1814 Fourth Street  
OGDENSBURG, N. Y.....70 Isabella Street  
BAY CITY, MICH.....108 Fifth Avenue

**MARINE COOKS AND STEWARDS' UNION.****HEADQUARTERS:**

406 N. Clark St., Chicago, Ill.  
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## WEEKLY NEWS LETTER.

(Continued from Page 3.)

New Jersey; Chicago, Terre Haute & Southeastern; Grand Trunk; Louisville & Nashville; Michigan Central; Missouri, Kansas & Texas, and the Sierra Railway.

Tables prepared by the Interstate Commerce Commission show that the revenue from private cars handled free during the year 1913 on only 88 roads would, at tariff rates, amount to \$644,250.79. Wives and other relatives of railroad officials have been given the free use of these cars, and to illustrate the extent to which this evil has grown it is shown that in one instance two special trains were furnished free to the widow of a former director. The tariff rate for this service is \$3466. The wife and daughter of the president of that company enjoyed in a single year free transportation in private cars for nine trips. The tariff rate is \$3577.

Private cars are insisted on by officials, even though a road is bankrupt and in need of motive power and other equipment. Within the last few days the Clover Leaf Railroad, which is in the hands of the courts, has been given permission to purchase a private car for Walter L. Ross, receiver, at a cost of \$31,300.

These practices, which are among the many denounced by the Interstate Commerce Commission, are compared by the railroad train service men with their demand for an eight-hour day. They say that "more than enough money is wasted by inefficient operation to make up the comparatively small sum it might cost the roads to better the working conditions of their employees."

## Radicalism—What Is It?

Webster defines radical as pertaining to the root or origin; also, in modern politics, a person who advocates a radical reform. Nothing particularly bad in this, is there? The world would be better by far if more people went to the bottom of social questions before forming and giving their opinions as to the proper way to make conditions better for the whole people. One cause of misunderstanding is that some people hear what seems to them radical reforms advocated, and without taking the time to go to the bottom of the question, they condemn it and the one who advocates it, while, if they did investigate, they would, within themselves, admit that it is best for the masses of people—they might not wish to see it made effective because of a belief that it would interfere with their financial, political or religious position, which they wish to maintain. This is purely a selfish reason, however, and in the end what benefits the great majority ultimately benefits every individual. Nothing but good can ever result from going to the root or cause of anything, of any question. Any reform offered that is not good for the majority will not be accepted, or if accepted, will not be long maintained if the majority understand—if they study the causes. True education is radicalism. This is the reason some of the selfish big interests do not want the whole truth taught to the common people—to the masses. They know that study will result in radical changes in social affairs which will mean less of power to the few and more of power to the many—will result in

greater equality in all ways. The workers generally are seeking the root, or origin, or cause of all things—they are becoming radical, not destructive, but constructive.—Ex.

## Trade Union Finances.

As a business institution advances and gains in power and influence, more money is required for running expenses, and that money, as a rule, is freely forthcoming on the principle that the larger the investment the larger will be the net returns. With labor unions, however, that principle does not seem to apply, at least if we are to judge by the attitude of many union men.

To their minds, the larger and more influential a labor organization becomes the lower should the running expenses be. They combat every attempt to increase the per capita tax on the assumption that such is not really necessary and that an organization of, for instance, 250,000 members can be run on the same monetary basis as a union of 50,000 or less.

On such a basis they expect benefits entirely out of proportion to the per capita tax paid. They expect strikes to be financed, elaborate organizing campaigns undertaken, and the business of the organization conducted on the most approved, up-to-date lines. Some there are who expect much more but they never stop to figure out by what means such a financial miracle can be performed with the resources available.

These members do not realize that the spread of democracy and the demands of the industrial system of to-day have placed greater responsibilities upon the labor unions and exact more from them. The unions have to meet conditions that were unheard of in the past, administration expenses are much greater and strikes cost thousands where hundreds sufficed in former years.

It goes without saying, of course, that the prime asset of a labor union lies in a strong membership, unitedly striving toward the end for which they are organized, but nevertheless, without a strong treasury to back them up and make their influence felt, numerical power counts for much less than it might. Adequate finances are essential if advances are to be made and the gains obtained in the past defended.

In order to gain results to-day we must put our organizations on a sound financial basis. A labor organization in order to forge ahead must be efficiently equipped to fight its battles; to allow it to be handicapped for want of funds, while the members are enjoying the fruits of organization in higher wages and better working conditions, is a suicidal policy. Cheapness of that kind is in no sense economy, and is dear in the long run.

If the American labor movement is to fulfill its mission in the future, trade-union members must revise their attitude on the question of high dues. We must gain something of the viewpoint of the manufacturer or merchant who is enterprising enough to put more money into his business to protect what he has and to reach out for more. We must realize that in order to receive the full benefits of our trade affiliation it is necessary for us to give as heartily and as freely as our resources will permit. We must adjust ourselves to the fact that a proportion of the large sums gained in wage increases will

have to be added to the union treasury if we desire to retain the advantages we have gained.—The Carpenter.

## Wages are too Low.

While 5 and 10 per cent. wage increases, announced in certain industries, have been pointed to as indicative of the "unparalleled prosperity of American workers," if these wage increases were applied to every toiler, the rates would still be too low, according to this authoritative statement issued by the United States Public Health Service, in its bulletin No. 76:

"Without taking into consideration the loss of working time for any cause, it has been found that during recent years in the principal industries of the United States, between one-fourth and one-third of the male workers of approximately 18 years of age and over earned less than \$10 a week, from two-thirds to three-fourths earned less than \$15, and only about one-tenth earned more than \$20 a week. In textile manufacturing and some other industries the wage level was much lower. Native-born and older immigrant workers from Great Britain and northern Europe earned somewhat higher weekly wages than did the newer immigrant workers from southern and eastern Europe. The wages of women workers were considerably lower than those of men. From two-thirds to three-fourths of women workers in factories, stores, laundries, and in industrial occupations generally worked at wages of less than \$8 a week. Approximately one-fifth earned less than \$4 and nearly one-half earned less than \$6 a week."

## Limits Power of Guards.

Continued agitation by New York trade unionists against strike guards has resulted in Police Commissioner Woods defining the powers of these private policemen. In a letter to President Schlesinger of the International Ladies' Garment Workers' Union, the police official says:

"You ask me to define the status of the 'private guard' under the law. I have been advised by the corporation counsel that private guards or detectives or watchmen employed in times of lockout or strikes have no more power under the law than private citizens have. It must be remembered, however, that a private person has the power of arrest for any crime, felony or misdemeanor, committed or attempted in his presence; and also has the power to arrest any one who has committed a felony, even though not in his presence. Such guards have no power to carry revolvers, unless they have a permit from competent authority."

Napoleon's favorite residence, the Palazzo dei Mulini, on the Island of Elba, has been placed at the disposal of about 160 interned Austrian officers. To while away the time they have set themselves to embellish the garden belonging to the mansion, contributing ten lire each to the purchase of choice plants. Meals are served in Napoleon's handsome ballroom, from which there is a magnificent view over the town of Portoferraio, the surrounding country and the sea. The officials are well supplied with money from Austria, and they have provided themselves with numerous luxuries, including a piano.



## EARTH AND MANKIND.

It may not be impossible with the help of geology to reconstruct (writes A. H. T. Clarke, in the "New York American") a map of the original condition of our globe. Everything in nature argues design. As we ascend from the mollusc of the pre-Cambrian formation we are led by slow and steady steps through the fish and amphibians of the next age, the birds and smaller mammals succeeded by the larger mammals of the Tertiary era, till in the fourth and last epoch of the series man makes his appearance.

How admirably does every stage prepare for its successor! How completely is the animal kingdom linked together in orderly succession in the ascending series! A chemical affinity unites in some respect even the minerals with man. And as each other of the series arrives upon the predestined scene of its activity it carries with it some "reminiscence" of the stage that is past or some "prophetic echo" of that to come.

To the world of waters succeeds a world of vegetation for the amphibians' life. To the world of ferns and plants succeeds, before the arrival of the birds, the kingdom of the fir, the cypress, and the palm. By the monsters of the primitive times the world was bruised and beaten into shape for the smaller animals that were to follow.

That world was very different from our own. Nearly all that now is land was then water. And much that is now water once was land. And when the reptile hosts were lords of the creation a mild equable temperature diffused itself over the globe; while between the extreme northern and southern continents weltered a waste of waters, of which the Mediterranean and Caspian are the shrunken relics.

But other forces, those of climatic change, were at work breaking up the hard crust of that rough earth for man's future home. Before the arrival of the greater mammals an Ice Age intervened and covered Atlas and Lebanon with perpetual snow. And this was succeeded in Miocene times by the Flood of the Loess, which altered the foreshore of North Africa, parted our islands from the mainland of Europe, and closed the Tertiary period before the coming of man.

Philology and mythology alike point to Central Asia as the original cradle of our race. Passing southward the great world-builders came by way of Chaldea about 4000 B. C. They were in Egypt and in Crete and Canaan by 3500, leaving behind them in stone and pottery and fresco traces of their high civilization. The Pyramids of the Fourth Dynasty in Egypt, and the excavations in the Sinaitic mines prove that bronze, though known, was despised by a generation that could rear such memorials without it, and even shave (as some fellahin do still) with razors of stone.

The bolder spirits became pioneers in the wild west. The skulls and skeletons of Tilbury and Galley Hill, of Neanderthal and Spy, and of Gibraltar, prove that in western Europe men were found of short and sturdy build, of massive brain and heavy jaw, to contest with the bear and tiger their domains, in some of which they have left behind them drawings of the

elk and mastodon which they had driven from their homes.

By 2000 B. C. there was bronze found in Britain. In 700 a short, thick-set race of strangers from the Alps were known to cross the Tweed. The reindeer then roamed, as it did late into historic times, as far south as the Pyrenees and the Rhine. The mammoth and the rhinoceros ranged over Europe and Asia from London to Siberia and Hindustan. And we know from the monuments that the elephant and lion were in the days of Thothmes and Nebuchadnezzar hunted as much by the Tigris as by the Nile.

Thus have the marvels of geology, aided by the sister sciences, unfolded to us the gradual preparation of the world for man. For some millions of years has the globe been preparing for his advent. For some thousands only can we trace his appearance since the Tertiary era closed!

But from the first occur chasms in the series of ascending stages which warn us that life upon this planet is not self-sustained. And if geology disclose breaks in her apparently uniform countenance—just as the uniformity of history is interrupted by miracles which herald and attest the coming of the Son of God—if the occurrence of what scientists call "sport" seem to interfere with the mechanical evolution of species—if the presence of genius prove the superiority of mind to matter—if the world of spirits have at last been allowed to be not explained by the world of sense-perceptions—then the divine faculty of speech in man—nay, of conscience, reason—will, must forever separate him from the brute.

## THE LABOR GROUP IN CONGRESS.

A great writer says: "Those who are not virile enough to take public action are inevitably condemned to be its pawns."

Whether labor is to continue to be the pawn of politicians and the special interests that now control them is up to labor itself.

The eighteen union men forming the "labor group" in Congress have shown what can be done. Reactionary employers and exploiting interests have always recognized the importance of electing Congressmen who will vote and fight for their interests.

There are not enough labor men in Congress. To-day many bills to strengthen the power of the few over the many are before Congress, and in danger of being passed.

Those eighteen union men on the firing line in Congress need your help.

Organized labor in every district in the United States surely possesses one tried and true representative who is qualified to stand for nomination and election to Congress as a real spokesman of the people.

Will labor find such men, get them into the race, and stand behind them?

Or will it continue to play into the hands of any plausible politician who comes along?

If labor makes the most of its opportunities, there will be fifty men instead of eighteen in the labor group at the next session.

For fair products of all kinds consult the JOURNAL'S ad columns.

## Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

## International Seamen's Union of America

(Continued from Page 5.)

## MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

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## MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

## Headquarters:

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## Branches:

SEATTLE, Wash., Room No. 203, Grand Trunk Dock. P. O. Box 214.

PORTLAND, Ore., 89 Second St. N.

SAN PEDRO, Cal., P. O. Box 54.

## ALASKA FISHERMEN'S UNION.

## Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

## Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

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SEATTLE, WASH., 84 Seneca St.

## Branches:

VANCOUVER (B. C.), Canada, 437 Gore Ave.

PRINCE RUPERT (B. C.), Canada, P. O. Box 968.

## UNITED FISHERMEN OF THE PACIFIC.

ASTORIA, OREGON, P. O. Box 138.

## The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia  
29 ERSKINE STREET, SYDNEY, N. S. W.



## Labor News.

The Clarence Cottman Company of Baltimore has signed the agreement of Longshoremen's Unions Nos. 829 and 858.

The Typographical Union of Jersey City, N. J., has signed a five years' agreement with the newspaper publishers of that city. For the first two years wages are increased from \$27 to \$28.50 a week; for the third year, \$29 will be paid, and beginning the fourth year and during the life of the contract, \$30. Arbitration provisions are inserted in the contract.

Members of a so-called Canadian National Bookbinders' Union have joined the bona fide organization, affiliated to the American Federation of Labor. A division has existed for nearly ten years, but these workers have agreed that the theory of dividing workers in the United States and Canada into two national camps is wrong. Prominent trade unionists in Toronto, including A. F. of L. Organizer Flett, assisted in smoothing out all differences.

Intolerable conditions at the factory of the United States Broom and Brush Company in Chicago has forced girls on strike. These employees took the places of other girls, who struck a year ago. It is stated that wages paid by this concern are 50 per cent. less than the union rates and that it is the only broom factory in the country that employs females. While the previous strike was in progress the foreman was brought into the morals court on complaint of girls and fined.

Four strike guards employed by the Webster Manufacturing Company at Tiffin, Ohio, have been arrested in connection with the killing of Albert Latona, a striker, and the wounding of two other persons. As a result of the assault by these thugs 700 employees, who have heretofore refused to strike, have joined the union iron molders, who are attempting to enforce a shorter work day demand. The company declined to confer with its iron molders and imported strikebreakers and guards. The city is in a ferment as a result.

While the average anti-union employer attempts to conceal his antagonism to labor organizations by professing faith in what he terms "the open shop," the Sioux City (Iowa) Brick and Tile Company has thrown off the mask and is compelling every applicant for work to sign the following: "I make it a condition on coming back to the Sioux City Brick and Tile Company that I am not affiliated with any brickmakers' union and I am not contemplating joining one without first consulting with the Sioux City Brick and Tile Company's officials."

The Rubber Workers' Union of East Palestine, Ohio, affiliated to the American Federation of Labor, has secured an agreement with the McGraw Rubber Company and the strike at that plant is at an end. Wages are increased 15 per cent. and all time lost over 15 minutes shall be paid for at the rate of 40 cents an hour. The company will keep tools in shape, all employees are reinstated in their former positions, no discrimination because of union affiliation, and grievances are to be adjusted by a committee representing the union and the company.

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## Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

|                      |                     |
|----------------------|---------------------|
| Abrahamsen, John     | Laine, A. V.        |
| Andersen, And.       | Larsen, Nels        |
| Anderson, J. -1048   | Leonard, Geo.       |
| Anderson, Alf. -1638 | Le Meus, Aug.       |
| Anderson, K. E.      | Mathison, Nils      |
| Ackerson, A. R.      | Macfarlane, Jas.    |
| Augustin, Herman     | Madsen, Brynolf     |
| Backman, Thorsten    | Mostad, Leonard     |
| Bekker, G. J.        | Morrison, James     |
| Bjerke, Ole          | Mynkmeier, H.       |
| Caleen, A.           | Naro, H.            |
| Christoffersen, John | Nelson, A. W.       |
| Cottingham, F.       | Nielsen, Estwan     |
| Connouton, T. H.     | Ness, John          |
| Doran, Eugene        | Nilson, H. P. L.    |
| Duncan, Geo.         | Nygard, Oluf        |
| Eaton, I. N.         | Nelson, Ed.         |
| Erdman, Paul         | Nielsen, J.         |
| Eriksen, Nils        | O'Keefe, P.         |
| Evertsen, Olaf       | Olsen, C. A. -1303  |
| Erikson, Otto        | Olsen, Ernest       |
| Eugh, I.             | Olsen, Herman       |
| Fenes, I.            | Olsen, A. M. -944   |
| Forslund, V.         | Olsen, Johan Gre-   |
| Friskolt, J.         | garlsen             |
| Gardner, W.          | Olsen, Andy         |
| Graae, C.            | Olsen, C. -584      |
| Haas, W.             | Oseberg, A.         |
| Hansen, Oscar        | Petersen, P.        |
| Harjes, H.           | Petersen, Hugo      |
| Hangerud, H. O.      | Petersen, A. -1720  |
| Hilborn, J. A.       | Pettersen, C. -1486 |
| Haug, G. H.          | Pedersen, Louis     |
| Holm, C.             | Petersen, Thomas    |
| Holten, E.           | Paulson, A.         |
| Harling, A.          | Quigley, R. E.      |
| Halvorsen, John L.   | Rieter, Otto        |
| Hernes, John         | Reilly, R. T.       |
| Hansen, Charlie      | Schram, Albert      |
| -967                 | Shaukat, Hans       |
| Hellison, H.         | Seggala, E.         |
| Iversen, Ole         | Selrin, T. R.       |
| Jacobsen, M.         | Sorensen, Geo.      |
| Jacobsen, Anton      | Sundt, Albert       |
| Jacobsen, Oscar      | Strand, Chas.       |
| Johnson, Andrew      | Swanson, Reuben     |
| Johnson, C. R.       | Samuelsen, W. L.    |
| Johansen, H. C. L.   | Schauman, W.        |
| Johanson, Aug.       | Tho, J.             |
| Jensen, Hans         | Taft, Hans          |
| Jones, J. H.         | Thostrup, L.        |
| Jorgensen, Fred      | Tuominen, J.        |
| Junge, Hanwick       | Thorsen, Andrew     |
| Kjorsvik, Johan      | Trabaut, M.         |
| Kristiansen, Nils    | Wetland, John       |
| Koske, Juko          | Weklund, W.         |
| Kroon, Zion          | Westerlund, Alhert  |
| Kylander, H.         | Werner, Paul        |
| Krohn, Heinrich      | Wick, John          |

## INFORMATION WANTED.

Anyone knowing the whereabouts of Thomas Rowe (now aged about 74), who was at one time a seaman and longshoreman on the Pacific Coast and also served in the Pacific Coast Navy Yards, will greatly oblige inquiring relatives by supplying such information. Address, Editor, Coast Seamen's Journal. 1-5-6

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## Tacoma Letter List.

|                      |                  |
|----------------------|------------------|
| Adolfsson, Gottfrid  | Magnusson, Chas. |
| Busch, Hans          | -718             |
| Farrell, William     | Marks, Thorvald  |
| Hoseth, Kristian     | Murphy, Daniel   |
| Hunter, Gilbert H.   | Olsen, Martin E. |
| Iceberg, T.          | Olsson, Per      |
| Jensen, Hans -1555   | Patterson, John  |
| Johannsen, Christian | Rimmer, C. M.    |
| Johnson, Hans        | Sater, Erik      |
| Linea, W.            | Ullman, Emil     |
| Lane, Wiktor         | Vigen, Elias     |

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## INFORMATION WANTED.

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

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## Eureka, Cal., Letter List

|                  |                   |
|------------------|-------------------|
| Contreras, Julio | Kustel, Victor J. |
| Kyrkslatt, Lars  | Kinowsky, A.      |
| Lawrence, Harry  | Ingebretsen, Alf. |
| Melander, G. L.  |                   |

## SPECIAL NOTICE.

Hotel with Restaurant for sale on water front. On account of sickness will sell at a sacrifice, half or whole, hotel of eighty-two rooms and restaurant with liquor license, doing a business of three thousand a month. For particulars address this office.

## INFORMATION WANTED.

Ingvald Andreas Hansen, alias Andrew Hansen, a native of Norway, age about 36; tall, dark; last heard of July, 1905. His address then was, Andrew Hansen, Karluk, Kodiak Island, Alaska. He is inquired for by his mother. Anyone knowing his whereabouts please notify Staff Captain Robert Smith, district officer, native work, Alaska, Box 925, Wrangell. 4-13-15

Olof Pedersen, a native of Norway, age about 60, supposed to be sailing on the Pacific Coast, is inquired for. Anyone knowing his whereabouts please notify J. T. Miles, 761 Greenwich St., New York, N. Y. 2-16-16



## Portland, Ore.

NEW AND SECOND HAND CLOTHING  
**WEINER'S BARGAIN HOUSE**  
 Shoes, Hats, Suitcases  
 Furnishings and Tools  
 French Dry and Steam Cleaning  
 UNION SHOP  
 35 NORTH THIRD STREET  
 Corner of Cauch PORTLAND, ORE.

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**Workingmen's Store**  
 Importers and Dealers in  
 FINE CUSTOM AND READY MADE CLOTHING  
 Gent's Furnishing Goods, Hats, Caps,  
 Boots, Shoes, Rubber and Oil Cloth-  
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 CIGARS, TOBACCO,  
 CONFECTIONERY, FRUIT AND  
 SOFT DRINKS  
 Corner Front and Burnside,  
 Portland, Ore.

## Portland, Or., Letter List.

|                    |                     |
|--------------------|---------------------|
| Andreasen, N. S.   | Jonsson, Karl       |
| Anderson, N. P.    | Jensen, Henry       |
| Anderson, Nils     | Johansen, Nikolai   |
| Anderson, Rasmus   | Johansen, R.        |
| Anderson, Hans     | Karlsen, Ingvald    |
| Adolfson, John     | Kronstrand, H. T.   |
| Anderson, John E.  | Kjer, Magnus        |
| Anderson, Hans     | Kristensen, Wm.     |
| Belle, Ernest      | Kroon, L.           |
| Benson, S.         | Kaskinen, Albert    |
| Bartells, Otto     | Lindberg, A. C.     |
| Bernardsen, Chas.  | Lange, Peter H.     |
| Bugge, Mr.         | Loscher, Joseph     |
| Bernadt, H. W.     | Munchmeier, H.      |
| Carty, Carl        | Molen, Derk von     |
| Dahlstrom, Gust    | Ohlsson, J. W.      |
| Dybdal, Olaf       | Oglive, Wm. A.      |
| Erickson, Eric     | Paulson, Herman     |
| Edstrom, John      | Palm, P. A.         |
| Erksen, O. H.      | Petersen, John      |
| Flsher, Fritz      | Peltoma, Werner     |
| Gundersen, F. M.   | Roos, Oscar         |
| Gundersen, Fredrik | Reskran, George     |
| Hoten, J.          | Ross, Chas.         |
| Henriks, Waldemar  | Rensmand, Robert    |
| Hecker, Wm.        | Rosenberg, Adolf    |
| Hansen, Hans P.    | Shalles, K. G.      |
| Hagen, Arthur      | Smith, John         |
| Heinanen, Kustaa   | Swanson, John L. V. |
| Hein, M.           | Schroder, Paul      |
| Jespersen, Martin  | Tuhkanen, J. J.     |
| Johnsen, A.        | Westengren, C. W.   |

## Aberdeen, Wash.

When in Aberdeen Trade at  
**BEE HIVE**  
 Very best union made Hickey Shirts,  
 Oil Clothing, Eureka Boots, Hats,  
 Shoes, Underwear, Beddings, Tobac-  
 cos, and notions for seafaring men.  
 NYMAN BROS.  
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 Everything Guaranteed  
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 Clothing  
**HUOTARI & CO.**  
 320-322 So. F. St., Aberdeen, Wash.  
 212 Eighth Street, Hoquiam, Wash.  
 209 First Street, Raymond, Wash.

## INFORMATION WANTED.

Wilhelm Ekelund, a native of Sweden, is inquired for by his brother, Axel Ekelund, New Harbor Hotel, Drumm street, San Francisco, Cal. Anyone knowing his whereabouts please notify the above address. 3-10-15

Saving.—Mrs. Jones (completing her fourth hour at the Cinema)—I used to stay only two hours; but one 'as to make threepence go further these days.—Punch.



Named shoes are frequently made in Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

Do not accept any excuse for absence of the UNION STAMP.

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As a guarantee that it is Union Made



## Aberdeen, Wash., Letter List.

|                        |                     |
|------------------------|---------------------|
| Andersen, Andrew       | Magnusson, Ernst    |
| Burmelster, T.         | W.                  |
| Bjorklund, G.          | Malkoff, Peter      |
| Benson, W. J.          | Malmberg, Elis      |
| Bowman, C.             | Nilsen, Harry       |
| Brogard, N.            | Nielsen, C.         |
| Christiansen, Dld-rich | Nordman, Karl       |
| Crantz, F.             | Paaso, Andrew       |
| Carlson, Walter        | Pettersen, Karl     |
| Davis, Frank           | Peterson, Nels      |
| Debus, Friedrich       | Palmqvist, Albert   |
| Fottinger, Aug.        | Peters, Walter      |
| Gronros, Oswald        | Quiroga, Juan       |
| Gueno, Pierre          | Risenius, Sven      |
| Holmroos, W.           | Rudt, Walter        |
| Hansen, Ove Max        | Schmidt, Heinrich   |
| Hylander, Gustaf       | Scheftner, Bernhard |
| Hansen, Jack           | Sandqvist, Gunnar   |
| Hansen, Thorleif       | Skottol, A.         |
| Johnson, Alex          | Stenwall, Sigurd    |
| Johnson, Carl          | Scaraboslo, M.      |
| Johnson, F. -1723      | Schmidt, Emil       |
| Johnson, Hilmer        | Toves, H. C.        |
| Jonsson, E.            | Toren, Gustaf A.    |
| Krause, Otto           | Williams, T. C.     |
| Kuldsen, John          | Waalder, Edgar      |
| Kustel, Victor J.      | Wagner, Ed.         |
| Ludtke, Emil           | Wedqvist, Axel      |
| Lindholm, John         |                     |
| Lindgren, Ernst        | Packages.           |
| Lindholm, Sallar       | Gorgensen, Olaf     |
| Lindroos, A. W.        | Hansen, J. -2123    |
| Lundkvist, Alarick     | MacGuire, O. F.     |
| Munsen, Fred           | Stanners, W. S.     |
|                        | Wendt, Walter       |

## INFORMATION WANTED.

Hans Nilson, a native of Tonsberg, Norway, was last heard from at Mobile, Ala., is inquired for by his mother. Anyone knowing his whereabouts kindly notify Louis Donald, Norwegian Vice Consul, 77 St. Francis St., Mobile, Ala. 12-22-15

Oscar Olsen, age 37, a native of Hallerna, near Gothenborg, Sweden, who was sailing on the Great Lakes about three years ago, is inquired for by John V. Olsen, Sun Company, Marcus Hook, Pa. 5-26-15

Hugo Carlson Ljung, age 29, a native of Gothenborg, Sweden, was last heard from in a Cable Boat on the Atlantic Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Carlson Ljung, Jungmangatan 5, Gothenborg, Sweden. 1-12-16

Patrick McFee, who was cook on board the schooner "Robert Henry" on a voyage to Mexico last year, is inquired for by the U. S. Shipping Commissioner, at San Francisco, Cal. 9-15-15

Leading Up.—Maude—What makes you think his intentions are serious?

Mabel—When he first began to call he used to talk about the books I like to read.

Maude—And now?

Mabel—Now he talks about the things he likes to eat.—Life.

## Port Townsend, Wash.

## FRANK STHEVENS

Deals exclusively in Union-Made CIGARS, TOBACCO, ETC.

Call at his old Red Stand on Water Street, Port Townsend  
 Next door to Waterman & Katz

## INFORMATION WANTED.

Theodore Krakan, last heard of in September 1911, at New Orleans, La., is inquired for by his mother. Any one knowing his whereabouts please notify Mrs. Ad. Krakan, Langenvehm 38 I, Hamburg 22, Germany.—8-25-15.

Fred Marjama, a native of Russia, age 36, has not been heard from since 1908, at Buffalo, N. Y. Anyone knowing his whereabouts please notify his brother, J. Marjama, 51 South St., New York, N. Y. 9-1-15

Knut Jensen, No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Tangemunde, A/Elbe Ostenerweg, No. 7, Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis. 4-14-15

He Was Wise.—He had been calling on her twice a week for six months, but had not proposed. He was a wise young man, and didn't think it necessary.

"Ethel," he said, as they were taking a stroll one evening. "I—er—am going to ask you an important question."

"Oh, George," she exclaimed, "this is so sudden. Why I—"

"What I want to ask is this," he interrupted: "What date have you and your mother decided upon for our wedding?"—Detroit Saturday Night.

Editorial Confession.—"Better interview this Lady Eglantine," suggested the managing editor of the New York Daily Squash.

"Why, she's a hen. A hen can't do anything but cackle."

"Well, we've printed worse interviews. Go ahead."—Louisville Courier-Journal.

## Home News.

The Pennsylvania Federation of Labor, in annual session at Beaver Falls, declared against any unusual expenditures of public funds for preparedness. It further adopted resolutions for Government ownership of munitions plants.

All export records were broken by the United States during March, and the Department of Commerce officials predict that at the end of the fiscal year this country will have a trade balance of \$2,000,000,000 in its favor. Statistics show March exports valued at \$410,000,000, which is double the March average for the last five years.

In a letter to the Senate Judiciary Committee, President Wilson declared the charges against Louis D. Brandeis to be incredible to any one who knew him, and attributed opposition to his confirmation to "those who hated Mr. Brandeis because he had refused to be serviceable to them in promotion of their own selfish interests and from those who had been prejudiced and misled."

Railroad managers have named their conference committees who will meet representatives of the four railroad brotherhoods in New York, June 1, to discuss the eight-hour demand of freight service employees. The managers' committees will consist of seventeen members, including six representatives from the western railroads, six from the eastern and five from the south-eastern.

The first serious disaster of the season on the Great Lakes is the breaking in two and sinking in Lake Superior, of the "S. R. Kirby," a composite steamer of 2338 tons, which carried down with her a crew of twenty men. She belonged to the Northwestern Transportation Company, of Detroit, and had been built in 1890. As usual an investigation is to be held into the causes of her sinking, although it is well understood that such disasters must recur until higher constructional standards are imposed upon Lake vessels.

A resolution was introduced by Congressman Keating of Colorado for an investigation of Basil M. Manly's charges regarding the evasions of the income tax. Besides quoting the figures presented by Mr. Manly and asking an investigation of their correctness, the resolutions further ask an inquiry into "Why the Secretary of the Treasury has not recommended to the President that all income tax returns be made public in accordance with the authority contained in Article III of section g of the Income Tax Act in order that fraud may be checked."

At the Methodist conference at Saratoga Springs, N. Y., on May 10, the committee on state of the church recommended for adoption resolutions endorsing union labor. In the argument sustaining the proposition the committee quoted statistics showing that wages are insufficient, referred to unjust distribution of wealth and declared that 75 per cent. of male wage earners in small towns and 90 per cent. in large cities "cannot provide an efficient standard for the normal family." A further statement was that great fortunes are being built out of industries that pay inadequate wages. On May 13, after a long debate, the endorsement of union labor was voted down.



## Domestic and Naval.

During the month of April, 14,450 charts, 572 coast pilots, and 492 tide tables were issued by the United States Coast and Geodetic Survey.

The Baltimore Dry Dock & Shipbuilding Company, of Baltimore, has begun improvements at its plant which will cause an expenditure of \$500,000, and includes the erection of several new buildings.

The two-masted schooner "Portland Packet," built at East Deering, Me., in 1885, has been sold by Capt. R. W. Grant to David W. Simpson, Boston, and will trade between Boston and Maine ports.

Barbare Brothers, Tacoma, Wash., will construct a new shipyard to accommodate vessels up to 250 feet in length, which will cost \$20,000 and to be built alongside of their present yard.

New piers begun by the City of New York during the last two years will provide 36,550 feet or almost seven miles of wharfage space, and approximately 45½ acres of dock space.

The Norfolk & Western Railway Company has begun the construction of two eastwise warehouse piers between Lamberts Point and Atlantic City, to cost between \$1,800,000 and \$2,000,000, and to be completed by January 1, 1917. One of the piers will be 800 feet in length and the other 1200 feet in length, each to be 200 feet in width.

When the charter of the steamer "Suffolk," of the Coastwise Transportation Company expires August 1, she will enter the service of Lavino & Company of New York. The latter firm have chartered the steamer, probably for a transatlantic voyage, at the rate of \$40,000 a month, charterers to pay war insurance. Her present charterers are the New Haven Railroad and they are paying \$11,000 a month.

The steam yacht "Niagara" has been sold, it is said, for use as a hospital ship for the Russians. The Russian Government almost purchased the steam yacht "Aztec," owned by A. C. Burrage but the deal fell through. The "Niagara" was built in 1898 at Wilmington, Del. Her general dimensions are 282 feet over all, 240 feet on water line, 36 feet beam, 19 feet 5 inches hold and 16 feet 11 inches draft. She has two sets of triple expansion engines and is owned by Howard Gould. It is said the Russians are looking for other large steam yachts.

The following sailing vessels have changed hands: Schooner "Ada I. Brown," 1294 tons register, built at Phippsburg, Me., in 1901, sold to the Harby Steamship Company, New York, for \$105,000; iron barque "Savoia," 417 tons register, built at Genoa in 1891 and owned at New Bedford, Mass., sold for \$13,000, delivery Brava, C. V.; whaling brig "Daisy," 383 tons register, built in 1872 and owned at New Bedford, sold for \$4500, delivery Brava, C. V.; whaling schooner "Bertha D. Nickerson," 89 tons register, built 1883 and owned at New Bedford, sold for \$5500, delivery Brava, C. V.; whaling schooner "Edith M. Prior," 78 tons register, built in 1891 and owned at New Bedford, sold for \$4500, delivery Brava, C. V.; and whaling schooner "Indiana," 88 tons register, built in 1893 and owned at New Bedford, sold for \$5000, delivery Brava, C. V.

## White Palace Shoe Store



**JOE WEISS**  
Union Made Shoes for Men  
Exclusively

28 EAST STREET, near Market,  
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Repairing Done While You Wait, by the Latest Machinery. :: Work Called For and Delivered.

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### SPECIAL NOTICE!

Call or send for your Advertised Mail and Packages as early as possible.

#### San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abrahamson, Anton Anderson, A. -1447  
Abrahamson, Half-Anderson, Alf  
tan Anderson, E. -504  
Addicks, Heinrich Anderson, Ernst  
Ahl, Einar T. Anderson, Hilding  
Abokas, Ilmarl Anderson, Knud P.  
Albright, Chas. M. Anderson, Richard  
Albright, Emil Anderson, S.  
Alexanderson, Char-Anderson, Erick  
ley -1781  
Alfors, Arthur Andstrom, Ivar  
Alfredsen, Adolf Antonsen, Marius  
Alken, Charlie Apple, August  
Amundsen, Albert Arndt, Paul  
Amundsen, Andrew Arnesen, Kristian  
Andersen, Edward Athanasele, Michael  
Andersen, H. V. Auer, W.  
Andersen, Victor Avellin, Oscar  
Andersen, W. J. Aylward, James  
Andersson, A. -1060

Bachman, Paul Blum, B.  
Bassen, George Bock, Jimmie  
Bengtsen, John Bohm, August -1421  
Bensen, John Bohm, N. W.  
Benson, Severin Boyse, Al.  
Berg, Charles Boylan, C. J.  
Bergholm, Edward Bracker, Harry  
Berntsen, Julius Brekke, Hans  
Berteisen, Kristian Brenen, Wm.  
Beschornor, Robert Bruunvald, Henry  
Bickstrom, F. Bryant, W. J.  
Bjork, R. -2206 Buhler, K. T.  
Bjorkstrom, Arthur Bulgaris, Lazaus  
Blithsath, Max Bushman, J.

Carlson, Frank Catt, Frederick  
Carlson, Hans Cavanagh, J. E.  
Carlson, Alex Christensen, H. M.  
Carlson, Gustaf Christensen, Louis  
Carlson, O. P. Christensen, L. P.  
Carlson, Julius Clark, J.  
Carroll, John J. Comstedt, Ernst  
Crosigilo, G.

Dahlkvist, Fred Dolan, Chas.  
Danielsen, E. Doyle, William  
Danielson, John Drege, John  
Dieckman, Geo.

Eaton, I. N. Ellefsen, Otto  
Echart, T. G. Engstrom, Richard  
Eckart, T. Erickson, G. -795  
Eckoff, Otto Ericson, Sigurd  
Edman, O. Ericksen, C. A.  
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Eichler, Karl Ellason, C.  
Eklof, John Erikson, Sven C.  
Elh, J. F. Erland, Hans  
Ellason, E. -396 Ertman, Eskild

Fagerll, Ott. Freeman, Chas.  
Finneley, W. A. Freitag, Willy  
Frank, Karl Friedrich, Henry  
Franklin, Fred Fricke, W.  
Fraser, James Fugelutsen, Th.  
Fredriksen, H. Furlong, Peter  
Fredriksen, F. M.

Garcia, L. B. Gilljere, I.  
Gardell, Jho. Gjesdal, Elling  
Gash, Wm. Graugaard, L. J.  
Gerner, Hans Gregg, O.  
Geschwendt, Walter Gronman, H. R.  
Gillgren, Tom

Hagberg, Nils Hermansen, G.  
Hagman, Jalk Herzer, A.  
Hammerquist, A. C. Herring, Alfred  
Hannus, Alex Hohr, Carl  
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Hallowes, L. N. Hollman, William  
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Jensen, Just Johnson, Gunner  
Jensen, O. Johnson, Peter  
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Johansen, Alf Johnsson, C. J.

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Karstenhouer, Otto  
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Kierppin, Matti  
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Leithoff, Charles

Mack, Edward  
Madden, Patrick  
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Mailkoff, Peter  
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Matson, Henning  
Mayers, Paul M.  
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Newman, William  
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Simonsen, Sigvard  
Swertsen, Martin  
Sjogren, F.  
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Smith, Donald  
Smith, E.

Takkanen, Joosep  
Tall, Olof  
Tamisar, P.  
Tanum, Helge  
Tellefsen, A. E.  
Tho, Johan  
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Kvalvik, Oscar

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Lewis, Peter  
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Lindgren, Oscar  
Livian, Charlie  
Lordowa, J.  
Lorentsen, K.  
Lumstedt, Chris.  
Lundberg, Thorsten  
Lund, J. W.  
Lutten, T.  
Lybeck, Thomas  
Lyngaard, George

Meyer, Billy  
Meyer, George  
Meyer, W. H.  
Mickelsen, Sigurd  
Miller, Einar  
Miller, H.  
Moberg, Alfred W.  
Mohr, Carl  
Moller, Hilding  
Monticor, Joe  
Moore, William  
Moren, Erik  
Muller, Hans  
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Nilsen, O.  
Nilsen, W. -1291  
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Nurken, Herman  
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Olsen, Olaf I.  
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Olsson, B. O. S.  
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Olsson, James  
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Olsson, J. M.  
Oistad, John O.  
Osterberg, Anskar  
Osterberg, Ijalmar  
Owens, J. V.

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Peterson, A.  
Peterson, Chr.  
Peterson, Oscar  
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Pettersen, Robert  
Pohland, Marx  
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Punla, Anton

Riegel, Willie  
Robinson, Wallace  
Rodin, Knut  
Rod, Sakarias  
Rosenqvist, Gunnar  
Rundquist, O.  
Runge, Charlie  
Rutisd, Fred  
Ryden, Oscar

Smith, Max  
Soderlund, Uno.  
Sonesson, Wm.  
Sorensen, Edwin  
Spormberg, Otto  
Stack, Chas.  
Stanton, James  
St. Clair, Wm. II.  
Steen, Ivar  
Stein, Emil  
Stenford, Gus  
Stevens, T. E.  
Stinessen, Harold  
Stohr, Erick C.  
Svenson, August  
Sverdrup, Theo.  
Swanson, Nels

Thoren, Paul  
Thyssen, Ole  
Tillman, A. E.  
Tilus, Wictor  
Torgusen, G. T.  
Trepte, A.  
Tuelch, Gustaf  
Tupitz, C.

Verney, A.  
Vickery, Curtis S.  
Vilg, Theodan

Wallen, Gustav  
Wamser, August  
Walsh, M.  
Walter, J.  
Welmers, Herbert  
Werner, Chas. J.  
Werner, W. E.  
Werth, Gus  
Wetteland, John  
Wickman, Karl  
Zlehr, Ernst  
Williams, Fred J.  
Williams, J. F.  
Williams, John  
Williams, William  
Wilson, George  
Winblad, Martin  
Winther, Haakon  
Wischoropp, Fritz  
Wittenberg, Albert  
Wyllie, Jas.  
Zweyberg, John

#### PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, Andrew Olsen, Carl -1101  
Bergstrom, A. Olsen, H. C.  
Berling, J. B. Olsen, James  
Beversdorf, E. A. Olsen, O. J. -1020  
Conolly, O. Opderbeck, Eugen  
Gunvaldsen, Ingvald Nurminen, John E.  
Jansson, A. L. Penningrud, Ludwik  
"Leidecker" Petterson, Oscar  
Lornsen, Crist Pollock, Thomas  
Mathisen, H. -1759 Rarly, Frans  
McNeill, Ross Schlacht, Alfred  
Mortensen, Geo. Ulla, Ole O.  
-2321

Phones: Office, Franklin 7756  
Res., Park 6950

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#### INFORMATION WANTED.

Edward Beahan, a native of California, supposed to be sailing on the Lakes, is inquired for by his brother, J. J. Beahan, 2003 Chestnut street, Oakland, Cal.

John Thomas Gowland, age 28, height 5 feet 10 inches, fair complexion and fair hair, blue eyes and stout, who was discharged from the steamship "Waitemala" on March 1, 1915, is inquired for. Anyone knowing his whereabouts, please notify the British Consulate-General at San Francisco, Cal.

Not Reckless.—Jake Pentecoff came to seek aid from the city fathers.

"I gotta haff a sack of flour," said Jake. "I'm all out, and my family iss starfin'."

"All right, Jake," said the official. "If you need flour and have no money, we'll get you a sack. But see here, Jake, there's a circus coming, and if we get you flour are you sure that you will not sell it and take your family to the circus?"

"Oh, no," said Jake; "I already got tat safed up. Yas, I got money to go to te circus."—Youth's Companion.

Even Up.—"See the spider, my son, spinning its web," said the instructive parent to his small son. "Is it not wonderful? Do you reflect that no man could spin that web, no matter how hard he might try?"

"Well, what of it?" replied the up-to-date offspring. "Watch me spin this top. No spider can do that, no matter how hard he might try."—Ladies' Home Journal.



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Cor. Haight and Belvedere.

DECEMBER 31st, 1915:  
Assets .....\$61,849,662.02  
Deposits ..... 58,840,699.38  
Capital paid up in Cash..... 1,000,000.00  
Reserve & Contingent Funds 2,008,962.64  
Employees' Pension Fund... 211,238.93  
Number of Depositors..... 67,406

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o'clock P. M., except Saturdays to 12  
o'clock M. and Saturday evenings from  
6 o'clock P. M. to 8 o'clock P. M. for  
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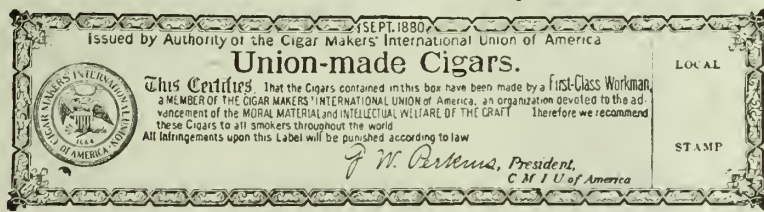
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### INFORMATION WANTED.

J. F. Joseph, supposed to be sail-  
ing mate on some schooner on the  
Pacific Coast, is inquired for by his  
sister. Any one knowing his where-  
abouts, please notify Mrs. Josie  
Jantzen, nee Langhorne, 196 Tenth  
street, Oakland, Cal. 3-29-16

## News from Abroad.

A respite seems to have come in  
the Irish troubles by a general agree-  
ment to a truce, pending an attempt  
by Lloyd George to bring all parties  
to an understanding.

President Wilson has finally sent  
a sharp note to Great Britain and  
France, serving notice that the Uni-  
ted States will no longer tolerate in-  
terference with neutral mails.

The tonnage entered of vessels en-  
gaged in the foreign trade of Japan  
during 1915 is given as 19,634,782,  
showing a decrease, as compared  
with 1914, of 3,996,857 tons. This  
decrease has been accompanied by an  
increased demand for cargo space,  
and by steadily increasing freight  
rates and insurance premiums.

Telegraph receipts in China last  
year, according to American Com-  
mercial Attache Julian Arnold, at  
Peking, amounted to \$3,000,000,  
which is nearly \$1,000,000 in ex-  
cess of expenditures. Rates are 4  
cents a word within a province, and  
8 cents for inter-province messages.  
Name and address are counted.

The record of the British prize  
court sitting under the presidency  
of Sir Samuel Evans, shows that no  
fewer than 84 captured enemy ves-  
sels have already been condemned as  
prize. Of these 42 have been sold  
and 42 requisitioned. The total ton-  
nage of the vessels sold is 54,772,  
and of the ships requisitioned 56,162.  
The number of enemy vessels seized  
and ordered to be detained until  
after the war is 73, with a total ton-  
nage of 85,036. All of these vessels  
have been requisitioned.

The Swiss army which, according  
to a former American vice consul at  
Berne, Emil David, amounted to  
500,000 men, and cost \$1,000,000 a  
day to maintain, has been reduced to  
200,000 men, who are maintained at  
half the former cost. Holland has  
summoned her Parliament in special  
session, and there appears to be  
high tension among the people; but  
no definite action has been an-  
nounced.

More than a hundred ships are  
fast in the ice at distances varying  
from two to twelve miles from  
Archangel. The cargoes are nearly  
all on board, it being impossible to  
land goods and transport merchan-  
dise over the ice. It is feared that  
many ships have already been  
strained severely in the ice and that  
when freed they will show shorn  
rivets and strained and bent frames.  
Few of the vessels will be in shape  
to do other than make the best of  
their way to the nearest dry dock.  
The most serious apprehension is on  
the score of the heavy spring floods  
from the Dwina River.

In the European war the outstand-  
ing features of the week have been  
the terrible ferocity of the tides of  
battle that have swept back and forth  
over the northern and eastern de-  
fenses of Verdun, the Austrian drive  
in the Trentino, the junction of Rus-  
sian troops with the British forces  
on the Tigris, a series of spectacular  
air battles over France, and renewed  
talk of peace proposals. According  
to the dispatches greater interest has  
been aroused in Germany and Aus-  
tria by the talk of peace negotiations  
than in the countries of the allies.  
In Austria the peace stories have  
been given prominence equal to that  
of the accounts of the fighting in  
Tyrol.

### INFORMATION WANTED.

Any information regarding Wilhelm  
Kuhme, age 27, a native of Germany,  
who was supposed to have been  
drowned in the wreck of the steam  
schooner "Francis H. Leggett," Sep-  
tember 18, 1914, will be thankfully re-  
ceived by the German Consul, San  
Francisco, Cal. 1-19-16

Adolph Godfred Eriksen, born in  
Moss, Norway, is inquired for by  
his brother, Herman Eriksen. Any  
one knowing his whereabouts please  
notify W. Nielsen, 206 Moravian St.,  
Philadelphia, Pa. 5-26-15

Eugene Martin, age 25, 6 feet tall,  
gray eyes, is inquired for by his  
mother. Anyone knowing his where-  
abouts please notify Mrs. Rose T.  
Martin, 4231 15 N. E., Seattle,  
Wash. 1-27-1915

Peder Bjorback, supposed to be a  
sailor on the Pacific coast, and a  
native of Norway, is inquired for.  
Anyone knowing his whereabouts  
please notify Mrs. Mildred Baxter,  
Box 27, R. F. D. No. 5, Seattle,  
Wash. 2-2-16

Adolph Krakan, last heard of at  
Port Pirie, January, 1912, and again  
in March, 1913, from Warumbo, 118  
miles from Adelaide, South Australia,  
is inquired for by his mother at  
Hamburg, Germany. 8-25-15

Otto E. Bickel and John Sherman  
Bickel, brothers, who have not been  
heard of for many years, are in-  
quired for by their sister. They are  
both tall, light complexioned, and  
blue eyes. Any information regarding  
their whereabouts will be highly ap-  
preciated. Please address Miss Laura  
Bickel, 1591 East Ninety-third street,  
Cleveland, Ohio. 4-14-15

Ship's delegates, patrolmen, sec-  
retaries and other officials will find  
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room for argument. All the law at  
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### With the Wits.

"The Giftie."—Sergeant (to rather slow recruit)—Now then, President Wilson, you're a long time taking your coat off!—Passing Show.

His Terminal.—When a millionaire gets ready to build his first real house he is strongly attracted to the union station as a model.—Kansas City Journal.

Then the Ice Formed.—She (tenderly)—When did you first know you loved me?

He—When I began to get mad when people said you were brainless and unattractive.—Siren.

Might End It.—"Do you think that women ought to govern?"

"Oh, yes," replied Miss Cayenne. "But I don't know whether it would always be wise to call public attention to the fact that they are doing so."—Washington Star.

Likely to Lose.—Nervous Country Gentleman (as taxi just misses an island)—Do drive carefully, please. I'm not accustomed to taxis.

Driver—That's funny! I ain't used to 'em, neither. As a matter o' fact I've only taken this on for a bet.—Punch.

The difference.—"The old-fashioned boy used to respect every word his father said."

"Yes," replied the rather cynical youth; "but you must remember that the old-fashioned boy had one of those old-fashioned fathers."—Washington Star.

Prepared.—"I'm thinking of getting married, pa. What's it like?"

"You had a job as janitor once, didn't you?"

"Yes."

"And you had a position as watchman once, didn't you?"

"Yes."

"And you worked a while as a caretaker, didn't you?"

"Yes."

"Well, it's a combination of all three jobs—and then some."—Pittsburg Chronicle-Telegraph.

### Joint Accounts

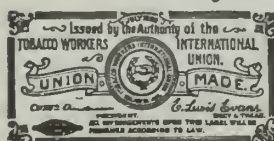
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The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years

the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



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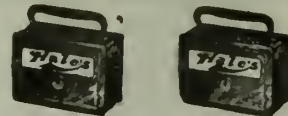
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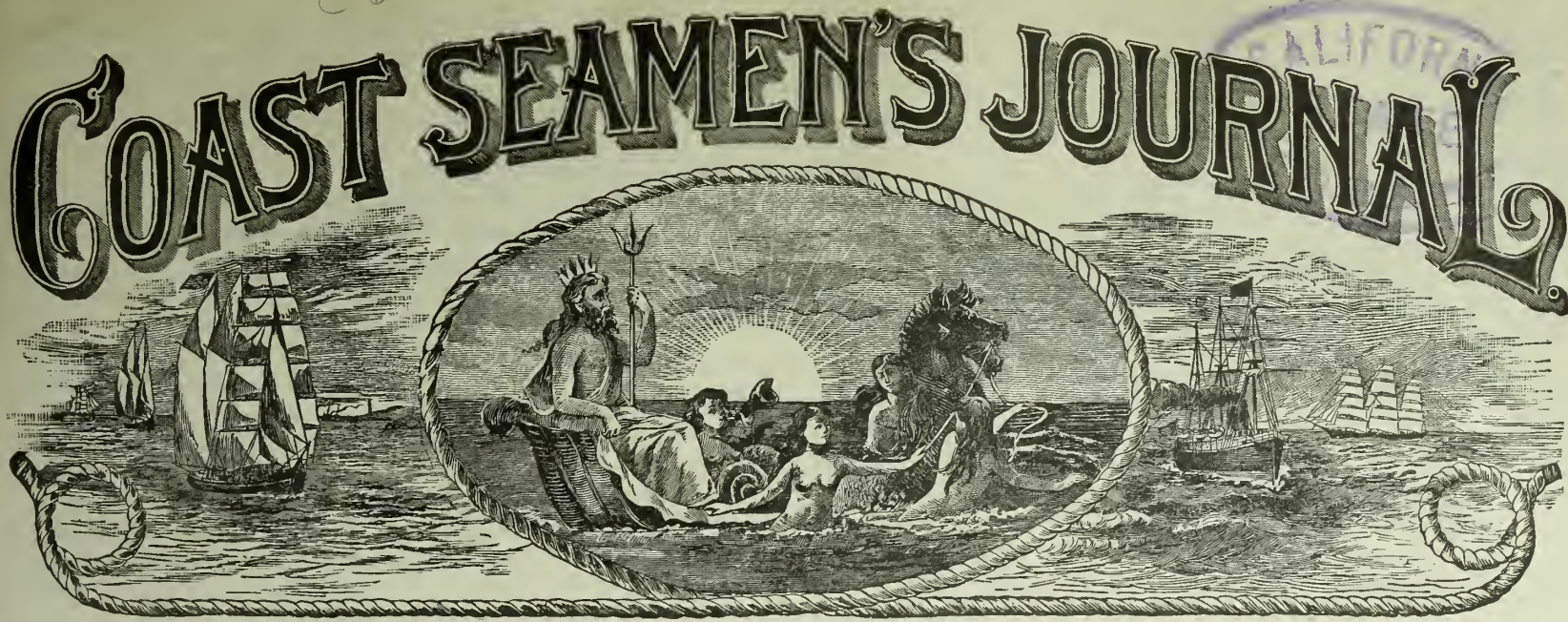
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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXIX, No. 39.

SAN FRANCISCO, WEDNESDAY, JUNE 7, 1916.

Whole No. 2385.

# CRITICISM OF THE SEAMEN'S ACT.

Most of It Is Void of Reason and Logic.

On and after July 1, 1916, when the period fixed for abrogation of articles in treaties or conventions with other nations shall have expired, the La Follette Seamen's Act will finally take full force and effect.

For many months past the boughten press has published inspired news stories and partly or wholly misleading editorials upon the alleged failure of this legislation to equalize the cost of operation between American and foreign ships touching at ports of the United States. Yet the most vital feature of the law with respect to "equalization" is only now beginning to take effect.

As is very generally known, one of the causes for the dwindling of the American Merchant Marine was that it cost the American ship-owner more for his operating expenses than it cost his foreign competitor. This increased cost in operating expenses was not due to the supplies that were used on board the vessel. Stores, fuel and other supplies could be purchased in exactly the same markets that the foreign ship-owner purchased them in and at exactly the same cost. The difference was due to the greater cost of labor for the American ship-owner than for his foreign competitor. The labor itself represents about from ten to eighteen per cent. of the cost of transportation—and the difference in wages ranged from twenty to two hundred per cent.

## Discrimination Against American Ships.

Hence, the question naturally arises, Why was it, why is it, that the foreign ship-owner was able to secure his labor so much cheaper than he had a big advantage over the American ship-owner in operating expenses? And the answer lies in the fact that while all other men in the civilized world had been given their freedom, that while slavery and serfdom had been abolished on land, the seamen on foreign ships still remained bondsmen to the vessels upon which they signed the ship's articles, even though the vessel was securely tied up in a safe harbor of this free country.

Of course, the economic effect of this condition has been direct: A ship-owner under a flag of some foreign country, signed his seamen in that foreign country. If he was flying the flag of England, he signed his seamen in the British Isles or in the Colonies from which the vessel sailed. And then when those seamen came to the United States instead of having an opportunity of ending a civil contract to labor as any other working man had the right to do, that right was denied him, and if he left the vessel upon which he had signed he was looked upon as a deserter, and we who had so unanimously adopted the thirteenth amendment to our Constitution abolishing slavery in the United States, set the machinery of our police power in motion and hounded down the seaman just as the slaves were hounded down years ago and carried him back to the vessel from which he had deserted and compelled him to fulfil his civil contract, to labor against his will. And by utilizing that police power and running down the seaman, carrying him back to the vessel, we maintained for the foreign ship-owner the advantage that

the foreign ship-owner had in being able to sign his seamen in a port where the wages are lower than they are in the United States.

Section 17 of the Seamen's Act changes that condition of affairs, and it not only says to the American ship-owner that American seamen shall be free to leave their vessel when the vessel is in any safe port in this country or any other country, but it says to the foreign ship-owner, "When your seamen come into American waters and American ports, the very fact that they come to our waters and under our jurisdiction makes them free men."

## Equalization the Natural Sequence.

The result must be inevitable. Say, for example, there are two vessels lying at the dock: One of them is manned by American seamen securing the wages paid out of an American port; the other is manned, let us say, with Lascars, signed by an English vessel out of some of the ports of India, and those Lascars will, by some process, by the underground method, learn of the wages that are paid to American seamen at the American ports, and that they have the right to insist upon similar wages. Ultimately—it may take time to work out—ultimately, they will insist upon having just as much wages for their work as the American seaman receives for his.

That will mean that the American ship-owner will be placed on the same level from a competitive standpoint as his foreign competitor is placed. And if under those circumstances, with but the same initial cost of his plant, with the same operating expenses as others have, the American ship-master is unable to compete with the rest of the world, then it will be due to reasons which need not concern us just now.

Under the old law (R. S. 5280) it was provided that "on application of a consul of any foreign government having a treaty with the United States, made in writing, stating that the person named therein has deserted from a vessel of any such government, it shall be the duty of any court, judge, etc., to issue warrants to cause such person to be arrested for examination."

The new law repeals this section (R. S. 5280) and also so much of Section 4081 as relates to the arrest of seamen charged with desertion from foreign vessels. Notice is given that the clauses in treaties providing for the arrest of deserters from foreign vessels shall be abrogated upon the expiration of a certain period. The notice has been given and at an early date all seamen entering ports of the United States will be free to leave their vessels.

## What Foreign Seamen May Demand.

Foreign seamen may also demand one-half of the wages due them at any port of loading or discharge in the United States, notwithstanding anything to the contrary contained in the Articles.

With regard to the unfair and unjust criticism heaped upon the Seamen's Act it will be interesting to note that Secretary Redfield, of the Department of Commerce, is not at all disposed to accept every knock as a legitimate argument against that legislation.

Mr. Franklin, of the International Mercantile Marine Company, recently complained to Chairman Alexander of the Committee on Merchant Marine and Fisheries about certain features of the Seamen's Act. Mr. Alexander transmitted the complaint to the Secretary of Commerce. The latter then replied, as follows:

DEPARTMENT OF COMMERCE,  
Office of the Secretary,  
Washington.

May 12, 1916.

Hon. J. W. Alexander,  
House of Representatives,  
Washington, D. C.

My Dear Judge Alexander:

I have noted with interest your letter of the 11th, with the inclosed communications.

I can appreciate that the necessary readjustments to so radical a measure as the Seamen's Act may have difficult elements, yet I do not take the situation quite as seriously as Mr. Franklin seems to do, though I can appreciate the annoyance and expense caused him and deeply regret it.

Nevertheless, I venture to think it is due not so much to the Act, as it is to the long existing conditions from which the Act seeks to elevate the seamen. I certainly can see no reason why save when the immediate safety of the public is concerned, the seaman should not be as free to change his employment as any other man. In the machine shops of the International Mercantile Marine Co. I suppose their machinists are free to leave at the end of any day's work and if they even offer themselves for employment on Monday at a fixed rate per day they are free to go on Thursday or any other day to better themselves if they can. I think it was to restore to the seaman this independence of action that the bill was passed.

## A Common Sense Remedy.

It seems to me that if the seamen as a class are to be permanently attached to their work it must be with them as it is with others, because the work is more attractive to them than anything else. I take it the idea of the measure was to do away with the compulsory features of the work and make it stand upon its own merits as an employment. I am confident that when it does so the result will be to remove the other difficulties of which your inclosures speak, by bringing into the merchant service a class of seamen of a different type from those who will spend their money in drink and dissipation, and developing a set of men who, being well paid, will respect themselves and their employment and be useful men and efficient servants.

Furthermore, while it is no doubt true that there are men now and may always be some who will abuse an opportunity, I do not think the abuse of some does not justify the withholding of the opportunity from all. I think it has been alleged through many weary past decades that the working man if advanced in his compensation would abuse that privilege, and I think experience has continuously falsified this assertion.

I was impressed on Thursday when visiting a large savings bank in Brooklyn by the state-



ment made to me by an officer of the bank that since the first of January they have added 4,500 new accounts in that one bank. I need hardly tell you that these are among the humbler classes of our people, and I think this fact, which the officials of other institutions would verify, is of a larger significance than the fact that a certain number of men abused for a time a liberty to which they had been hitherto unaccustomed.

We have crews in our Lighthouse Service, many of them, and in our other services. In two or three cases they have left bodily. We recognize that they have done so because we do not pay them as much as they ought to receive. We do not think the men have done wrong. We are putting it up to Congress to give us enough money to pay them sufficient wages.

It seems to me that the considerations I have suggested sufficiently cover the points which Mr. Franklin raises.

Very truly yours,

(Signed) WILLIAM C. REDFIELD,  
Secretary.

### MIGRATORY LABORERS.

As the railroad traveler goes south from San Francisco after nightfall he sees numerous little fires blazing beside the tracks, some of them bright enough to light up the faces and forms of the men grouped about them. It is a picturesque sight. A painter who cared to represent the life of his time might do worse than commit such a scene to canvas. By day the picturesqueness shrinks a little, yet does not vanish. Then the traveler sees men with blanket-rolls trudging laboriously along the right of way, or resting under the shade of the oaks.

These are snapshots of an American institution—the foot-free laborer, often out of work, without money to pay railroad fare. This person is relied upon to show up at points where his services are desired. In masses, he is supposed to possess fluidity—to be able to flow freely from one labor market to another—but he has to provide his own means of locomotion, and those means are technically illegal. He trespasses incessantly upon rights of way and upon trains. In this way he breaks little laws; yet if he did not break them unskilled labor would lose a portion of its mobility and enterprise needing his assistance would be seriously inconvenienced.

Whenever unskilled labor is badly needed these wanderers are welcomed, and local authorities everywhere wink at their trespass. When they are not wanted their movement in a given direction is checked by the crude device of arrest and imprisonment; they are harried by the officers of the law. They tend, little by little, to take on all the good qualities and all the bad qualities of a nomadic life. Being allowed no responsibility, they feel none. Except as human machines they have almost no part in the life of any community. It is very easy for them to become enemies of the community. If few do this—surprisingly few do—it is because their wants are little, their resolution weakened, and their health, sooner or later, wrecked. For all its picturesqueness their life is grim. Yet it grips them, and does not often let go until they die.

This institution, it seems, is American. In a sense, we created it, or allowed it to grow, simply by our habit of letting economic developments take an unobstructed course, whether the results were good or bad; and by our reluctance to organize the national life democratically on a large scale. We are getting plenty of organization which is not democratic, and therefore no solution of our problems; while this migrating labor system is neither democratic nor effective. In

a well-organized country these workingmen would ride on the trains instead of walking, would be directed intelligently from one job to another, would receive good wages and be worth them, acknowledge duties toward the community and claim privileges from it, raise families in comfort and decency, and, in short, give and receive as parts of the social body. They would not then be, as they are now, exiles.—San Francisco Bulletin.

### "UN-AMERICAN" IS STALE PLEA.

The assertion that the literacy test is un-American is one which has been urged against many measures of social progress, and which can be employed against any proposition which involves departing from traditional methods or policies—in other words, which recognizes that the world moves and conditions change. When policemen were first introduced into the cities of the United States, the innovation was bitterly opposed on the ground that it was un-American and interfered with the natural rights of the individual. The "penalty clause" by which the co-operative farmers' elevators of the Middle West maintain themselves has been attacked as un-American by those whom it affects unfavorably.

It would seem hardly necessary to consider arguments of this type, were they not propounded with so much frequency and earnestness and accepted with so much sobriety. Especially it seems extraordinary that a measure which asks that the foreigner should have the same training for citizenship or residence that we require of our own children should be called un-American. When we spend over half a billion dollars annually on our public schools, and then compel children born in this country to take advantage of them, is it illogical—not to say un-American—to say to the adult foreigner that he should have so much of an education as is indicated by the ability to read?

But it is asserted that an educational test would be un-American, because it would exclude aliens on the basis of opportunity, not of character. Illiteracy, it is maintained, is not a test of ability but of early opportunity. But a test based on opportunity is not un-American. For our immigration law already contains a number of tests which rest, in part at least, on opportunity. Such are the tests excluding paupers, those likely to become public charges, persons with contagious diseases, etc. In fact, when the individual immigrant appears before the inspector little can be gained by trying to separate those of his characteristics which are due to native ability from those which are traceable to environment. The man must be judged as he is on the grounds of his fitness.

In pursuance of the "un-American" argument, however, it is further pointed out that illiteracy cannot reasonably be considered a test of fitness for American life, because this nation was founded by illiterates, and that it has nevertheless done pretty well. The trouble with this argument is that it is not true, and that if it were, it proves too much. It might be said with equal cogency that this nation was founded by men who made their living by slave labor in the South and the slave and rum trade in the North, and that therefore these good old institutions should have been preserved. All such arguments ignore the fact that the world has progressed during the past three centuries, and that illiteracy stands for very different things now

from what it did in the days of the Pilgrim fathers or of the revolutionary heroes.

Another argument which proves too much is that produced so triumphantly and with so great effect in some such words as these: "This measure would keep out a great many people who would be very useful citizens. If it had been in force in earlier years, it would have kept out the mother of Abraham Lincoln, who signed her name with a cross." Certainly the literacy test would keep out some who would be useful. So do many, if not most, of the tests now in force. The futility of such arguments may be illustrated by another *reductio ad absurdum*. "Booker T. Washington was one of the most useful citizens of the United States. His ancestors on one side were brought over as negro slaves. Therefore it was a mistake to abolish the slave trade."

Such are the arguments of the opponents of the literacy test. Aside from these, their efforts are devoted to countering the claims of the opposite side, which, as has been shown, can be done successfully only with respect to the strictly and temporarily economic aspects—the building up of quick fortunes by questionable and probably dangerous means. There are those who do not regard this as an argument against the literacy test, but for it.

The matter can be rightly understood only by taking the broadest possible view of the relations, not of this generation alone but of the generations to come. The natural destiny of the United States is to be the leader of the nations into the fullest development of the common people. Our duty is to set standards, not to distribute the natural advantages we possess. We cannot render our highest service to mankind by hastily and inconsiderately yielding to the demands of a specious humanitarianism and dissipating to-day what should be the heritage of future generations.—Editorial in *The Unpopular Review*.

### \$10 AN OUNCE FOR POSTAGE.

The first settlement on the present site of San Francisco dates from 1776. It consisted of a Spanish military post (*presidio*) and the Franciscan mission of San Francisco de Asis. In 1836 the settlement of Yerba Buena was established in a little cove southeast of Telegraph Hill. The name San Francisco was, however, applied to all three settlements. The United States flag was raised over the town in 1846, and the population rapidly increased, reaching perhaps 900 in May, 1848. The news of the gold discoveries was followed by crowds of fortune seekers, so that by the end of 1848 the city had an estimated population of 20,000. From that time on San Francisco has grown rapidly. The first regular overland mail communication with the East was established by pony express in 1860, the charge for postage being \$5 for half an ounce. In 1869 the completion of the Central Pacific Railway to Oakland marked the beginning of trans-continental railway communication.—U. S. Geological Survey.

The San Francisco Ferry station is the busiest terminal in the United States, nearly 42,000,000 persons passing through the depot yearly. The only depot in the world from which more persons arrive and depart annually is the Union railroad station, in Paris.



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## "Profit Sharing" a Failure.

The Union Leader, official magazine of the Amalgamated Street Car Men's Union, has this to say of "profit sharing" schemes:

"Events at the plant of the International Harvester Company the past week go to show the failure of the so-called profit sharing plan to bring justice to the workers. Two days before last Christmas the daily press announced a wonderful philanthropy on the part of this company. They were going to reward continuous service and assist employes to become stockholders in the company and share its profits. A plan was published giving the employes the privilege of subscribing for a profit-sharing certificate from \$50 to \$1,000, to be paid in sums of not less than \$1 nor more than \$25 a month, to be deducted from the wages and to mature not later than January 2, 1921. Each employe subscribing for such certificate and having earned \$100 or more during 1915 was to be credited with 1 per cent. of his wages for that year, to be applied to his account, interest at 5 per cent. on payments and credits to be added.

"Now this great paternal feature of the Harvester Company was heralded as a Christmas gift to their employes and a panacea for all labor ills. The employes were to at once become stockholders and share in the great profits of this institution. They would be transformed from common workers into capitalists and visions of the millennium were reflected from the publicity this wonderful plan received.

"A brief four months has shattered the dream and the employes of the Harvester Company find themselves worse off than before, for living costs have been soaring and wages are inadequate. A strike has resulted and the profit sharing plan has failed.

"Such plans are but means of robbing employes of compensation that is due them. Again, the plans are intended to make the employes loyal to the company, for while they are deluded into the belief that they are stockholders, the theory is that they will refrain from organizing and keep silent on a wage issue. The theory fails to work out in practice, however, as shown by the numerous strikes throughout the country where so-called profit sharing plans have been instituted.

"Profit sharing schemes are a deception. They do not benefit the great bulk of employes, who are paid an insufficient wage to live decently and are therefore unable to purchase certificates. The paternalism of employers is a benevolent despotism and operates for low wages, poor working conditions and restriction of freedom. The only salvation for the worker is the bona fide trade union."

## Workers Must Unite.

The United Mine Workers' Journal makes this comment on the recently organized Employers' Association of Pittsburgh, which has declared for non-unionism:

"The purposes of the employers are disguised in high-sounding phrases—'freedom

of individual contract,' the right of the workers to reap the reward for superior ability, etc., but we realize that it is the recognition of the fact that those whom they had been able to hold powerless, because divided, realized that the opportunity for organization is here, now, while the supply of immigrants from the villages of eastern Europe is not available.

"And the methods adopted to resist the workers' demands should of themselves be instructive to those they hope to successfully oppose—they have organized to resist, recognizing their vastly enhanced economic power when united.

"This recognition on the part of the employers of the power of united action should not, and cannot, be overlooked by the workers. The only possible answer is to build up our own economic organization.

"We know, too well, how superior ability is recognized when economic power is lacking, as a means to garner more profits; for richer exploitation! And the right to individual contract! 'How much less will you accept than any other that may be hired?' 'How little will suffice to maintain your existence while you serve?'

"The employers have enlightened us thoroughly as to what we may expect while competing, each against the other, for the job; now they will give us an example of the power of organization. Neither lesson will be lost upon us. In these days of inflated prices for all the necessities of living we shall be forced to recognize that organization is also our only hope to cope with the forces arrayed to oppose us."

## Compensation Law Doubly Supported.

Section 22 of the Ohio Workmen's Compensation law permits an employer to carry his own compensation insurance on proof that he possesses sufficient financial resources to protect employes. Private insurance companies are attacking this feature of the law, together with other provisions of the enactment.

The question is now being considered by the State Supreme Court, and attorneys for the State Federation of Labor are defending the law. Daniel J. Ryan, general counsel for the Ohio Manufacturers' Association, appearing before the court as "a friend of the court," called attention to what is commonly known as the "general welfare" amendment to the State Constitution, which was adopted at the same time the people voted in favor of the Workmen's Compensation amendment.

The "general welfare" amendment empowers the legislature to "provide for the comfort, health, safety and general welfare of all employes," and, continues this amendment, "no other provision of the constitution shall impair or limit this power."

Attorney Ryan told the court that independent of the amendment to the constitution which specifically authorized compensation, the Workmen's Compensation law, as passed by the legislature, is still valid under the "general welfare" constitutional

(Continued on Page 10.)

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

### AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

### GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekland Bldgs., 22 Canning Place, Liverpool.

### BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

### GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

### FRANCE.

Federation National des Syndicats des Inscriptions, Maritimes de France, 33 Rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

### NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

### SWEDEN.

Svenska-Sjomens-och Eldareförbundet, Stockholm, Tunnegaten 1 B., Sweden.

### DENMARK.

Somandenes Forbund, Toldbogade 15, København.

Sofryboderne Forbund, St. Annaplads 22, København.

Dansk So-Restaurations Forening, Nyhavn 17, København.

### HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

### ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

### AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

### SPAIN.

Sociedad Sindical de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

### URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

### ARGENTINA.

Federacion Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

### BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

### SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



## World's Workers.

At the sixth National Congress of the Socialist Party of Portugal a rather strange ceremony was the suspension of the session for five minutes as a sign of protest against the war.

The Typographical Union of Winnipeg, Manitoba, has secured a two years' agreement with the newspaper publishers. The new rates are: Day, first year, \$26.50; second year, \$27; night, first year, \$29.50; second year, \$30. The agreement means an additional \$10,000 in the pockets of Winnipeg union printers.

Paper Makers' Union No. 142 of Powell River, B. C., has secured a new agreement. Wages are increased \$1 a week for several classes of work and the unionists have won their point that the rates of unorganized mill employees should be increased. These latter advances amount, in some cases, to as high as 10 per cent.

A large part of the population of Norway, far from enjoying increased prosperity owing to the war, as popular belief in some countries supposes, is experiencing the scarcity of many commodities, and the cost of all necessities and of house rent has risen enormously. In January, 5000 miners went out on strike and at the time of writing are being joined by 18,000 men engaged in the iron industry. Negotiations between employers and men which lasted two months have ended without an agreement. Measures to limit the extent and duration of the disputes are in contemplation.

"The Prussian spirit steadily conquers in Britain," says "The Post" of London, England, and submits the following as corroborative evidence: "On the Clyde all the active officials have been deported or imprisoned. Two score strikers have been heavily fined, shop stewards have been dismissed, leaders have been given heavy sentences, the evidence being an article in which they said 'there was no need for workers to arm as they could obtain all necessary reforms by trade union and political agitation.' One man has been sentenced to three years penal servitude on evidence supplied by police officials, after it was entirely denied by civilian witnesses."

The official organ of the South Australian Farmers' Co-operative Union writes in a pleasingly sympathetic strain of Britain's submerged tenth. It says: "The masses of the submerged tenth are beyond understanding. Hunger, cold, and homelessness are their companions. The indifference and callousness of numbers of the aristocratic class to those on the lowest level have contrabred in the latter an equivalent contempt and hatred. More attention is devoted to pet dogs and their wants than to the poorer classes and their children. Dog 'at homes' are held, the visiting curs being conveyed in motor cars to the reception of Fido, and there is actually a cemetery in London for the departed remains of Flossie and Spot with costly headstones over their graves. The distrust which is engendered into the lower classes is the force which is causing them to shun enlisting, as they risk more than their lives, there is the livelihood of the women and children they leave behind. As some great writer has left on record, 'It is man's inhumanity to man makes countless thousands mourn.'"

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#### REMOVAL ANNOUNCEMENT.

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#### ALASKA FISHERMEN.

San Francisco.

|                     |                 |
|---------------------|-----------------|
| Bergman, John       | Johnsen, Aug.   |
| Blom, Ernest        | Konig, D.       |
| Christiansen, Anton | Nielsen, Harold |
| Christiansen, A.    | Olander, Ed     |
| Doris, Geo.         | Thomson, John   |
| Eckart, T. G.       |                 |

## San Pedro Letter List.

|                       |                     |
|-----------------------|---------------------|
| Anderson, Eduard      | Malm, Gustaf        |
| Andersen, John        | Mesak, E.           |
| Andersen, Ernest J.   | Nelson, Dick        |
| Andersson, Martin     | Olsen, Oscar        |
| -1894                 | Olsen, Nick         |
| Andersson, Oskar      | Orling, Gust        |
| Alexander, P.         | Olsen, Andy         |
| Berg, B.              | Olsen, E. F.        |
| Berg, A.              | Olson, Olof S.      |
| Berggren, Gust        | Ophaug, W.          |
| Bentsen, Hans B.      | Orwold, Jack        |
| Brein, Hans           | Owen, Fred          |
| Benrowitz, Felix      | Perkins, Paul       |
| Carlson, Gus          | Peterson, Nicolai   |
| Cariera, Peter        | -1234               |
| Danielson, Dave       | Pintz, Johan        |
| Doyle, Wm.            | Peterson, N.        |
| Ellwes, John          | Peterson, Hugo      |
| Eklund, Sven          | Peterson, C. V.     |
| Fjellman, Jonas       | Pedersen, P. -1064  |
| Fjellmutsen, Thor     | Pakkil, Emil        |
| Fjellman, Karl        | Pajala, Victor      |
| Ghar, Walter          | Pederson, Ole       |
| Gustafson, August     | Pedersen, Harald S. |
| Gronlund, O. -414     | Reuter, Chas. -407  |
| Heesche, Henry        | Rogenfeldt, J.      |
| Holmstrom, Fritz      | Roberts, G.         |
| Haupt, Fritz          | Stolzman, Emil      |
| Hansen, Charley       | Saarnen, H.         |
| Hansen, Ole           | Sanders, Charles    |
| Haave, Norval         | Schuldt, Theodor    |
| Johansson, C. -2497   | Samuelsson, Frank   |
| Janson, Dick          | Strahle, Chas.      |
| Janson, Oscar         | Smith, Johan        |
| Jensen, Hans -1555    | Stenios, John       |
| Johnsson, J. A. -1659 | Skaanes, Eilg       |
| Johanson, Victor      | Soderlund, Anton    |
| Karnup, Edward        | Schmidt, Lauritz P. |
| Lundstedt, Chris      | Shallies, Gust      |
| Lassen, Johan, -1542  | Thorsen, Carl       |
| Larsen, Klaus L.      | Trovik, Harald      |
| Lutton, Theo.         | Uhlj, Richard       |
| Lauritzen, Ole        | Uappa, Kostl        |
| Larson, Max           | Vigon, Elias        |
| Lorenz, Bruno         | Wirak, A.           |
| Lybeck, Thos.         | Winblad, Martin     |
| Lindberg, G. W.       | White, Robert       |
| Lindberg, Ernst       | Warkkala, John      |
| Leideker, Elith       | Widn, Andrew        |
| Lalan, Joe            | Zunk, Bruno         |
| McNeal, John          | Zayan, G.           |
| Monterro, John        | Newspapers and      |
| Malmerez, E.          | Packages.           |
| Monts, Reinolt        | Miller, W.          |
| Makela, N.            | Schmidt, Lauritz P. |

## Honolulu, H. T.

|                      |                   |
|----------------------|-------------------|
| Anderson, John E.    | Nelsen, C. F.     |
| Burk, Harry -1284    | Petersen, Carl    |
| Crantly, C. W.       | Peters, Walter    |
| Eugenio, John        | Reither, Fritz    |
| Ekelund, Rickhard    | Solberg, B. F.    |
| Ivertsen, Sigvald B. | Strand, Conrad    |
| Longwenus, W. L.     | Thompson, Emil N. |
| Moller, F.           |                   |

## INFORMATION WANTED.

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio. 3-24-15

Anders C. Anderson, a native of Norway, who left his personal effects at Port San Luis, Cal., after leaving a ship at that place, is inquired for. Anyone knowing his whereabouts please notify D. R. Jacks, Deputy Collector of Customs, Port San Luis, Cal. 12-22-15

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Any one knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St. 8-11-1915

Olai Ingebrigtsen (Brock), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American bark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469-49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Steuart street, San Francisco, Cal. 8-4-15

Anyone knowing the whereabouts of Peter Murphy, better known as Boatswain McGann, will kindly notify Patrick Kieran, 58 Commercial St., San Francisco, Cal. 4-19-16

Vencelus Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolamo Durbich, Zurich, Switzerland. 7-28-15

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## INFORMATION WANTED.

John Edstrom, alias Brynjulf Edstrom, born in Norway in 1879, was last heard from at Mobile, Ala., where his address was Norwegian Chapell, is inquired for. Anyone knowing his whereabouts please notify his mother. Address, 22 Pilestradet, Kristiania, Norway.—12-22-15

George Alexander Sharman, a native of Brooklyn, N. Y. About 28 years of age, height 5 feet 9 inches,

supposed to have sailed on the Great Lakes in 1907, is inquired for by M. L. Kinvan, 1211 Mosher street, Baltimore, Md. 7-14-15

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15



# Pacific Coast Marine.

Secretary of Commerce Redfield has notified Postmaster Charles W. Fay of San Francisco that the Department of Commerce was pressing for passage in Congress a bill limiting the number of passengers on ferryboats.

The steam schooner "Lakme" is reported to have been sold by the Charles Nelson Company to the Sunset Lumber Company. She has been engaged in lumber hauling between San Francisco and Eureka and will continue on the same run.

Captain W. C. McNaught, marine surveyor, injured in attempting to save the schooner "Fifield" at Bandon several weeks ago, is on his legs again. Captain McNaught suffered a compound fracture of his left leg when a cable snapped aboard the "Bandon."

The Standard Oil tanker, the "Atlas" and barge "No. 91," have gone on the ways at the Union Iron Works, on Alameda marsh, for general repairs. The "Atlas" will load with oil for Honolulu at Point Richmond, following repairs, while barge "No. 91" will take cargo for Puget Sound at the same place.

Except for three interned German vessels, the Columbia River at Portland is now bare of square-riggers since the departure of the British bark "Inverlogie" for the United Kingdom with a cargo of wheat. Prospects are that much of Oregon's grain will move overland the coming year on account of the great scarcity of tonnage.

What is believed to be the largest power schooner in the world, the five-masted "City of Portland," will be given a trial trip early this month. She is the biggest single deck wooden vessel on any sea and she carries auxiliary motors. Great interest is being evidenced by shipping men in her trial and it is expected that, if she is successful, others like her will be built.

After twelve years' absence from this port the two-masted schooner "Harold Blekum," formerly known as the "Ruby Cousins," built at Eureka, Cal., in 1882, arrived at San Francisco during the past week as a member of the Alaska Commercial Company's freight fleet. The vessel was originally sold to a Seattle concern and used in the codfishing business. Later it ran aground at Kadiak and was badly damaged. There it was sold to its present owners, who made temporary repairs and sent the schooner to this port for a general overhauling.

The Bureau of Foreign and Domestic Commerce, Department of Commerce, has issued a report entitled "Ports of the United States," Miscellaneous Series No. 33. It contains 431 pages, the bulk of which are taken up with a detailed analysis of the facilities of the individual ports. The report is based on the investigations of Commercial Agent Grosvenor M. Jones and may be purchased from the Superintendent of Documents, Washington, or from any of the District Offices of the Bureau of Foreign and Domestic Commerce at 75 cents per copy.

During the month of May thirty-five vessels loaded at the mills in the lower Columbia River district, and their combined cargoes amounted to 26,453,860 feet of lumber. Thirty-three of those vessels, carrying cargoes of 24,205,000 went to San Francisco, Los Angeles or San Diego, while two vessels, with 2,248,860 feet of lumber on board, went to China or Australia. In the same period 6,247,825 feet of lumber were shipped from the mills in the upper river district, making a total of 32,701,685 feet of lumber that left the Columbia River in cargoes during the month of May.

Work on the monster dry dock of the Union Iron Works at Hunter's Point began during the past week. The contract for the big structure, which will accommodate the largest vessel which can pass through the locks of the Panama Canal and meet the future needs of commerce, is held by the San Francisco Bridge Company. Upon completion, according to General Manager J. J. Tynan of the Union Iron Works, the big structure will cost in excess of \$2,000,000. The Federal Government has agreed to pay annually for five years for the right to use the dock for the large battleships of the Navy. The dock will be 1000 feet long and 150 feet wide.

The Wallace Shipyards of North Vancouver, B. C., have booked orders for the construction of three steel vessels, the hulls to cost about \$400,000. Machinery, which will include large oil engines, will be additional. The boats are to be used in the lumber carrying trade from British Columbia ports, and are to be built under an interest guarantee of the British Columbia government. H. W. Brown is at the head of the syndicate that placed the order, and associated with him are H. W. Wolvin, a Great Lakes transportation man; James Caruthers, president of the Canada Steamship Lines, Limited; G. W. Norcross, of Montreal, vice-president and managing director of the Canada Steamship Lines, Limited; James Whaling, of the British Columbia Sulphite Company, and president of the Western Drydock & Shipbuilding Company, of Port Arthur; M. J. Haney,

of Toronto, and Sir Trevor Dawson, managing director of the Vickers, Limited.

Fire which started in a mysterious manner in the empty hold of the old Peruvian bark "Callao," while it was tied up at the wharf of the Moore & Scott shipyards on the Oakland (Cal.) Estuary during the night of June 1, did damage estimated at \$25,000, and for a time threatened the destruction of the \$2,000,000 yards. Almost the entire Oakland fire department responded to the alarm at 8 o'clock, but not until three-quarters of an hour later could water be thrown on the flames. Lines were strung from a hydrant several hundred feet away, and an engine was put on a suction pump with one end in the estuary. Reinforcements in the shape of the fire tug "David Scannell," which crossed the bay from San Francisco, did much to prevent the blaze from spreading to adjoining ships or to the big dry dock. Workmen had been engaged in repairing the hold of the "Callao," and it is believed that the fire started when escaping acetylene gas, used to generate the oxy-acetylene flame, came into contact with live coals in a brazier.

First details of the seizure of the schooner "Oregon," Captain Martin Swanson, twenty miles off Guaymas, on April 23, were brought to San Francisco by Chief Officer John Louis on the Pacific Mailer "San Juan." The "Oregon," according to Louis, was under charter to Linga & Co. of Mazatlan, when stopped by the "Rainbow." Six hours, according to the officer, were spent by the British officers in looking over the papers. Then Captain Swanson was notified that the schooner was under seizure as a prize of war. The "Rainbow" convoyed the schooner to the San Jose Islands and then leaving a prize crew, Captain Swanson, Chief Engineer Bechtel, Wireless Operator H. Seidl and two Mexicans aboard, took Louis and fifteen Mexicans to La Paz. The "Rainbow" then wirelessed, according to Louis, the British transport No. 21, which took the "Oregon" in tow up to Vancouver, where she now is.

Added luster to San Francisco's fame as one of the world's great shipbuilding centers came the announcement by the Union Iron Works that it had signed the largest contract, with one exception, ever made by a shipbuilding company on the Pacific Coast. The contract is with the Pan-American Petroleum Transport Company of New York and Los Angeles and calls for the construction of three big oil tankers, costing approximately \$4,000,000. This makes a total of twenty big steel vessels, either under construction or ordered at the local works. The new tankers will be similar in design to the tankers under construction for the Standard Oil Company. They will each be 435 feet in length, 56 feet in width and 7200 gross tons, with a capacity of 70,000 barrels of oil. One of the tankers, under the terms of the contract, must be delivered in September, 1917; another in October, 1917, and the third in April, 1918. In addition to these three for the Pan-American Company, there are seven under way at the local works for the Standard Oil Company, all for delivery within the next eighteen months.

The following recent charters are reported: Schooner "A. M. Campbell," to carry lumber from North Pacific to Sydney, at 122s. 6d., by A. F. Thane & Co. (April-July) (1917); schooners "Wm. H. Smith" and "Eric," lumber from North Pacific to Sydney, at 120s., by A. F. Thane & Co.; barkentine "Alta," lumber, from North Pacific to Sydney, 105s., Melbourne, Adelaide 115s., (re-let) (late 1917); British schooner "Coquitlam City," lumber, North Pacific to Sydney, 110s., Melbourne, Adelaide 120s. (early 1917); schooner "Lottie Bennett," lumber, from North Pacific to Sydney, 120s. (late 1917); schooner "Lizzie Vance," lumber, from North Pacific to Sydney, 90s., Melbourne, Adelaide 100s., (re-let) (October-November-December); schooner "Lizzie Vance," lumber, from North Pacific to Melbourne, 120s. (re-let) (early 1917); schooner "W. H. Marston," lumber, from North Pacific to Sydney, 113s. 9d., Melbourne, Adelaide 123s. 9d. (re-let) (late 1917); schooner "Winslow," lumber, from North Pacific to Sydney, 125s. (late 1917); schooner "W. H. Talbot" and "William Bowden," lumber from North Pacific to Sydney, 120s. option Melbourne and Adelaide, South Africa, Valparaiso (late 1917).

The "Handbook, Navigation Laws of the United States" contains all the law affecting seamen. It is arranged and indexed so that each feature may be found without trouble. The only book in existence that enables every seaman, ship-master, and ship's officer to know the law in every detail. James H. Barry Co., 1122 Mission St., S. F. Price, \$1. (Advt.)

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

## International Seamen's Union of America

Affiliated with

AMERICAN FEDERATION OF LABOR

and

INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary.  
570 West Lake St., Chicago, Ill.

AFFILIATED UNIONS.

ATLANTIC DISTRICT.

### EASTERN AND GULF SAILORS' ASSOCIATION.

Headquarters:

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Branches:

BALTIMORE, Md., 802-804 South Broadway St.  
NEW YORK CITY, 51 South St. and 427 West St.  
PHILADELPHIA, Pa., 206 Moravian St.  
NORFOLK, Va., 41 Loyalls Lane.  
MOBILE, Ala., 104 South Commerce St.  
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PORT ARTHUR, Tex., 132 Proctor St.  
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### MARINE COOKS AND STEWARDS' ASSOCIATION OF THE ATLANTIC AND GULF.

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New York Branch, 514 Greenwich St.

Branches:

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NORFOLK, Va., 41 Loyalls Lane.  
NEW ORLEANS, La., 206 Julia St.  
MOBILE, Ala., 104 S. Commerce St.

### HARBOR BOATMEN'S UNION.

Headquarters:

NEW YORK CITY, 190 West St. Phone 4126 Worth.

### NEW ENGLAND COAST FISHERMEN'S UNION.

Headquarters:

BOSTON, Mass., No. 3 Long Wharfs.

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SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.  
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OGDENSBURG, N. Y., 70 Isabella St.  
BAY CITY, Mich., 108 Fifth Ave.

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Milwaukee, Wis. Superior, Wis.  
Ashtabula, O. Erie, Pa.

### PACIFIC DISTRICT.

#### SAILORS' UNION OF THE PACIFIC.

Headquarters:

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Branches:

VICTORIA, B. C., 1424 Government St.  
VANCOUVER, B. C., 213 Hastings St., E. corner of Hastings and Main, P. O. Box 1365, Tel. Seymour 8703.  
TACOMA, Wash., 2218 North 30th St.  
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.  
ABERDEEN, Wash., P. O. Box 6.  
PORTLAND, Ore., 44 Union Ave., North.  
EUREKA, Cal., 227 First St., P. O. Box 64.  
SAN PEDRO, Cal., P. O. Box 67.  
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314

(Continued on Page 11.)



# Coast Seamen's Journal

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BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBERG .....Editor  
I. M. HOLT.....Manager

## TERMS IN ADVANCE.

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Headquarters of the Sailors' Union of the Pacific, Maritime Building, 59 Clay Street, San Francisco.

## NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, JUNE 7, 1916.

## "OUR RIGHTS" IN MEXICO.

A mass meeting of American (?) business men at Tampico, Mexico, has adopted resolutions demanding that President Wilson "define their rights in Mexico."

According to the Tampico news dispatch, published in a local daily,—

The demand made on President Wilson was precipitated by the arrest there recently of an American contractor. He was told that the authorities had decreed a minimum wage for labor, and that unless he paid the scale he would be kept in jail.

This, of course, is a most outrageous procedure. Who ever heard of jailing an employer of labor in this country just because he insisted upon paying starvation wages?

Why, here in this free country of ours the exploiters of labor are "most eminently respectable" assets of society. And if it can be done at home, why should they not be permitted to do likewise in our benighted sister republic to the South?

By all means, let President Wilson "define their rights" in Mexico. And let the poor deluded simps who march in our preparedness parades prepare for the march to Tampico to uphold the "rights" of fellow Americans in distress.

On June 1 the organized longshoremen on the Pacific Coast from Juneau, Alaska, to San Diego, Cal., went on strike to enforce their new wage schedule and working conditions. According to officials of the longshoremen the increase asked for amounts to about 35 per cent. over the prevailing schedule. The Bay and River Steamboatmen's Union of California also declared a strike on June 1 when the steamboat owners refused to pay the ten per cent. increase in wages demanded by the union. At the time of going to press there appear to be excellent prospects for an early settlement of the longshoremen's strike. There is also good reason to predict that the Steamboatmen's strike will be brought to a successful conclusion at an early date. Needless to say, the Waterfront Workers' Federation of San Francisco, comprising all the workers along the city front, including the marine unions, has left no stone unturned to protect and conserve the interests of all the workers affected.

## LABOR AND THE METHODISTS.

Not long ago the editor of this paper was asked by a prominent Protestant clergyman why workingmen took so little interest in the church. The reply was that the church took but little interest in the material welfare of workingmen; and that Jesus Christ, who toiled as a carpenter during his sojourn among mankind, would scarcely feel at home in some of the Christian churches of this age should he appear on earth to-day.

Recent events seem to verify this assertion and indicate that the Methodist-Episcopal church comes well within the category of those institutions which pay more attention to the worship of the golden calf than to the teachings of the Savior.

By a vote of 447 to 280 the Methodist-Episcopal church, in general conference assembled, has refused to adopt a resolution giving preference to organized workers. This vote, together with the fact that this denomination has for years conducted large scab printing establishments, and fought every effort of the printing trades unions to better the conditions of employes as to hours, wages and sanitation, must be accepted as a carefully considered declaration of policy. It means a practical denunciation of the principles laid down by the founder of all Christian churches. It is equal to a repudiation of John Wesley, the social rebel and the founder of Methodism.

Some of the men at the Methodist conference who orated against trade-unionism declared that the adoption of the preferential or union shop would place the church in the position of specially endorsing the methods of labor unions!

To what methods of labor unions do these critics refer? Does this great church oppose that form of "labor union methods" which inspired the Printers' Home and Sanitarium in Colorado Springs, the payment of a death benefit of \$400, and the pensioning of their aged and infirm members by the International Typographical Union?

Does it "regard with apprehension" the labor union methods of the Cigarmakers' Union in reducing the death rate in their craft 22.7 per cent. in 20 years, and the distribution of vast sums by that organization in sick and death benefits?

Does it oppose the methods by which tender children are rescued from mill, mine and factory and given a chance in the world? Is this one of the methods that meet with the disapproval of these leaders of a church so sadly gone astray from its early moorings?

Do they object to the labor union method of curtailing the length of the workday so that a man may have time to properly acquaint himself with his Bible, his wife and his children?

Is it the labor union method which established in America the Mosaic six-day law, to the consternation of those who had academically thundered from pulpit and forum for enforcement of this edict of the great Hebrew law-giver? Is that one of the labor union methods which has their disapproval?

Is it the labor union method which has widened the scope of public education, fought successfully in many States for compulsory education, and is now fighting valiantly in other lands for this great boon of humanity?

No, the methods of the organized workers did not provide the *casus belli* for anti-union Methodist action.

The real reason is to be found in the fact

that the Methodist conference was dominated by smug self-complacent Pharisees. And their denunciation of the organized workers will go a long way in helping to explain why so many workingmen do not go to church.

## ONE REASON FOR HIGHER WAGES.

The temporary lull in the tide of immigration to the shores of this country has had some very telling effects. One of these is a fairly generally distributed increase in wages among all classes of workers.

For example, all the issues of the Monthly Review of the United States Bureau of Labor Statistics for this year record rising wages. The showing, while made with reference to typical selected industries, applies to all industry. It is exceedingly gratifying as further evidence of Labor's great opportunity in this period to demand and receive its rightful rewards.

The contrast of employment and earnings in February, 1916, with February, 1915, shows a large per cent. of increase in the number of employes on the payroll in all the trades except one, that of the men's ready-made clothing trade. In the iron and steel trade it was 43 per cent. The percentage of increase in the amount of the total payrolls ran from 5 per cent. in cotton manufacture to 73 per cent. in the iron and steel trade. Ninety of the largest iron and steel plants show 113,112 employes working on the last day of February, 1916, as against 78,026 working on the last of February, 1915, an increase of 45 per cent. Something more than 3000 employes were added in 83 of these establishments in the one month of February.

Further data gathered by the statistical bureau confirms these partial but typical statistics. With the decrease in immigration labor is not now at the mercy of employers who try to keep two workers in competition for every one job.

Organized labor has this opportunity and sees it.

## ARE WE NEUTRAL?

The text of the notice lately issued by the British foreign office regarding the settlement of the long pending American meat packers' case is now available.

This remarkable settlement provides among other things: "that His Majesty's government, in consideration of a sum of money paid to the American packers, shall regulate the entire shipment by the packers of all packing-house products to neutral European countries during the continuation of the war."

In other words, for a cash settlement the American pork princes have agreed to be hamstrung, bound, gagged and muzzled during the continuation of the war and no American pork will go to any neutrals hereafter except by consent of his Britannic Majesty's government.

What is it, benevolent neutrality or paid-for-in-advance neutrality?

It is gratifying to note that the San Francisco Labor Council has joined in Labor's nation-wide protest against so-called preparedness parades. It is to the everlasting credit of the organized workers in this country that they are a unit in resisting the tide which sweeps toward militarism.

Too many men would rather be recognized as "radical" than as right.



## BAITING THE HYPHENATES.

Comment was made in these columns recently upon the order of Secretary of War Baker dismissing from Government vessels, known as mine-planters, all members of the crews who are not native-born citizens. A more recent order goes even further, as it bars from the civil service of the War Department all naturalized citizens.

While talking about the unfairness of such procedure Congressman William S. Bennett, of New York, asked this question in the House of Representatives:

"What would happen to the President's Cabinet if such an order were issued as to it?"

"At least two members would have to resign," promptly replied Representative Johnson.

The two are Secretary Lane, of the Interior Department, who was born in Canada, and Secretary Wilson, of the Department of Labor, who was born in Scotland.

"Suppose," suggested Representative Greene, of Vermont, "that such an order had been received by the Union Commanders in the Civil War; they would have been obliged to dispose of men like Siegel and Carl Schurz and General Meagher."

Well, darn it, they were all hyphenates. And in the judgment of our own (pure-blood) American jingoes and mountebank politicians the naturalized and unnaturalized foreigners in America have only one inalienable right. They have the privilege to "keep their mouth shut tight"!

The confirmation of Louis D. Brandeis for the United States Supreme Court is about as clean cut a victory for human rights as has ever been won in the Senate of the United States. Rightly or wrongly, the U. S. Supreme Court is generally looked upon as the last bulwark of plutocracy. When all other tribunals of justice failed to uphold the claims of certain vested rights the U. S. Supreme Court has time after time come to the rescue and interpreted the Constitution to suit the "interests." No wonder, then, that every reactionary, from ex-President Taft down to very small fry, raised their voices in protest against this appointment. All his life Mr. Brandeis has defended the underdog of society. Such conduct is unpardonable in the eyes of the aforesaid protestants, and it surely must be exasperating to the "upper" classes to have such a man nominated and confirmed for a life job on the Supreme Bench.

Frequent newspaper references to the probable "escape" of merchant vessels belonging to belligerent nations and tied up in United States harbors gives food for conjecture in uninformed circles. These merchantmen do not need to "escape" if their owners desire to have them leave. All they have to do is to get up steam and go. They are subject to no more restraint than any other merchantmen of foreign register in time of war. The only thing the United States Government is particular about is that they shall not make use of any of its ports as a base for military or naval operations. The one reason why the vessels do not sail for their home ports is that their owners do not think it wise to take the risk. These vessels are not interned.

Demand the union label upon all purchases!

## FUNDAMENTAL PREPAREDNESS.

## The Remedy for Conditions Dangerous to the Country's Welfare, Whether at Peace or War.

The present world war involves all civilization in its consequences—the neutral states only in a less degree than those engaged in armed strife. And since it has by its magnitude and its methods created a situation without precedent in history, it seems plain that America, even though it avoids becoming an armed participant, should prepare itself to face the problems inevitable at the war's conclusion. For then, in spite of our determination otherwise, if we should be drawn into the armed conflict we would be the better able to prevail in our cause and to save our cherished institutions from destruction or harm.

We should give careful consideration to certain fundamentals of preparedness that general human experience, emphasized by the immediate experience of the nations now in conflict show to be of vital importance.

A contented, devotedly patriotic spirit, founded upon a universal conviction that none possess privileges denied to others in the enforcement of law or in economic, industrial or political affairs, is of first importance in fundamental preparedness.

To firmly establish that spirit, a prerequisite to a people's continued prosperity, either in peace or war, fundamental preparedness demands that the following alleged conditions should be disproved or corrected. For a preparedness that merely contents itself with appropriations, soldiers, ships and guns, and that is indifferent to such conditions, would seem to be recklessly superficial. These conditions briefly outlined are:

Natural resources lie at the foundation of all preparedness, whether for peace or for war.

No plan for national defense can be effective unless it provides for adequate public control of all the raw materials out of which the defensive strength of a nation is made. Without water-power for electricity, we cannot manufacture nitrates, the basis of gunpowder.

It would be folly to allow the public water-powers, which can supply this indispensable basis of a national defense, to pass out of effective public control.

One hundred and twenty public service corporations own and are holding undeveloped and out of use an amount of water-power equal to four-fifths of all there is developed and in use by all the public service corporations in the whole United States.

The Shields bill, now before the Senate, gives to the private power companies monopolistic control of far more water-power, including navigable streams, than all the power of every kind now in use in the United States. Private corporations are authorized by this bill to seize upon any land, private or public, they chose.

If at war and this power was in control of our enemies, we would be helpless and at their mercy. The ownership and control by powerful private corporations, even in times of peace of our natural resources—the raw material of our industries—operates to divert the created wealth from its producers to these monopolists. In times of war it might threaten the very existence of our country.

This applies with equal force to coal, iron, zinc, oil, copper. Fundamental preparedness requires that our Government resume ownership and control of these natural resources. Lives may be a vain sacrifice if the natural resources of the country are not available on the same terms.

Since it is vital that we set our house in order before hostilities, we believe the Government should ascertain why agriculture languishes and that in spite of the many millions of Federal and State appropriations spent in its behalf farms are being abandoned to such an extent that the richest agricultural State in the Union showed a decrease in its total population at the last decennial census, although there was a large increase in the population of its cities. That the rural population in many States is dwindling and farm lands are being turned into grass or exhausted, are left barren. Why the prices of farm products continue to soar to such an extent as to be a problem to the skilled city mechanic who, though receiving a greatly increased wage, finds it difficult to live thereon, forcing women and children into our factories in unprecedented numbers.

Why the slums and great mansions are increasingly abundant in our cities, while working men are forced to give up their former homes and take boarders or live in rooms, meanwhile there are large areas in these cities unimproved or inadequately improved. That nation is best defended whose homes are best worth defending.

In preparedness activities there is a principle that is, or should be, axiomatic—it is, that the sacrifice involved should be equal.

Our indirect federal taxes are unjust in their incidence. In effect, they are income or poll taxes and, based on consumption, are mostly paid by the poor. Only recently have we levied any federal taxes on wealth and even now get but one-eleventh of our revenue from wealth. We hear much of Great Britain's unprepared-

(Continued on Page 11.)

## OFFICIAL.

## SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., June 5, 1916.

Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping medium. The Union's delegates to the Waterfront Workers' Federation delivered an exhaustive report upon the Longshoremen's strike and, on motion, their report and recommendations were approved. Voting for officers for the ensuing term was proceeded with.

NOTICE: Members are cautioned not to quit work in response to unauthorized and irresponsible demands. If the Union should vote to go on a sympathetic strike with other workers prompt notice will be served upon all by the duly authorized agents of the Union.

JOHN H. TENNISON, Secretary pro tem.  
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., May 27, 1916.

No meeting. Shipping fair, prospects uncertain.

REGINALD TOWNSEND, Agent.  
Room 11, De Cosmos Block, 1424 Government St.

Vancouver, B. C., May 27, 1916.

Shipping fair, prospects uncertain.  
W. S. BURNS, Agent.  
213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, May 27, 1916.

No meeting; no quorum. Shipping medium; prospects uncertain; men scarce.

H. L. PETTERSON, Agent.  
2218 North 30th St. Tel. Main 808.

Seattle Agency, May 27, 1916.

Shipping medium.  
P. B. GILL, Agent.  
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, May 27, 1916.

Shipping and prospects poor.  
J. PEARSON, Agent.  
P. O. Box 6. Tel. Main 557.

Portland Agency, May 27, 1916.

Shipping medium, prospects uncertain.  
JACK ROSEN, Agent.  
44 Union Ave. North. Tel. East 4912.

Eureka Agency, May 27, 1916.

Shipping fair; prospects uncertain.  
OTTO DITTMAR, Agent.  
227 First St. P. O. Box 64. Tel. 159.

San Pedro Agency, May 27, 1916.

Shipping good; prospects uncertain.  
HARRY OHLSEN, Agent.  
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, May 24, 1916.

Shipping dull; prospects poor.  
JACK EDWARDSON, Agent.  
P. O. Box 314. Tel. 2526.

## MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., June 1, 1916.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping quiet.

EUGENE STEIDLE, Secretary.  
42 Market St. Phone Kearny 5955.

Seattle Agency, May 25, 1916.

No meeting. Shipping medium.  
LEONARD NORKGAUER, Agent.  
Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, May 24, 1916.

No meeting. Shipping slow; plenty of members ashore.  
HARRY POTHOFF, Agent.  
P. O. Box 54.

Portland Agency, May 29, 1916.

No meeting. Shipping medium; few members ashore.  
THOMAS BAKER, Agent.  
89 Second St. N. Phone Broadway 2306.

## DIED.

Carl Eric Bergstrom, No. 1581, age 33, a native of Finland, died at Fort Stanton, New Mexico, May 27, 1916.

Robert Bruce, No. 1879, age 28, a native of Scotland, was drowned from the steamer "Venture" at Seymour Narrows, B. C., May 17, 1916.

Balfour, Guthrie & Company have chartered the barkentine "Irmgard" to load redwood in California and fir in the Columbia River for South Africa. She is en route from Manila to San Francisco.



### WHO WANTS INTERVENTION?

Shortly after the American troops crossed the border into Mexico it was reported in this paper that there had been a strike at an American-owned copper mine in Sonora, Mexico.

The workers in that mine wanted more wages. Of course, strikes for more wages are not unusual, but there was something about this strike that made it stand out from the ordinary run of disputes.

And this is what gave the story its unusual importance. Governor P. Elias Calles was in charge of matters in the State of Sonora. He declared that if the mine were permitted to remain idle the State would have to care for the miners, else they would starve.

Now, Calles is the kind of man who doesn't go digging through books a century old to find precedent for his acts. He uses his head, and when he uses his head he figures out what the result is going to be for the men who work. That is what he did in the case of these strikers.

The result was that the government of the State of Sonora took the mine away from its American owners and operated it. The State paid the miners and gave an accounting to the owners.

So, while they were striking against the profit-hungry owners the State was helping them by giving them regular jobs.

That action made this strike different from any strike we have known about. But it didn't stop there.

It develops now that the strikers have won their strike. The owners have their mine back, for a while, at least, and the workers have their jobs; but what is much more important, they have been given 15 per cent. more than they struck for.

That is what happens in Mexico now. Is it any wonder that American profit-hunters are doing their best to stir up intervention sentiment? Is it any wonder that they don't want Mexico to build up the kind of government that thinks more of workers than it does of mine owners?

When the capitalist press emits its next howl for intervention, remember the Sonora mine strike. And you might remember another mine strike in Sonora, too, back under the reign of Diaz. In that strike the American mine owners marched American gunmen across the border to the mine and Mexican miners were massacred. Things are changing in Mexico.

### LABOR IN HAWAII.

Circuit Judge Thomas B. Stuart, who recently advocated commission form of government for Hawaii, has forwarded to President Wilson a communication in which he designates Filipino labor in the territory as "peon or slave" labor. Judge Stuart scores the territorial laws regarding labor in the islands, declaring that the sugar planters "must see the laws are fast bringing ruin to the most beautiful spot on earth and that if the laws were put up to the planters for vote, they would signify their disapproval of them."

He also expresses his disapproval of the territorial law which prohibits labor recruiting in the territory without a license. This law was passed by the legislature several years ago when an attempt was made by salmon packers in Alaska to secure the services of several hundred laborers in the

territory, sending agents and a vessel here to get them. Judge Stuart comments further on the situation as follows:

"In his efforts to supply cheap labor for the plantations, the present Governor has been instrumental in shipping into these islands in the last few years no less than 18,225 Filipinos, out of which come the great majority of criminals in the territory.

"The Filipinos by their written contracts are compelled to work upon the plantations at a price that the Hawaiian cannot live on. This is the reason that he is employed, and not that there is not sufficient Hawaiian labor to till these islands. This peon or slave labor has taken the place of the native inhabitants on the lands, and the statutes sought to be enforced here are for the sole purpose of holding fast to this peon class.

"In other words the Hawaiian has lost his lands and they have passed to the plantations, and now he is refused the permission of working for the owners of the lands at a reasonable compensation.

"The argument used that the right exists to go to foreign lands and employ there cheap labor, which, in turn, drives the Hawaiians from the plantations, is not satisfactory. The result of such employment has been further demonstrated in the virtual prohibition of the coming in from the mainland of United States citizens to Hawaii."

The communication to the President represents a decision handed down by Circuit Judge Stuart in the case of a man charged with illegal emigrant recruiting.

### AN AUSTRALIAN VIEW.

When that curious piece of frenzied finance, the American war loan, was carried out, by which Pierpont Morgan & Company received £100,000,000 worth of 5 per cent. bonds at a discount of 6 per cent., and were given the sole control of the expenditure of the money thus raised, it was predicted that the British taxpayer would be lucky if he received an actual value of £75,000,000 worth of war material in return for a £100,000,000 worth of bonds.

That estimate has already been proved to be an over-sanguine one. American financial journals triumphantly proclaim the fact that American munition-making corporations are making from 70 to 100 per cent. profit out of European war orders!

Charles M. Schwab, manager of the Bethlehem Steel Works, is receiving a 10 per cent. bonus in addition to an enormous salary on war orders. Yet notwithstanding this fact the profits of his corporation are so colossal that the current Wall Street valuation of Bethlehem stocks has risen in twelve months from \$46 to \$600 per share. There has been all around enormous increase in the stock exchange value of all corporations engaged in munition-making in America. This clearly indicates a lively sense of future favors to come in the munition business.

Under these circumstances a sudden European peace would produce a financial catastrophe in American speculative circles, and a general commercial and industrial depression.

No wonder that peace advocates are looked upon as the enemies of society among the very best people in the United States.—The Australian Worker.

Demand the union label upon all purchases!

### THE OLDEST LIVING THINGS.

That the forests of Yosemite, Sequoia and General Grant National Parks surpass any other of their kind in the size and beauty of trees and the number of species represented is stated by C. L. Hill in a publication on the forests of these parks just issued by the Department of the Interior. This pamphlet, which may be purchased from the Superintendent of Documents, Government Printing Office, Washington, D. C., for 20 cents, contains descriptions of the species and of the forest types as well as pictures of the important trees. The most interesting tree is the sequoia, which is the crowning achievement of the vegetable kingdom in size and majesty and age. "When Cheops dreamed the first pyramid," says Mr. Hill, "some of these hoary giants of to-day doubtless already were springing up and hopefully taking possession of this very soil above which in lordly height and grandeur they look down upon us for millennium after: while Abraham and Moses and David established and led the people of Israel these hopeful seedlings grew through an exuberant youth; in the lusty strength of approaching prime they were entering into their kingdom over the forest when imperial Rome began; they stood in a calm and undaunted maturity when Jesus trod the Judean hills; and when William of Normandy fought on the field of Hastings they were already putting on the hoary garments of age. Yet there they still stand to-day, after another millennium has sped; in calm serenity and majesty, unhurt by disease, unscarred by all save fire and the hand of man, while we, creatures of a day creep about and peep beneath their mighty shade and pass away, while they live on. And there is no visible reason, barring foolhardy destruction by man, why they should not still live for another millennium or more."

### THOROUGHLY DEMONSTRATED.

In New York City on May 13 took place a tremendous demonstration of the dangerous power over citizens held by privileged financial interests. The demonstration took the form of a preparedness parade, participated in by 145,000 persons. Evidence exists which indicates that a large proportion of these were coerced, intimidated or otherwise improperly induced to march. The parade made clear that those who control the livelihood of New Yorkers want preparedness. It made clear that privileged interests can get up a big parade in behalf of any cause which they favor, whether the marchers favor it or not. Had they desired, they could have arranged as big a parade against preparedness, with many of the same marchers. Economic conditions are depriving an increasing number of American citizens of freedom of choice in such matters. The parade has thoroughly demonstrated that, and has further shown that the upholders of unjust conditions within the United States are the most dangerous enemies whom the people have to fear.—The Public.

The United States Public Health Service has proven that typhus is spread by lice.



## FEDERAL EMPLOYEES ORGANIZE.

Progress of the greatest importance has been made in Washington this winter toward reaching a standard of Government employment high enough to remove any fear labor may have of the extension of Government ownership and operation.

Proponents of fundamental economic reforms often criticized organized labor for not taking a more active stand in favor of Government ownership. Labor's lukewarm attitude was amply explained when Congressman John I. Nolan of San Francisco brought out some of the facts regarding the Government as an employer.

Hearings on the Nolan bill to establish a minimum wage of \$3 for Government employes in the District of Columbia disclosed the fact that scores of men are working as street cleaners in Washington for \$1.25 a day, and that thousands of Government workers, including veteran clerical employes, receive less than enough to keep the wolf from the door.

Mr. Nolan's disclosures was one of two developments that aroused Government employes as they had never been aroused before. The other was the attempt, through the Borland bill to increase the hours of Government clerks from 7 to 8 a day.

Congressman Nolan is a life-long unionist and a native of San Francisco. His bill had the backing of the American Federation of Labor, and Arthur E. Holder, legislative representative of the Federation, was largely responsible for the success of the hearings. And it was the same influence,—that of the American Federation of Labor,—that defeated the attempt to take a backward step and add to the hours of Government clerks.

Government employes in Washington,—from the street cleaner at \$1.25 a day to the scientist at \$3000 a year, suddenly awoke to a realization of two things. The first was the helplessness of any big group of employes to prevent exploitation and injustice and neglect of their interests, unless they are organized, and regardless of whether their employer is a private corporation or the United States Government. The second was the power and good will of the organized workers of America.

Out of this realization came the organization of a Federal Union of Civil Service Employes. To-day this union has more than 5000 members among the Government clerks in Washington. When the union's books were opened the Government employes flocked to American Federation of Labor headquarters by the hundreds.

To-day there is more independence and a better spirit among Government employes in Washington than ever before. They no longer feel themselves the helpless wards of a more or less benevolent Government. And for the first time there is some force other than political pull to which they can appeal,—their own power as an organization.

The organization of Government clerks and of the teachers employed in the schools of Washington and New York is of historic importance. It means that workers who wear white collars and draw their pay by the month are waking up to the fact that they are not a privileged class, that they must make common cause with their fellow workers in shop and

factory and on the railroads and wharves and ships.

The Nolan bill establishing a \$3 minimum wage for Government employes in the District has been reported favorably by the House Committee on Labor. Letters to your Congressmen and Senators will help the fight for its passage.

## THE FISHERIES OF BRAZIL.

Considerable attention has been attracted in official circles by the information that the Brazilian Ministry of Agriculture has intrusted one of its officials, Dr. Affonso Costa, with the compilation of an extensive report on the fisheries of Brazil. Such advance information as is available is to the effect that the report will touch upon the following points:

The methods by which the fisheries are conducted in Brazil are extremely rudimentary and antiquated. Very little attention is paid to conservation, the country being accustomed to find fish in all its rivers and along all its coasts in great variety and quantity.

In Amazonas the product of the fisheries is said to amount annually to 220,000,000 kilos (485,016,900 pounds), with a value of \$500,000 to \$600,000 United States gold; none the less Amazonas annually imports \$62,500 worth of salted codfish and \$52,500 worth of preserved fish of other sorts. Para, which in a sense should subsist upon the Amazonas fisheries, imported in 1913 \$145,000 worth of salted codfish and \$79,250 worth of other preserved fish from abroad.

The above, of course, refers to river fisheries. As to sea fisheries, there are no official statistics, but it is known that the Santos Fisheries Company during 1914 sold, in Sao Paulo and Rio de Janeiro, about \$200,000 worth of sea fish.

## FRENCH-HINDUSTAN COLONIES.

Surprisingly few people remember that France owns five little tracts scattered over the peninsula of Hindustan. They are: Chandernagar, near Calcutta; Pondicherry, Karikal, and Yanaon, on the Coromandel coast, north or south of Madras; and Mahé, on the Malabar coast, almost due west of Pondicherry. The total area of the five is about 213 square miles, but the population numbers about a quarter of a million, and the total volume of trade is worth something like \$7,000,000, only a million and a half being imports, and practically all the rest being rice, sent to France itself or other colonies. Pondicherry, the seat of government for all these little tracts, is but eighty-three miles south of Madras.

## PREPAREDNESS.

(From the American Teacher.)

Prepare! Prepare! Prepare!  
Prepare the girls, prepare the boys—to work together for the Common Welfare!  
Prepare the girls and boys to hate Ignorance and Superstition!  
Prepare them all to rout Poverty and chase Disease away!  
Prepare the boys, prepare the girls—to fight Injustice Everywhere!  
Prepare the girls and boys to resist Aggression and Exploitation at home!  
Prepare them all to live in Human Fellowship!  
Prepare! Prepare! Prepare!

## NOTICE TO SEAMEN.

### IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,  
V. A. OLANDER, Secretary.

## LAKE DISTRICT, I. S. U. of A.

### HEADQUARTERS:

#### LAKE SEAMEN'S UNION,

570 West Lake Street, Chicago, Ill.

### BRANCHES AND AGENCIES:

BUFFALO, N. Y. .... 55 Main Street  
Telephone Seneca 936 R.  
CLEVELAND, O. .... 1401 W. Ninth Street  
Telephone Bell Main 1842.  
MILWAUKEE, WIS. .... 133 Clinton Street  
Telephone South 240.  
ASHTABULA, O. .... 21 High Street  
Telephone 552.  
NORTH TONAWANDA, N. Y. .... 152 Main Street  
Telephone Bell 2762.  
DETROIT, MICH. .... 15 Twelfth Street  
Telephone 3724.  
SUPERIOR, WIS. .... 1721 N. Third Street  
Telephone, New, Broad 385.  
BAY CITY, MICH. .... 108 Fifth Avenue  
OGDENSBURG, N. Y. .... 70 Isabella Street  
CONNEAUT, O. .... 922 Day Street  
SOUTH CHICAGO, ILL. .... 9142 Mackinaw Avenue  
PORT HURON, MICH. .... 517 Water Street  
ERIE, PA. .... 107 E. Third Street

### MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

#### HEADQUARTERS:

71 Main Street, Buffalo, N. Y.  
Telephone Seneca 48.

#### BRANCHES:

CLEVELAND, O. .... 1185 W. Eleventh Street  
CHICAGO, ILL. .... 406 N. Clark Street  
MILWAUKEE, WIS. .... 151 Reed Street  
DETROIT, MICH. .... 27 Jefferson Ave., East  
SUPERIOR, WIS. .... 1814 Fourth Street  
OGDENSBURG, N. Y. .... 70 Isabella Street  
BAY CITY, MICH. .... 108 Fifth Avenue

### MARINE COOKS AND STEWARDS' UNION.

#### HEADQUARTERS:

406 N. Clark St., Chicago, Ill.  
Telephone Main 365.

#### BRANCHES:

Buffalo, N. Y. .... Toledo, O.  
Cleveland, O. .... North Tonawanda, N. Y.  
Milwaukee, Wis. .... Superior, Wis.  
Ashtabula, O. .... Erie, Pa.

### UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

#### MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

#### RELIEF STATIONS:

Ashland, Wis. .... Ogdensburg, N. Y.  
Ashtabula Harbor, O. .... Oswego, N. Y.  
Buffalo, N. Y. .... Port Huron, Mich.  
Duluth, Minn. .... Manitowoc, Wis.  
Escanaba, Mich. .... Marquette, Mich.  
Grand Haven, Mich. .... Milwaukee, Wis.  
Green Bay, Wis. .... Saginaw, Mich.  
Houghton, Mich. .... Sandusky, O.  
Ludington, Mich. .... Sault Ste. Marie, Mich.  
Manistee, Mich. .... Sheboygan, Wis.  
Erie, Pa. .... Superior, Wis.  
Menominee, Mich. .... Toledo, O.



## WEEKLY NEWS LETTER.

(Continued from Page 3.)

amendment. While indicating his disapproval of the latter amendment, because of its sweeping nature, he said:

"This section is extremely radical and far-reaching, but it is in the constitution and cannot be ignored. Its purpose is to give the legislature power to pass humane laws in conformity with modern industrial development, and under it any law having for its object the 'general welfare' of all employes is valid, providing it is not against the Federal Constitution."

In answer to the claim that section 22 is not uniform in its operation, the attorney said:

"Two men have committed a bailable offense: one is able to give bond, the other is not; one goes free until his trial, the other is committed to jail. This is not a discrimination, and yet it requires financial ability to give bond to secure liberty. Two men are elected to office; one can give the bond, the other cannot; the one who gives the bond is inducted into office, the other, who cannot, forfeits his right thereto."

## Court Rule Extends Hours.

In the opinion of Paul Watrous, Secretary of the Wisconsin State Industrial Commission, the recent decision of the State Supreme Court on the Women's Ten-Hour law will legalize ten hours' work for women when a portion of the work is performed after 8 p. m. The law provides that day work shall be ten hours and night eight hours. The legislature failed to provide for where a part of the work is done at night and a part during the day. The Industrial Commission has ruled that eight hours shall apply in this case. The decision was appealed to the State Supreme Court, which reversed this ruling and incidentally held that the commission has no power to function legislatively.

Secretary Watrous makes this comment on the court's decision:

"The opinion of the court undoubtedly upholds the ten-hour principle for day work, with a maximum of 55 hours a week, and the eight-hour principle for night work, with a maximum of 48 hours. But the court holds that if a portion of the work is done in the daytime and part at night, the employer may work his help ten hours. The commission has always ruled that if any part of the work was done at night the eight-hour rule was applicable.

"The effect is to give restaurant keepers the right to work their help ten hours even though the period of labor extends into the night. Stated simply, the new rule is, I take it, that from now on employers may work women ten hours a day and 55 hours a week unless all the work is performed between 8 p. m. and 6 a. m.

"The question of course knocks out our legislative powers absolutely. Our general supervisory powers over the enforcement of the law is not, we think, affected."

## "Libeled by Americans."

Under the above caption, the Labor Call of Melbourne, Victoria, Aus., prints a protest against the report of a committee appointed by the National Association of Manufacturers of the United States for the purpose of investigating conditions in Australia. The committee styled itself the "American Trade Commission," and consisted of John Kirby, Jr., David M. Parry and Albert A. Snowden. The views of this commission, which disapproves everything advocated by workers, is now being copied by anti-labor Australian papers and the Labor Call article says:

"The 'conclusions' of these American enemies of the workers of Australia have been read with disgust by all fair-minded men. They are slanderous in the extreme. The wonder is that any newspaper should have been so unpatriotic as to have published them. While the working men of Australia are progressive and pushful, they are honest, and give good value for the payment received. Those who say otherwise lie from antagonistic motives. But the people of the commonwealth know the workers, and whatever may be said to their detriment can do no harm, excepting outside of Australia. For this outside propaganda of calumny the anti-labor press is responsible."

## "You May Join a Union," Court Tells Teachers.

The Appellate Court at Chicago has annulled the so-called "Loeb rule," passed by the Chicago Board of Education, and which prohibits teachers from maintaining a union affiliated to the American Federation of Labor.

This is the third court victory won by the teachers. When the Board adopted this rule, Judge John M. O'Connor issued a temporary restraining order. Later, Judge D. E. Sullivan, after listening to extended arguments, refused to dissolve the order. The Board of Education then appealed to the Appellate Court, which now sustains the lower courts in their position that the Board exceeded its authority.

"The law is that the Board may stipulate for the amount of training, the degree of proficiency and the physical fitness of its teaching employes, but it cannot provide that its teaching shall be done only by certain persons, or classes of persons, members or non-members of certain societies," said the court.

The Board of Education, together with large interests in Chicago, have waged a continued war against the teachers maintaining a union. The organized workers have assisted the teachers to their fullest extent.

## Pledges Labor's Aid to Cloak Strikers.

In addresses to locked-out garment workers in New York President Gompers and Secretary Morrison assured these 60,000 trade unionists that the American Federation of Labor would give every aid possible to resist the attempt of the Cloak, Suit and Skirt Manufacturers' Association to disrupt the Ladies' Garment Workers' Union.

"They want an end to your union, and say you will be as well off," declared President Gompers. "When and where did the manufacturers in your industry voluntarily make a reduction in the hours of labor? When did they offer to increase your wages? I have yet to see any of these benefits except when forced by the demands of the workers.

"I think it is unnecessary for me to say that everything within the power of the American Federation of Labor, with whatever power or influence it can bring, with whatever it is possible for me as one of

the trade-unionists to do, will be given you without stint or limit of any kind."

In reply to the manufacturers' claim that they favor the "open shop" President Gompers said:

"You know what the open shop has meant, and you know what it means. The open shop is nothing but a misapplication of that term, for, as it is understood and expressed by employers and particularly organized employers, it means a non-union shop. It means that the men who are most firm in their conviction that organization is the only help of the workers will be the ones who will be victimized, and the men who are most earnest and active and determined for organization will be victimized because they believe that organization of the workers is essential."

Secretary Morrison spoke along similar lines, and later, in an interview published in the Evening World, said:

"This lockout has but one end in view—the decimation of the ranks of organized labor. It is a sort of 'we'll-starve-you first, then-you'll-be-glad-to-come-back-to-us-individually' policy.

"It is that kind of policy that strengthens the backbone of the labor movement instead of weakening it. One thing is certain, the union will not surrender its identity. It cannot be crushed. Organized labor will not allow it to be crushed."

## MEANING OF "PROLETARIAT."

I wonder how many people belonging to the proletariat or working for the proletariat know the full meaning of the word? I am sure that a good many of them would be surprised if they learned that the literal meaning of the word proletariat is offspring-producer or child-maker. The word is derived from the Latin proles, meaning offspring, and the proletariat were a separate caste in ancient Rome. They paid no taxes, because they had none to pay, and they were considered as contributing nothing to the State except offspring. Just as two or three thousand years ago, so now the poor classes contribute the most children to the State. But the poor are acquiring a little wisdom, too, and it will not be long before the proletariat will refuse to be merely an offspring-producer, it will want to contribute to the State and receive from the State something more than it does now.—Dr. William J. Robinson, in the Critic and Guide.

The government of India has decided to abolish the system of indentured emigration to British colonies, but it will be allowed for a further period of five years in order to permit the various colonies to adjust themselves to the labor conditions necessarily entailed by the abolition of the indentured system. For practically half a century the colony of Trinidad has been dependent upon indentured laborers from India, commonly known as coolies, for the working of the large sugar and cocoa estates. Their labor was the cheapest to be had, averaging about twenty-four cents per day during the indentured period. East Indians now number approximately 120,000 and constitute one-third of the colony's population.

For fair products of all kinds consult the JOURNAL's ad columns.



## FUNDAMENTAL PREPAREDNESS.

(Continued from Page 7.)

ness in contrast with Germany when war began, but in that year (1914) Great Britain's tax collection from wealth was \$380,115,000. The United States on the same per capita ratio would collect about \$900,000,000 from wealth, instead of one-fifteenth of that sum. In Germany the combined income tax on men of wealth often reaches 10 to 12 per cent.

Is it safe or reasonable preparedness to expect the poor who offer their lives to their country, to also pay the cost of war out of their already meager income? That tragic sacrifices be made by the many while a few are making colossal fortunes out of war contracts?

Fundamental preparedness will remedy such conditions, so dangerous to the country's welfare, be it at peace or war.

Since the President, the Secretary of War and the Secretary of the Navy were saying a year ago that we were fully prepared for any emergency, Europe, from whence could come our only danger, has lost at least \$10,000,000,000 of wealth in war and 5,000,000 soldiers.

The President and Congress should by investigation discover the source from which this clamor for war and preparedness for war comes, for all information open to the public seems only to confirm the statements made in an article written by T. Wells Brex, a noted British writer.

Mr. Brex says: "The war has altered the social face of Europe as much as the glacial epoch once altered its physical surface and has set back civilization one hundred years, crumpled Europe's social structure, stunned its arts and sciences, and withered away its web of travel intercourse for a century. . . . The warring nations will be taxed by war debts, while dreadful memories will keep a gulf between the civilized nations of Europe."

"Twenty-five million men have taken up arms and nine million are already slain or permanently disabled. The total destruction of life will be twenty million. This is combatant waste alone. Nearly everywhere the birth rate has fallen and the death rate is rising. Paris is losing similarly, Berlin and Vienna much more heavily and, when the great war is over, Europe will realize that no plague in the Middle Ages ever ravaged it like this black death."

"At the end of the war the population of Europe will not be much greater than it was before the Napoleonic wars. Confronting the weakened and diminished people will be such problems as three women to two men of marriageable age; more old men than young; more boys than workers physically in their prime; more physically unfit than fit. . . . High commercial freights, dear imports and handicapped exports, owing to the shortage of ships. Arts languish and humanities rust, while shattered Europe lies in a spiritual and intellectual stupor like that of the dark ages."

If Congress pass joint resolution No. 112 now before its honorable body, or some other appropriate resolution it may develop the source of this agitation and may also explain why there is such a disparity between war expenses and results in the countries below named for the fiscal year ending June 30, 1914:

|                     | War Expenses. | Soldiers and Sailors. | Cost per Man. |
|---------------------|---------------|-----------------------|---------------|
| United States . . . | \$476,541,000 | 144,173               | \$3,305.34    |
| Great Britain . . . | 365,440,000   | 391,500               | 933.43        |
| France . . . . .    | 327,311,000   | 780,600               | 419.30        |
| Germany . . . . .   | 424,981,000   | 930,000               | 456.09        |
| Japan . . . . .     | 132,792,000   | 416,000               | 319.12        |

The war expenses in time of peace of the United States exceed such war expenses of any other nation on earth, and with what pitiful results see the testimony of army experts and staff officers of the Army and Navy. A standing army the size of Germany's before the war would cost the United States annually, under its system of spending money, the sum of \$3,073,967,200, which is about three times the nation's entire income.—Address delivered by Frederick F. Ingram at the American Academy of Political and Social Science, Twentieth Annual Session, Philadelphia, Pa., April 28-29, 1916.

## "IN" AND "OUT."

The Australian casualties at the front to date number about 35,000. The first half-year's interest paid to subscribers to the war loan amounted to about £300,000. Thus is the burden shared! One section of the community takes an interest in the war, and the other section takes an interest out of it.—The Australian Worker, Sydney, N. S. W.

In 1912 there were 1400 acres of California land under rice cultivation. This year it is estimated that there are fully 50,000 acres used for rice cultivation.

## COLLECTIVE ACTION.

Here is a story which vividly illustrates that which is very helpful to workingmen—organization:

A planter down in Kentucky had just employed a strange negro as a mule driver. He handed him a brand new blacksnake, climbed up on a seat behind a pair of mules and asked the darkey if he could use the whip. Without a word the mule driver drew the black lash between his fingers, swung it over his head and flicked a butterfly from a clover blossom alongside the road over which they were traveling.

"That isn't so bad," remarked the planter. "Can you hit that honey bee over there?"

Again the negro swung the whip and the honey bee fell dead.

Noting a pair of bumble bees on still another blossom, the darkey swished them out of existence with the cracker of his new blacksnake, and drew further admiration from his new employer.

A little further along the planter spied a hornet's nest in a bush beside the highway. Two or three hornets were assembled at the entrance to the nest.

"Can you hit them, Sam?" he inquired.

"Yes, sah; I kin," replied the darkey, "but I ain't agoin' to; dey's organized."

## HAWAIIAN VOLCANOES.

The lofty volcanoes of the Hawaiian Islands, rising above the ocean from 5,000 to nearly 14,000 feet, are only the summits of gigantic mountain masses that rise abruptly from the bottom of the Pacific. Mauna Loa, on the island of Hawaii, stands 13,675 feet above sea level, but its slopes descend beneath the sea, as shown by deep-sea soundings, with a grade fully equal to if not greater than that of the visible slopes. The same is generally true of the submarine slopes of the other islands, and the depths attained by these continuous slopes, within thirty to fifty miles of the shores, vary from 14,000 to 19,000 feet. Mauna Loa and Mauna Kea, if their true bases are considered to be at the bottom of the Pacific, are, therefore, mountains of as great an altitude as Mount Everest, or approximately 30,000 feet. No other volcano in the world approaches Mauna Loa in the vastness of its mass or in the magnitude of its eruptive activity. In the aggregate of its eruptions Mauna Loa is also unrivaled. Some of the volcanoes of Iceland have been known to disgorge at a single outbreak masses of lava fully equal to those of Mauna Loa. But such outbursts are infrequent in Iceland, and a century has elapsed since any of such magnitude have occurred, though there have been several minor eruptions. The eruptions of Mauna Loa are all of great volume and occur irregularly, at an average interval of about eight years. In view of the total quantity of material it has disgorged during the last century, no other volcano is at all comparable to it.

A militia and a standing army may look brave enough and prove effective enough in deterring or suppressing any offensive movement among the people. But opposed to a people roused to the defense of their liberties the entire institutions of militarism would be as chaff in a gale.

## Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

## International Seamen's Union of America

(Continued from Page 5.)

## MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

## Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

## Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.

PORTLAND, Ore., 242 Flanders St.

SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

## MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

## Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

## Branches:

SEATTLE, Wash., Room No. 203, Grand Trunk Dock. P. O. Box 214.

PORTLAND, Ore., 89 Second St. N.

SAN PEDRO, Cal., P. O. Box 54.

## ALASKA FISHERMEN'S UNION.

## Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

## Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

## DEEP SEA FISHERMEN'S UNION OF THE PACIFIC.

## Headquarters:

SEATTLE, WASH., 84 Seneca St.

## Branches:

VANCOUVER (B. C.), Canada, 437 Gore Ave.

PRINCE RUPERT (B. C.), Canada, P. O. Box 968.

## UNITED FISHERMEN OF THE PACIFIC.

ASTORIA, OREGON, P. O. Box 138.

## The Coast Seamen's Journal

Can be procured by seamen at  
any of the above-mentioned places;  
also at the headquarters of the

Federated Seamen's Union of Australasia  
29 ERSKINE STREET, SYDNEY, N. S. W.



## Labor News.

The strike of 30,000 employees of the Westinghouse Company at Pittsburgh came to an end on May 16. The company made concessions to the demands of the strikers.

At the convention of the Pennsylvania State Federation of Labor it was reported that during the past year 109 organizations have joined the State body. President Maurer and Secretary-Treasurer Quinn were re-elected. Harrisburg was selected as the next convention city.

Practically every auto repair shop in San Francisco has accepted the \$4.50 wage rate of Machinists' Union. The old scale was \$4. There are about 100 of these concerns in San Francisco and over one-fifth of them have been unionized as a result of the machinists' agitation.

Judge Smith of Minneapolis has discharged members of the Cooks' Union who were charged with disorderly conduct because they carried a hanner in the vicinity of a non-union restaurant. As a result of this decision Mayor Nye is quoted as opposing further prosecution of these strikers.

Steps toward formation of a national association of all employers of labor were taken by the National Association of Manufacturers in convention at New York on May 17. The object is to present a solid front of employers in opposition to the American Federation of Labor, and, in opposition to labor legislation.

As a result of a "labor forward" campaign in Lansing, Mich., the following organizations have been recently formed: Machinists, chauffeurs and garage men, painters and paper hangers, plumbers and steam fitters, Building Trades Council, Women's Union Label League, Junior Trades Union, lathers and plasterers.

Because of dissatisfaction over working conditions at the Norfolk Navy Yard, Assistant Secretary of the Navy Roosevelt, at the request of Secretary Berres of the American Federation of Labor Metal Trades Department, has conferred with Secretary Berres, representatives of the metal trades unions at the yard, and the industrial manager of the yard. The various trades affiliated presented their grievances, and the discussion that followed lasted over four hours. It was agreed that the conference will prove helpful to all concerned. Secretary Berres stated that it was the first time, to his knowledge, that such a conference was ever held.

Officers of the International Shingle Weavers' union report steady gains in their effort to enforce a wage scale adopted at their last convention. Compared with the past few years, shingle mills throughout the northwest are prosperous, but despite this fact the shingle weavers have been forced to call numerous strikes to remind mill owners of their last year's promise to pay the 1907 rates. The mill owners have been pleading that the high price of logs makes this impossible. The workers reply that flour and meat are also included in the high price list and that wages must be increased. As the shingle weavers have reorganized their union and are thoroughly united the employers are paying the new rates, rather than see their mills idle.

## SEATTLE, WASH.

Office Phone  
Elliott 135

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OUTFITTERS

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Seattle, Wash.

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Best Line of Men's Suits  
Overcoats, Raincoats, Shoes, Hats  
and Men's Furnishings

CARL SCHERMER

103-107 First Avenue South  
Near Yeaser Way SEATTLE

## Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Abrahamsen, John Laine, A. V.  
Andersen, And. Larsen, Nels  
Anderson, J. -1048 Leonard, Geo.  
Anderson, Alf. -1638 Le Meus, Aug.  
Anderson, K. E. Mathison, Nils  
Aekerson, A. R. Macfarlane, Jas.  
Augustin, Herman Madsen, Brynol  
Backman, Thorsten Mostad, Leonard  
Bekker, G. J. Morrisay, James  
Bjerke, Ole Mynkmyer, H.  
Caleen, A. Naro, H.  
Christoffersen, John Nelson, A. W.  
Cottingham, F. Nielsen, Estwan  
Connouton, T. H. Ness, John  
Doran, Eugene Nilson, H. P. L.  
Duncan, Geo. Nygard, Oluf  
Eaton, I. N. Nelson, Ed.  
Erdman, Paul Nielsen, J.  
Eriksen, Nils O'Keefe, P.  
Evertsén, Olaf Olsen, C. A. -1303  
Erlkson, Otto Olsen, Ernest  
Eugh, I. Olsen, Herman  
Fenes, I. Olsen, A. M. -944  
Forslund, V. Olsen, Johan Gre-  
Frisolt, J. garlinsen  
Gardner, W. Olsen, Andy  
Graae, C. Olsen, C. -584  
Haas, W. Oseberg, A.  
Hansen, Osear Patersen, P.  
Harjes, H. Patersen, Hugo  
Hangerud, H. O. Patersen, A. -1720  
Hilhorn, J. A. Pettersen, C. -1486  
Haug, G. H. Pedersen, Louis  
Holm, C. Patersen, Thomas  
Holtén, E. Paulson, A.  
Haring, A. Quigley, R. E.  
Halvorsen, John L. Rieter, Otto  
Hernes, John Reilly, R. T.  
Hansen, Charlie Schram, Albert  
-967 Shaukat, Hans  
Harrison, H. Seggala, E.  
Iversen, Ole Selrin, T. R.  
Jacobsen, M. Sorensen, Geo.  
Jacobsen, Anton Sundt, Albert  
Johnson, Osear Strand, Chas.  
Johnson, Andrew Swanson, Reuben  
Johnson, C. R. Samuelsen, W. L.  
Johansen, H. C. L. Schaurman, W.  
Johanson, Aug. Tho, J.  
Jensen, Hans Taft, Hans  
Jones, J. H. Thostrop, L.  
Jorgensen, Fred Tuominen, J.  
Junge, Hanwlck Thorsen, Andrew  
Kjorsvik, Johan Trahaut, M.  
Kristiansen, Nils Wetland, John  
Koske, Juko Weklund, W.  
Kroon, Zion Westerlund, Albert  
Kvander, H. Werner, Paul  
Krohn, Heinrich Wiek, John

## FREE LAND IS THE ONLY BASIS FOR FREE MANHOOD

Sign and get others to sign the  
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Office open until 10 P. M., including Sundays  
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Conducted by CAPTAIN H. S. SMITH  
Four years Assistant Inspector of Steam-  
boats, Puget Sound District. Formerly  
Instructor in New York Nautical College.

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Dealer in

Clothing, Shoes, Hats and  
Gents' Furnishing Goods

108-110 MAIN STREET

Squire-Latimer Block, Seattle, Wash.

## Tacoma Letter List.

Adolfsson, Gottfrid Magnusson, Chas.  
Busch, Hans -718  
Farrell, William Marks, Thorvald  
Hoseth, Kristian Murphy, Daniel  
Hunter, Gilbert H. Olsen, Martin E.  
Iceberg, T. Olsson, Per  
Jensen, Hans -1555 Paterson, John  
Johannsen, Christian Rimmer, C. M.  
Johnson, Hans Sater, Erik  
Linea, W. Ullman, Emil  
Line, Wiktor Vigen, Elias

## HARRY W. LEVY

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Union Made Goods, Hats, Shoes,

Trunks and Suitcases—

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Main 8393

## FRANK LAVINE

Dealer in

UNION MADE CIGARS AND

TOBACCO, ETC.

Wholesale and Retail

Pool in Connection

(OLD TOWN) Tacoma, Wash.

## INFORMATION WANTED.

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

## KELLEHER & BROWNE

THE IRISH TAILORS

716 MARKET STREET

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Make the Best Made-to-Order Suits  
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Proprietors

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Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

## A GOOD CUP OF COFFEE

— or —

A SQUARE MEAL

— Try —

EUREKA CHOP HOUSE

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A. R. ABRAHAMSEN, Prop.

## SEAMEN'S HEADQUARTERS THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers.

BARBER SHOP  
125 D. St., Eureka, Cal.  
ED. SWANSON, Prop.

## Eureka, Cal., Letter List

Contreras, Julio Kustel, Victor J.  
Kyrkslatt, Lars Kinowsky, A.  
Lawrence, Harry Ingebretsen, Alf.  
Melander, G. L.

## SPECIAL NOTICE.

Hotel with Restaurant for sale on water front. On account of sickness will sell at a sacrifice, half or whole, hotel of eighty-two rooms and restaurant with liquor license, doing a business of three thousand a month. For particulars address this office.

## INFORMATION WANTED.

Ingvald Andreas Hansen, alias Andrew Hansen, a native of Norway, age about 36; tall, dark; last heard of July, 1905. His address then was, Andrew Hansen, Karluk, Kodiak Island, Alaska. He is inquired for by his mother. Anyone knowing his whereabouts please notify Staff Captain Robert Smith, district officer, native work, Alaska, Box 925, Wrangell. 4-13-15

Olof Pedersen, a native of Norway, age about 60, supposed to be sailing on the Pacific Coast, is inquired for. Anyone knowing his whereabouts please notify J. T. Miles, 761 Greenwich St., New York, N. Y. 2-16-16

Anyone knowing the whereabouts of Thomas Rowe (now aged about 74), who was at one time a seaman and longshoreman on the Pacific Coast and also served in the Pacific Coast Navy Yards, will greatly oblige inquiring relatives by supplying such information. Address, Editor, Coast Seamen's Journal. 1-5-6



## Portland, Ore.

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CLOTHING  
**WEINER'S BARGAIN  
HOUSE**  
Shoes, Hats, Suitcases  
Furnishings and Tools  
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Importers and Dealers in  
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CIGARS, TOBACCO,  
CONFECTIONERY, FRUIT AND  
SOFT DRINKS  
Corner Front and Burnside,  
Portland, Ore.

## Portland, Or., Letter List.

|                    |                     |
|--------------------|---------------------|
| Andreasen, N. S.   | Jonsson, Karl       |
| Anderson, N. P.    | Jensen, Henry       |
| Anderson, Nils     | Johansen, Nikolai   |
| Anderson, Rasmus   | Johansen, R.        |
| Anderson, Hans     | Karlson, Ingvald    |
| Adolfson, John     | Kronstrand, H. T.   |
| Anderson, John E.  | Kjer, Magnus        |
| Anderson, Hans     | Kristensen, Wm.     |
| Bleile, Ernest     | Kroon, L.           |
| Benson, S.         | Kaskinen, Albert    |
| Bartells, Otto     | Lindberg, A. C.     |
| Bernardsen, Chas.  | Lange, Peter H.     |
| Bugge, Mr.         | Loscher, Joseph     |
| Bernadt, H. W.     | Munchmeier, H.      |
| Carty, Carl        | Molen, Derk von     |
| Dahlstrom, Gust    | Ohlsson, J. W.      |
| Dybdal, Olaf       | Oglive, Wm. A.      |
| Erickson, Eric     | Paulson, Herman     |
| Edstrom, John      | Palm, P. A.         |
| Eriksen, O. H.     | Petersen, John      |
| Fisher, Fritz      | Peltoma, Werner     |
| Gundersen, F. M.   | Roos, Oscar         |
| Gundersen, Fredrik | Reskran, George     |
| Hoten, J.          | Ross, Chas.         |
| Henriks, Waldemar  | Rensmand, Robert    |
| Hecker, Wm.        | Rosenberg, Adolf    |
| Hansen, Hans P.    | Shallies, K. G.     |
| Hagen, Arthur      | Smith, John         |
| Heinanan, Kustaa   | Swanson, John L. V. |
| Heln, M.           | Schroder, Paul      |
| Jespersen, Martin  | Tuhkanen, J. J.     |
| Johnsen, A.        | Westengren, C. W.   |

## Aberdeen, Wash.

When in Aberdeen Trade at  
**BEE HIVE**  
Very best union made Hickey Shirts,  
Oil Clothing, Eureka Boots, Hats,  
Shoes, Underwear, Beddings, Tobac-  
cos, and notions for seafaring men.  
NYMAN BROS.  
304 South F St., Aberdeen, Wash.  
Near Sailors' Union Hall  
Open Evenings

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THE "RED FRONT" CARRIES A FULL  
STOCK OF  
UNION MADE CLOTHING, HATS,  
SHOES, COLLARS, SUSPENDERS,  
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A. M. BENDETSON  
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Below Sailors' Union Hall, Aberdeen  
**GENERAL MERCHANDISE  
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Everything Guaranteed  
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Orders taken for Made-to-Measure  
Clothing  
**HUOTARI & CO.**  
320-322 So. F. St., Aberdeen, Wash.  
212 Eighth Street, Hoquiam, Wash.  
209 First Street, Raymond, Wash.

## INFORMATION WANTED.

Wilhelm Ekelund, a native of  
Sweden, is inquired for by his  
brother, Axel Ekelund, New Harbor  
Hotel, Drumm street, San Francisco,  
Cal. Anyone knowing his where-  
abouts please notify the above ad-  
dress. 3-10-15

Patrick McFee, who was cook on  
board the schooner "Robert Henry"  
on a voyage to Mexico last year, is  
inquired for by the U. S. Shipping  
Commissioner, at San Francisco, Cal.  
9-15-15



Named shoes are frequently made in  
Non-Union factories

## DO NOT BUY ANY SHOE

no matter what its name, unless it bears  
a plain and readable impression of this  
UNION STAMP.

All shoes without the UNION STAMP  
are always Non-Union.

Do not accept any excuse for absence  
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## Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

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Chas. L. Baine, Sec.-Treas.

## VOTE AGAINST PROHIBITION

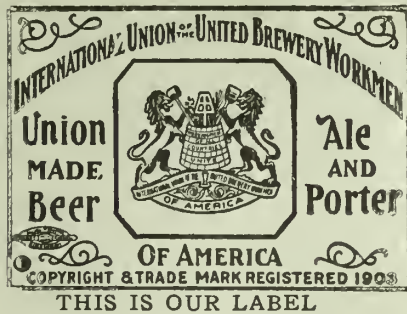
DEMAND

## PERSONAL LIBERTY

IN CHOOSING WHAT YOU  
WILL DRINK

Ask for this Label when  
purchasing Beer, Ale  
or Porter,

As a guarantee that it is  
Union Made



## Aberdeen, Wash., Letter List.

|                            |                     |
|----------------------------|---------------------|
| Andersen, Andrew           | Magnusson, Ernst    |
| Burmeister, T.             | W.                  |
| Bjorklund, G.              | Malkoff, Peter      |
| Benson, W. J.              | Malmberg, Ellis     |
| Bowman, C.                 | Nilsen, Harry       |
| Brogard, N.                | Nielsen, C.         |
| Christiansen, Did-<br>rich | Nordman, Karl       |
| Crantz, F.                 | Paaso, Andrew       |
| Carlson, Walter            | Pettersen, Karl     |
| Davis, Frank               | Peterson, Nels      |
| Debus, Friedrich           | Palmqvist, Albert   |
| Fottinger, Aug.            | Peters, Walter      |
| Gronros, Oswald            | Quiroga, Juan       |
| Gueno, Pierre              | Risenius, Sven      |
| Holmroos, W.               | Rudt, Walter        |
| Hansen, Ove Max            | Schmidt, Heinrich   |
| Hylander, Gustaf           | Scheftner, Bernhard |
| Hansen, Jack               | Sandqvist, Gunnar   |
| Hansen, Thorleif           | Skottol, A.         |
| Johnson, Alex              | Stenwall, Sigurd    |
| Johnson, Carl              | Scarabosio, M.      |
| Johnson, F. -1723          | Schmidt, Emil       |
| Johnsen, Hilmer            | Toves, H. C.        |
| Jonsson, E.                | Toren, Gustaf A.    |
| Krause, Otto               | Williams, T. C.     |
| Kuldsen, John              | Waalder, Edgar      |
| Kustel, Victor J.          | Wagner, Ed.         |
| Ludtke, Emil               | Wedekvist, Axel     |
| Lindholm, John             |                     |
| Lindgren, Ernst            | Package.            |
| Lindholm, Sallar           | Gorgensen, Olaf     |
| Lindroos, A. W.            | Hansen, J. -2123    |
| Lundkvist, Alarik          | MacGuire, O. F.     |
| Munsen, Fred               | Stanners, W. S.     |
|                            | Wendt, Walter       |

## INFORMATION WANTED.

Hans Nilson, a native of Tons-  
berg, Norway, was last heard from  
at Mobile, Ala., is inquired for by  
his mother. Anyone knowing his  
whereabouts kindly notify Louis  
Donald, Norwegian Vice Consul, 77  
St. Francis St., Mobile, Ala. 12-22-15  
Oscar Olsen, age 37, a native of  
Hallerna, near Gothenborg, Sweden,  
who was sailing on the Great Lakes  
about three years ago, is inquired  
for by John V. Olsen, Sun Com-  
pany, Marcus Hook, Pa. 5-26-15  
Hugo Carlson Ljung, age 29, a  
native of Gothenborg, Sweden, was  
last heard from in a Cable Boat on  
the Atlantic Coast, is inquired for  
by his brother. Anyone knowing his  
whereabouts please notify John Carl-  
son Ljung, Jungmansgatan 5, Goth-  
enborg, Sweden. 1-12-16

Knut Jensen, No. 5018, a member  
of the Lake Seamen's Union, a  
native of Denmark, is inquired for  
by his wife, Lieschen Jensen, of  
Tangemunde, A/Elbe Ostenerweg, No.  
7, Germany. Anyone knowing his  
whereabouts please notify the Lake  
Seamen's Union, 133 Clinton street,  
Milwaukee, Wis. 4-14-15

Fred Marjama, a native of Russia,  
age 36, has not been heard from  
since 1908, at Buffalo, N. Y. Anyone  
knowing his whereabouts please  
notify his brother, J. Marjama, 51  
South St., New York, N. Y. 9-15-15

## Home News.

Philadelphia voted by more than  
100,000 majority for a \$100,000,000  
bond issue for subway and other  
transportation improvements.

Three hundred marines at Norfolk  
and 400 or 500 in Haiti have been  
ordered to Santo Domingo to re-  
inforce the American force policing  
the republic. No reports of fresh  
disturbances have been received.

The report of the Education Com-  
mittee of the House of Representa-  
tives on May 20 places the number  
of illiterates over 10 years of age  
in the United States at 5,250,000.  
Of these 4,275,000 are over 20 years  
of age.

A drastic injunction was issued on  
May 12 by Circuit Judge Smith at  
Chicago against striking clothing  
workers. The strikers were not only  
enjoined against picketing but against  
carrying on an agitation for strike  
or being seen about where employes  
must go. About 30,000 men went  
out on the same day.

The State of New York does not  
accept the theory that immigration  
will cease after the European war.  
Governor Whitman has signed the  
Brown bill, which provides for a  
bureau conducted by the State "to  
promote the settlement of immigrant  
farm laborers." The director of the  
bureau is authorized to co-operate  
in every way possible to bring im-  
migrant farm laborers and their  
families to homes in New York.

The advocates of the Chamberlain  
army bill gained practically all they  
desired in the conference between  
House and Senate. The measure  
agreed upon provides a regular  
army of 175,000 men, which can be  
increased 25 per cent. on order of  
the President. In addition provisions  
are included for a Federalized Na-  
tional Guard, Philippine scouts and  
other bodies bringing the total up  
to 679,000 men. The continental  
army provision in the Chamberlain  
bill was omitted.

The House in Committee of the  
Whole rejected an amendment to  
the Porto Rican bill offered by Con-  
gressman Meyer London of New  
York forbidding employment of chil-  
dren under 16. A provision now in  
the bill prohibits employment of  
children under 14 in "occupations in-  
jurious to health or morals or  
hazardous to life or limb." This  
Congressman London declared use-  
less. Congressman Murray of Okla-  
homa led the successful opposition  
to Mr. London's amendment. On  
May 22 the Committee of the  
Whole adopted by 60 to 37 an  
amendment by Congressman Mann  
granting suffrage to women of the  
island.

Strike guards imported by the  
Webster Manufacturing Company at  
Tiffin, Ohio, killed one striker and  
injured two others. The company  
attempted to blame city officials for  
the presence of these thugs, and the  
charge that the company's property  
was not protected brought forth the  
following statement by Tiffin au-  
thorities: "We believe there has  
never been a necessity, and that it  
is not now necessary, to have armed  
guards in this city, and that the  
taking of a human life and the bodi-  
ly injury to others would not have  
occurred but for the course so ill-  
advisedly pursued by this company  
in this peaceful and law-abiding  
community."

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## INFORMATION WANTED.

Theodore Krakan, last heard of in  
September 1911, at New Orleans, La.,  
is inquired for by his mother. Any-  
one knowing his whereabouts please  
notify Mrs. Ad. Krakan, Langenvehm  
38 I, Hamburg 22, Germany.—8-25-15.

An Unfamiliar Tune.—"As she  
played, one thought at first of a  
series of exquisite water-colors done  
in pastel, even the fate in tender  
gray, its knock at the door of human  
destiny softened by romance. But  
there was line and form as well as  
color and sentiment in her tonal pre-  
sentations, and one went to the  
metaphor of a string of beautifully  
cut gems, pale rubies, topazes, and  
sapphires. But there was life in the  
things, and mobility. So it came  
out that it was no painting and no  
chiseling of crystals that had inspired  
us in Mrs. Reynolds's performance,  
but the artist's power of dramatiza-  
tion that makes objective such elu-  
sive things as exotic fragrance and  
witches and raises a rollicking coun-  
try-dance to the interest of a Satur-  
nalia."—From the Marion (Ind.)  
Chronicle.

Self-Convinced.—"How did you  
contrive to convince your wife you  
could not afford to own an automo-  
bile?"

"Pure luck on my part. She  
wanted to have an old dress cleaned,  
and bought a gallon of gasoline."—  
Richmond Times-Dispatch.

Not Yet Qualified.—"I come to ask  
your consent to your daughter's  
marriage."

"Who's the man?"

"Ecce homo."

"Can you hook up a dress?"

"I served a term in a hook-and-  
ladder company."

"Say, young man, you haven't even  
started."—Richmond Times-Dispatch.



# White Palace Shoe Store

The Board of Supervising Inspectors of the United States Steamboat Inspection Service has adopted rules, approved by the Secretary of Commerce, requiring that licensed officers of certain vessels under the jurisdiction of the service shall examine and test the entire steering gear, the whistle, and the means of communication and the signaling appliances between the bridge or pilot house and engine room at certain times, or at least once in every week, and keep an official record of the fact and time of such examination and test.



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|--------------------|----------------------|
| Jacks, Frank       | Jensen, Heiger       |
| Jacobsen, J.       | Jensen, John F.      |
| Jacobsen, Martin   | Jensen, Just         |
| Jacobsen, Charles  | Jensen, O.           |
| Jacobson, Karl     | Johannessen, A.-1487 |
| Jacobs, Fred       | Johannessen, J.      |
| Jade, H.           | Johansen, Alf        |
| Jakobsen, Valdemar | Johanson, J.         |
| Jansson, Wilhelm   | Johanson, N. A. -280 |
| Jensen, Henry      | Johanssen, A. -2385  |

|                    |                   |
|--------------------|-------------------|
| Saari, John        | Smith, John T.    |
| Salum, Edward      | Smith, Max        |
| Sandvick, A.       | Soderlund, Uno.   |
| Schlemmann, F.     | Soneson, Wm.      |
| Schroeder, Peter   | Sorensen, Edwin   |
| Schwarzen, Wilhelm | Soun, Luils       |
| Schwenke, C. -2904 | Stack, Chas.      |
| Semester, Paul     | Stanton, James    |
| Shallies, Gust     | Stanton, Maurice  |
| Shultman, J. H.    | St. Clair, Wm. H. |
| Sievers, G. P.     | Stein, Emil       |
| Sievers, Herman    | Stenford, Gus     |
| Simonsen, Sigvart  | Stohr, Erick C.   |
| Siwertsen, Martin  | Stolzerman, E.    |
| Sjogren, F.        | Svenson, August   |
| Smith, Donald      | Sverdrup, Theo.   |
| Smith, E.          | Swanson, Nels     |

|                  |                    |
|------------------|--------------------|
| Waiter, J.       | Williams, William  |
| Werner, Chas. J. | Wilson, George     |
| Werner, W. E.    | Winblad, Martin    |
| Werth, Gus       | Wingnes, August    |
| Westin, N. T.    | Winther, Haakon    |
| Wessberg, E. H.  | Wischoropp, Fritz  |
| Westpall, Ernest | Wittenberg, Albert |
| Wetteland, John  | Wyllie, Jas.       |
| Wickman, Karl    |                    |
| Zlehr, Ernst     | Zweyberg, John     |

**J. MILLER**

INFORMATION WANTED.

Edward Beahan, a native of California, supposed to be sailing on the Lakes, is inquired for by his brother, J. J. Beahan, 2003 Chestnut street, Oakland, Cal.

John Thomas Gowland, age 28, height 5 feet 10 inches, fair complexion and fair hair, blue eyes and stout, who was discharged from the steamship "Waitemala" on March 1, 1915, is inquired for. Anyone knowing his whereabouts, please notify the British Consulate-General at San Francisco, Cal.

Feared the Worst.—Patriotic Youth—Yaas, rejected me, they did, just because I'm six months under military age. It'd be a blinkin' nice thing if the war was over by then, wouldn't it?—London Opinion.

Candid.—Departing Guest—Good evening, and thank you for a most charming and réchauffé little dinner.—Boston Transcript.

Helpless.—Jerry—I have traced my ancestry back to an Irish wing.

Pat—Sure that's aisy. What chanst  
has a dead man to defend himself?—  
Liverpool Mercury.



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Assets ..... \$61,849,662.02  
Deposits ..... 58,840,699.38  
Capital paid up in Cash..... 1,000,000.00  
Reserve & Contingent Funds 2,008,962.64  
Employees' Pension Fund... 211,238.93  
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INFORMATION WANTED.

J. F. Joseph, supposed to be sailing mate on some schooner on the Pacific Coast, is inquired for by his sister. Any one knowing his whereabouts, please notify Mrs. Josie Jantzen, nee Langhorne, 196 Tenth street, Oakland, Cal. 3-29-16

## News from Abroad.

At their recent conference in Paris, the Allies decided to take over all vessels and control maritime traffic just as the railroads are now controlled. The shipowners would be allowed a margin of profit based upon an average for the three years preceding the war plus a bonus of 40 per cent. The arrangement, it is said, is planned to reduce freights and the price of food.

Walter Runciman, president of the British Board of Trade, told the House of Commons last week that forty-two vessels are now being constructed in the United Kingdom for foreign shipbuilders, including sixteen vessels for firms in the entente countries. None of the latter, he explained, would be transferred to other flags without the sanction of the British government.

The report of the Vulcan Shipbuilding Works, of Hamburg and Stettin, states that owing to the war no details of the year's production are given, but the results came up to expectations, and the current business year can be looked forward to with the same confidence. The gross profit for the year was 7,181,622 marks, as compared with 5,525,743 marks, but owing to a much larger amount being written off for depreciation—5,285,126 marks, as compared with 2,825,040 marks—the net profit is smaller, namely, 1,452,518 marks, as against 2,251,557. Nevertheless a dividend of 8 per cent. is declared, or 2 per cent. more than was distributed for 1914.

The report of the White Star line (Oceanic Steam Navigation Company), Liverpool, for 1915, shows a profit, after providing a very large sum for excess profit tax and other contingencies, of £1,968,285. Dividends amounting to 65 per cent. already have been paid, the sum of £250,000 is placed to the reserve, and a similar amount to the general purpose fund. The Directors state that as a result of the shortage of tonnage freights have risen considerably and continue on a high level, while, with the restricted number of vessels now available for general trading and the limitation of shipbuilding arising from Government requirements, there seems no probability of the situation being materially relieved in the near future.

Overshadowing everything in war news was the great sea encounter which took place during the week off the coast of Jutland. The main German fleet engaged a division of the British and was inflicting severe punishment when the arrival of reinforcements called for a retirement to the Kiel canal. The admitted British losses were three battle cruisers, the "Queen Mary," 27,000 tons; the "Indefatigable," 18,750, and the "Invincible," 17,250; three armored cruisers and eight destroyers. In addition to these, the Germans claim the destruction of the "Warspite," a superdreadnought of 27,500 tons; two more destroyers and one submarine. The German losses were one dreadnought, one battleship, three cruisers, one torpedo boat and five destroyers. In addition, the British claim another dreadnought, another battle cruiser and a submarine. Whatever the numbers engaged or the nature of the vessels in conflict, there seems to be no question that the victory, considered either from the strategic or combative standpoint, was with the Germans.

## INFORMATION WANTED.

Any information regarding Wilhelm Kuhme, age 27, a native of Germany, who was supposed to have been drowned in the wreck of the steam schooner "Francis H. Leggett," September 18, 1914, will be thankfully received by the German Consul, San Francisco, Cal. 1-19-16

Adolph Godfred Eriksen, born in Moss, Norway, is inquired for by his brother, Herman Eriksen. Any one knowing his whereabouts please notify W. Nielsen, 206 Moravian St., Philadelphia, Pa. 5-26-15

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

Peder Bjorbaek, supposed to be a sailor on the Pacific coast, and a native of Norway, is inquired for. Anyone knowing his whereabouts please notify Mrs. Mildred Baxter, Box 27, R. F. D. No. 5, Seattle, Wash. 2-2-16

Adolph Krakan, last heard of at Port Pirie, January, 1912, and again in March, 1913, from Warumbo, 118 miles from Adelaide, South Australia, is inquired for by his mother at Hamburg, Germany. 8-25-15

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15

Similar.—"Some stars are so far away that the light from them hasn't reached us yet. But it will arrive eventually."

"Reminds me of my hired man coming from the postoffice," commented Farmer Heck.—Louisville Courier-Journal.



### With the Wits.

All Arranged.—"Say, pa, I bet Bobby Smith ten cents to-day that you could lick his dad in fifteen minutes—so be sure and keep Saturday afternoon open."—Puck.

Uxorious.—Extract from lecture by N. C. O.:

"Your rifle is your best friend, take every care of it; treat it as you would your wife; rub it thoroughly with an oily rag every day."—Punch.

The Daily Mystery.—Will the Tell-Me-a-Story-Lady please give us the true story about that mysterious German fleet which comes out of Kiel Harbor, inquires eagerly the whereabouts of the British fleet, and then steams away in a northerly direction?—Kansas City Star.

Learning Fast.—You have heard perhaps, of the Englishman in the South Station, Boston, who read over a door "Inside Baggage," and chuckled with glee: "You Americans are so droll! Now we should say 'Refreshment Room.'"—The Living Church.

A Quandary.—"Have you decided where you will spend your vacation?"

"Not yet. I've read about a ton of romantic literature describing summer-resorts, but all of it is either too good to be true or too true to be good."—Richmond Times-Dispatch.

Second Best.—Election Agent—That was a good long speech our candidate made on the agricultural question, wasn't it?

Farmer Plowson—Oh, ay, it wasn't bad; but a couple o' nights' good rain 'ud 'a' done a sight more good.—Tit-Bits.

Annoying.—A certain English lord mayor who was often breezily unconventional in his speech was presiding at a dinner one evening, and as the second course was being served he suddenly jumped to his feet and exclaimed:

"D—n it, gentlemen, we neglected to say grace!"—Boston Transcript.

### Children's Accounts

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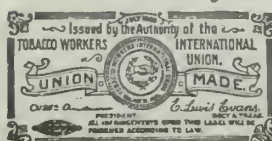
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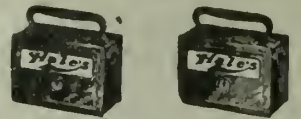
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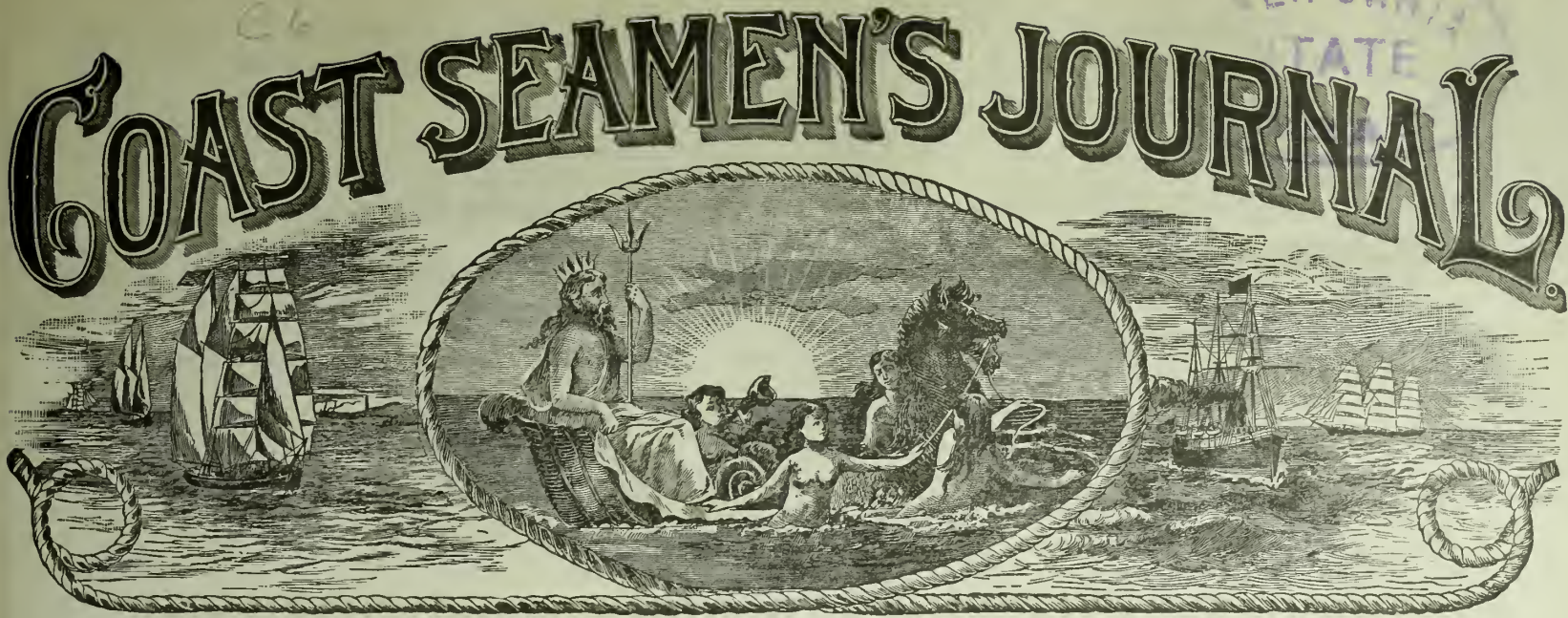
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A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXIX, No. 40.

SAN FRANCISCO, WEDNESDAY, JUNE 14, 1916.

Whole No. 2386.

## THE AMERICAN COSSACK.

### Details About the "Most Efficient" Strike-breaking Institution.

It would be a physical impossibility to give in this article anything near a comprehensive account of the ramifications of this band of legalized ruffians. That would fill volumes.

A short sketch will be given, enumerating reliable and well authenticated facts, gathered from court records, public documents of different kinds, personal observation, opinions expressed by public men and representative citizens, at different times when they had personal observation of the Cossacks.

#### From Homestead to Date.

Pennsylvania ranks high among the industrial States and correspondingly high in industrial infernos. Conditions in the mines and industrial establishments of the State have, many times, been aired in the public press, and the strikes of the enslaved thousands of workers, from Homestead to the present day, have been many and bloody.

The Pinkertons, with their gumshoe methods, the Coal and Iron Police, the State militia and State Constabulary, played an important part in these many industrial conflicts. The last strike of any importance in which the militia participated, was the miners' strike of 1902, and the result convinced the corporations that the militia was not the proper institution for their welfare. They were there to bring about order and did so. They were workers themselves, and understood, perfectly well, what the miners were striking for. They were friendly with the strikers and shared a large amount of their food with the miners' wives and children. There was no rioting and no effort, on their part, to incite the strikers to disturbance and rioting, with the result that the strike was conducted peaceably. For six months the strikers remained firm until the entire country was threatened with industrial paralysis. Coal soared in price. The public clamored for peace by arbitration. The miners, led by John Mitchell, were willing to submit to this, but the operators, led by Divine Right Baer, refused. Finally, federal intervention, backed by strong public sentiment, forced the operators to yield, which resulted in some favorable concessions being granted to the miners. The militia, being on the ground and not breaking the strike when starvation stared the miners in the face, convinced the operators of their uselessness.

#### A Bit of History.

The law of 1866, creating the coal and iron police, has never been repealed, but the American Cossacks have taken their place. They were created in 1905 when graft and corruption had reached the zenith of its power in Pennsylvania. An immense public building was erected at that time at an immense cost of \$13,000,000 with an immense cost for trimmings, but later events have shown that the taxpayers were trimmed greatly and have not yet been reimbursed to any extent. Some of those who took part in this gigantic steal have since committed suicide, others died of worry and others wore striped uniforms in other local State institutions. Surely that was a favorable time to pass such a law creating the American Cossacks.

The prime object in passing this law was to

create a powerful, strike-breaking institution, but to state it plainly, it was most too rank even for the corrupt legislative body to stomach. It cleverly states that they were established to patrol rural districts and to apprehend criminals, but the patrolling is done in the immediate vicinity of the barracks and a small number of real criminals are apprehended. The people, living in the rural sections of Pennsylvania, are as law-abiding as can be found anywhere and do not want the State police and do not need them. If they were needed, an army of 15,000 men would be required, granting that each police could patrol three square miles of the 45,000 square miles of the State. They are used, principally, to break peaceable strikes; patrolling the rural districts and catching criminals are only secondary considerations—a sort of pastime when there are no strikes in progress. They are paid by the State (\$85 per month) and employed by the corporations and usually housed by them. Their power is practically unlimited. Only the legislature, while in session, or the Governor, when the legislature is not in session, is their superior. They make arrests and search houses, without warrants. Martial law, or something near it, prevails when they arrive in a community. The civil authorities are powerless to act. They can not prevent them from coming and have no legal method of ridding the locality of this band of undesirables. A request from the corporation to the county sheriff brings them to the scene and they soon start something, that being their stock-in-trade.

#### Evolution of the American Cossack.

The main office is located in Philadelphia and is in charge of Captain John C. Groome, who once made a trip to Europe to study army tactics, and the result was a sort of cross between the Irish Constabulary and the Russian Cossack. Since then he has been contented, operating a liquor dispensary in Philadelphia and drawing his salary. The real work is in charge of Deputy Superintendent G. F. Lumb.

The number, originally and at present, including officers, is two hundred and thirty-two (232), but efforts have been made at every session of the legislature, since their inception, to increase the number. Their unpopularity is clearly shown by the vote of the lower House in 1915. Sixty-one voted to increase the number and one hundred and twenty-five voted against it. In the 1913 session the bill was voted down three times before it died, and this occurred after all tricks known to lobbyists, parliamentarians and powerful interests were brought to bear upon the legislative body, and the members from the rural sections voted almost solidly against the bill. During the discussion in the House on the proposed increase, much evidence was produced showing that, while a few criminals are brought to justice, the local authorities would be able to accomplish the same result.

The Pennsylvania Federation of Labor has compiled a book entitled, "The American Cossack," containing over one hundred pages of data, including many letters from nearly every section of the State, from representative citizens, calling for the abolition of the force

and stating how, instead of bringing about law and order which, in many places, did exist before their arrival, they created disorder and caused bloodshed wherever they operated.

I have before me a copy of Captain Groome's report for the year 1912. Since then none has been made public. For what reasons possibly Captain Groome could better explain. The report for 1912 is an interesting and amusing document. He says, in part:

"The members of the force, constantly on active duty, during their daily patrols this year, have traveled 491,398 miles."

#### An Overworked Force?

He further states that in seven years, seven of these brave men have lost their lives in the line of duty. With two hundred and twenty-eight men and three hundred and sixty-five days in the year, I find each trooper had, on an average, covered a little over five miles per day. Many of the taxpayers of the State travel that far on foot, or otherwise, to and from their daily work, besides performing the tasks that accompany the day's work. Under "Arms and Equipment" I find no change has been made in the uniform or equipment and the men are still armed with the Colt 38-calibre revolver and the 22-inch baton and the Springfield 45-calibre carbine for use in extreme disorder.

Quite recently there was some disorder near Wilkes-Barre caused by two church factions. The sheriff, with deputies and a part of the State police, took part in disbursing a gathering of about four hundred people. It was claimed by the State guardians that they did not use their guns, but one man was killed, about fifty wounded, and some carried bullet wounds, according to the daily press.

Under the caption, "Crime," he says, "During the year, 1,144 arrests were made for 80 different crimes." Another average of five. Instead of each trooper patrolling five miles per day, it is a magnificent total average of five arrests for each trooper in an entire year.

In going over the summary of arrests, I find for—

|                          |     |
|--------------------------|-----|
| Disorderly conduct.....  | 139 |
| Assault and battery..... | 119 |
| Malicious mischief.....  | 30  |
| Trespassing .....        | 33  |
| Vagrancy .....           | 16  |
| Rioting .....            | 10  |

#### An Interesting Record.

I also find that they arrested eight for insanity and convicted them. They also "pinched" 87 drunks during the year, five for violating the automobile laws and five for highway robbery. Five of the latter were discharged.

The report, after being carefully read, makes a joke out of the force in many ways.

Turning to the financial report, I find a total expense, for the year, of \$330,964.89. The cost to the commonwealth, then, for each arrest, would be \$290, or for each conviction, \$390. This then makes their upkeep a rather expensive proposition, and this, by no means, represents the total cost of conviction such as local and county expenses. The offenses charged against many of those arrested for such crimes as disorderly conduct, trespassing and others



of a similar kind, would cause an impartial student of the report to read between the lines and then draw his own conclusions. Arrests for violating health laws, employing miners under legal age, and other offenses of a kindred nature are very conspicuous by their absence. Out of the thousands of reckless automobile drivers, the whole force, of two hundred and twenty-eight men, managed to capture five in an entire year.—By Philip Wagonman, Seventh Vice-President, Pennsylvania Federation of Labor.

### INTERESTED PATRIOTISM.

Organized labor in Great Britain has met with severe criticism because of its opposition to conscription. In reply to the often repeated charge of "lack of patriotism," the leaders have pointed to the millions of their fellow workers who are voluntarily risking all they possess—their lives—at their country's call, and assert that they oppose conscription only because of the fear that its establishment may result in disaster on the industrial field; that it may be invoked to curb the workers when they demand better remuneration for their labors, or when they combine to resist reductions, or the imposition of more onerous conditions of employment.

In view of the fact that, in this country, proponents of what they are pleased to call "armed preparedness" are also urging universal military service, which of course means conscription, it is well to note what is hoped for through the propaganda for armed preparedness, as expressed by one of the high officials of a great employing corporation.

W. L. Park, Vice-President of the Illinois Central, in an address at New Orleans, demanded that the Government shall have full control of the personnel of the railroad employes. He said, in part:

"Considering the important part that the transportation system must play as an instrumentality in national defense and the fact that no human foresight can anticipate the exact time when our country may become involved in war, it would not be too much to provide that under no circumstances should a strike that would interfere with transportation be permitted to be called until after the points in controversy had been submitted to arbitration.

"In case of actual hostilities all employes should be placed under military control, and any failure to stay at work and perform their duties should be made punishable, just as failure of a soldier to perform his duties is punishable. The safety and welfare of the nation must be given precedence over all other considerations."

When we consider the fact that the railroad workers are to-day demanding changes in working conditions that may make possible a shorter workday, and the fact that the railroad managers were successful last spring in placing an interested partisan on a board of arbitration to which their dispute was referred, as one of the "neutral" members, or judges, thus destroying the confidence of the workers in this method of conciliation, it can well be understood why this representative of the railroad employers is interested, and seeks to interest others, in a scheme to force the acceptance of arbitration on the workers, on the pretense that the safety of the country is at stake.

Compulsory arbitration in effect would mean that the workers must accept the terms decided upon by a court appointed by the Government. Our past experiences

with courts are not such as would cause us to hope for any decisions other than the terms of the employing corporations. This proposition for compulsory arbitration, coupled with the demand that failure to comply with the conditions decided by the court should be considered as mutiny and punished as such, gives confirmation to the fears expressed by the spokesmen for organized labor in Great Britain in their opposition to universal conscription. We have at least one instance to quote when conscription was used to break a strike. In France, in 1910, Premier Briand broke what promised to be a successful strike of the railroad workers by calling them to "the colors," and compelling them, as soldiers, to return to the jobs they had struck while demanding better conditions of service.

We can see no danger threatening us from abroad that could be more disastrous to us as workers than to place in the hands of those who manipulate the Government, power that we have every reason to believe would result in compulsory servitude for the workers on the terms of the employers.—United Mine Workers' Journal.

### THE NEW TRIPLE ALLIANCE.

Considerable notice has been given in the labor press to the triple industrial alliance which has been formed between the Miners' Federation, the National Union of Railway Men and the National Transport Workers' Federation of Great Britain.

The statements that an industrial form of organization had been brought into existence is shown to be erroneous by the constitution of the triple alliance.

What has taken place is only a federation of these several organizations in a form somewhat similar to that of the Metal Trades Department and the other departments of the American Federation of Labor, but for national instead of local joint action.

The constitution of the alliance is along the following lines which we take from the official publications received from Great Britain.

Matters of a national character or vitally affecting a principle may be submitted to the joint body.

Co-operation not to be called upon or expected until the matter in dispute has received the endorsement of the National Executive of the organization concerned. Joint action to be only taken when the executives favor such a course at a meeting specially called. Complete autonomy to be reserved for any one of the three bodies to take action on their own behalf.

No obligation to take joint action unless the foregoing conditions are complied with.

Meetings of the three full executives to be held half-yearly.

The triple alliance is in effect an offensive and defensive federation and our British brethren are attempting through it to apply the same policies which were adopted when the present departments of the American Federation of Labor were created. It is a distinct advance, but it is federation and not amalgamation, each of the organizations forming the alliance retaining its full autonomy in the direction of its affairs.—International Molders' Journal.

Demand the union label upon all purchases!

### A BOOK IN GREAT DEMAND.

Every Congressman's secretary in Washington is working overtime mailing out copies of the final report of the Commission on Industrial Relations, 100,000 copies of which have just come from the Government printing office under the resolution ordering that number as a first step to supply the extraordinary demand.

So swamped are Congressmen with requests for copies of this document that the Committee on Industrial Relations found it impossible to obtain more than a handful of copies for the use of former members of the Commission and others who were closely associated with the work. It is now apparent that the edition of 100,000 is totally inadequate.

"I have six requests for every copy allotted me," was the reply of Congressman after Congressman in politely but firmly turning down the Committee's request.

Every member interviewed asserted that never before had he known such a demand for any public document. Many Congressmen tried to obtain extra copies from fellow members, but without success. Enough mail sacks bulging with copies of the report have left Washington within the past week to fill several mail cars.

An additional edition can be published at little extra expense. Any citizen who has written his Congressman for a copy of the report and does not receive it within the next two weeks should write his Congressman again urging that another edition of the report be authorized.

### OUR WAR DANCERS.

The following is from a private letter of a Southern judge, a pacifist, whose independence and fearlessness in his official conduct contrast favorably with the way Congressional preparationists sidestep vital issues:

"The North American Indians before going into battle used to engage in a 'war dance.' These dances would sometimes last for several days and the object of them was to get the warriors worked up to a state of frenzy, so they would be bereft of all fear—and reason—thus making better warriors of them. The United States is now engaged in such a war dance, modernized, however, and under a new name. We call them 'Preparedness Parades.' One is to be staged here. Don't you want to come and march—or dance—in it?"

There is one difference to be noted between the Indian war dance and the preparedness parade. When the Indians got ready for a war dance, no members of the tribe were coerced, bullied or bribed into taking part therein.—The Public.

The Nipa palm of the South Seas produces a sap which has the important distinction of being the cheapest raw material known in the world for making sugar and alcohol. After extraction from the flower stalk this sap is known as "tuba" and contains about fifteen per cent. of sugar when fresh. Investigations made by the Philippine Bureau of Science bear the definite conclusions that nipa sugar is equal to cane sugar and can be extracted cheaper, as no crushing machinery is necessary; also that 2.47 acres of nipa will produce 22,942 pounds of excellent sugar.



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## Conference With Mexicans Suggested.

In an epoch-making letter to Mexican trade unionists (Casa del Obrero Mundial) President Gompers extends fraternal greetings to trade unionists of the southern republic and suggests that a conference at El Paso, Texas, be held between Mexican organized workers and representatives of the American Federation of Labor to devise a practical method of mutual co-operation and closer understanding between the organized workers of both countries.

"The future peace of the world rests in the hands of the wage earners," declares President Gompers, who also informs the Hon. V. Carranza, First Chief of the Constitutional Government of Mexico, of the proposed meeting. The letters follow:

### President Gompers to Mexican Unionists.

Secretary Casa del Obrero Mundial, City of Mexico:

Dear Sir and Brother—Permit me on behalf of the American Federation of Labor to send fraternal greetings to the Casa del Obrero Mundial to the entire labor movement of Mexico.

The labor movement of North America has seen with what splendid courage organized labor in Mexico has, from the time of the presidency of the late Francisco I. Madero, demanded and obtained recognition for the cause of labor and justice to our sister republic.

From time to time the American Federation of Labor has received confidential reports from delegates duly accredited by your organization and others who came to Washington in behalf of the Mexican labor movement and the Mexican cause. From these delegates the Executive Council of the American Federation of Labor has learned how deeply the spirit of international brotherhood has guided all your struggles in Mexico. We learned with intense interest of the historic agreement between the Casa del Obrero Mundial and the Constitutional government and signed on behalf of that Government by Rafael Zubaran Capmany.

We have learned with what bravery and determination the Mexican miners in the State of Arizona organized and struck work with their brother Americans of the north and won advancement for themselves and the cause of international solidarity.

All these facts points to the necessity of a still closer understanding between the workers of all the Americas, particularly in this crisis in the world's history. To this end and to propose a practical method of mutual co-operation between organized labor in Mexico and in the United States, I suggest that, at a date to be agreed upon, representatives from the Casa del Obrero Mundial and as many other of the labor organizations in Mexico as possible meet for a conference in El Paso, Texas, with representatives of the American Federation of Labor. Matters for the mutual welfare of the sister republics could then be discussed and a future co-operative policy outlined.

With you I agree that the future peace of the world rests in the hands of the wage-earners, and this is most cogently expressed by the organized labor movement of each and all countries.

I hope to hear from you as soon as possible as to the actual conditions of the Mexican labor movement at the present time, and a reply to the suggestion I have made herein.

Fraternal yours,

(Signed) SAMUEL GOMPERS,

President American Federation of Labor.

### President Gompers to Hon. V. Carranza.

Honorable V. Carranza, First Chief of the Constitutional Government of Mexico, Mexico City, Mexico:

My Dear Sir—Because of certain conditions which have authentically reached me, I deem it my duty to the working people of Mexico, as well as to the people of Mexico generally, to write to the Secretary of the Casa del Obrero Mundial making certain inquiries and a suggestion for a conference. It seemed to me that a copy of my letter should be in your possession for such information as it may confer.

The letter was prepared before I received a visit at my office to-day from Mr. Charles H. Douglas, your legal representative at Washington. But I read to him the letter of which the enclosed is a copy, and he expressed his approval of its contents and that it should be forwarded, and also sustained the view that a copy of the letter should be sent to you. I may add that the entire Mexican situation as it now exists, as well as the immediate outlook was thorough-

ly gone into, and it may be interesting for you to know that Mr. John Murray, who is also deeply interested in the affairs of Mexico, was present at the conference I had the pleasure of having with Mr. Douglas.

I think it is needless for me to say how thoroughly interested and concerned are my associates in the American Federation of Labor, as am I, in all that may make for the advancement of the workers of Mexico, and that we are hoping and will be glad to aid as far as our ability and opportunities go, in establishing higher and better standards of justice, right, freedom, and the concepts of humanity.

With assurances of high regard, I have the honor to remain,

Very respectfully yours,

SAMUEL GOMPERS,

President American Federation of Labor.

### Actors to Join A. F. of L.

By an almost unanimous vote, the Actors' Equity Association has decided to affiliate to the American Federation of Labor, despite efforts of theatrical managers to defeat the proposal by ridicule. The effect of this decision is also shown in the announcement by Klaw & Erlanger, theatrical promoters of New York, that next season all members of their companies will be paid full salaries for the week before Christmas and Holy Week, and that the right to pay half salaries at these times in several hundred contracts already signed will be waived. These managers hasten to assure the public, however, that the actors' affiliation to the American Federation of Labor has nothing to do with their abandonment of an ancient practice. "We are doing it in a spirit of fairness," the managers say.

The actors are now in a position where they can insist on an adjustment of the following demands:

Transportation from New York to New York on out-of-town engagements.

Limiting the period of free rehearsals, which now extend six weeks.

Two weeks' notice clause, which will insure at least that amount of salary for the cast of a play that fails.

Restrict the number of performances a player must give without extra pay.

Make equitable arrangements about the purchases of actresses' wardrobes.

The actors say that these demands will only revert to a system in vogue before the stage was commercialized.

The proverbial fraternity of actors was shown in the address of President Francis Wilson, who urges affiliation. While showing the advantages of joining with the trade-union movement, he said that the Actors' Equity Association should affiliate in a spirit of reciprocity, prepared to use its influence for kindred organizations when they had just grievances.

"The chief power to be secured from federated labor," he continued, "was the wonderful psychological effect such a power has on the minds of our opponents."

"They feel then that for the first time in our existence we have the power, whether we exert it or not—and, mark you, it is generally not exerted—that we have the power to call a strike, the power to call into operation a boycott under the guidance of pastmasters in the art. It is the logical offset to the present blacklist. With such a power as that in our posses-

(Continued on Page 10.)

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

### AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

### GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

### BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

### GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

### FRANCE.

Federation National des Syndicats des Inscriptions, Maritimes de France, 33 Rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Seudéry, Havre.

### NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

### SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgaten 1 B., Sweden.

### DENMARK.

Somandenes Forbund, Toldbogade 15, Kobenhavn.

Sofryboderne Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restauration Forening, Nyhavn 17, Kobenhavn.

### HOLLAND.

Algemeene Nederlandse Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

### ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

### AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

### SPAIN.

Sociedad Sindicate de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

### URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

### ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

### BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

### SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



## World's Workers.

Addressing a meeting called by the Women's Agricultural Committee at Ipswich, England, Lord Selborne recently concentrated attention on the great importance of women's labor on the land. With all the aid from military labor that could possibly be arranged for by the Secretary of State for war, he said, the real relief to agriculture must come from women. There were still farmers who were skeptical as to the value of women's work, but in the thousands of instances in which women were being employed on farms, he did not know of one single case of complete failure. There was no reason why for fair wages women should not go to work on the land at a moment of emergency. Besides women who had always been used to the land, many who were the daughters of professional and business men were now giving their assistance, and he strongly appealed to the War Agricultural Committee to give opportunities for the training of such women.

At a mass meeting of transport workers recently held in Hull, England, the following resolution was unanimously adopted: "This mass meeting of Hull transport workers will view with the gravest concern, the employment of members of the khaki battalion on the docks until every effort has been made to utilize the existing civilian supply of labor in the district; but pledges itself to continue to do all that is possible to accelerate the efficient discharge and loading of vessels, and to assist in the transference of available civilian labor as and when required." Harry Gosling, president of the National Transport Workers' Federation, and a member of the port and transit executive committee, in supporting the resolution said that the transport workers were just as much servants of the State as the men in khaki, and in spite of all obstacles they had got to keep traffic flowing through the country. The proposed dockers' battalion will be composed of about 700 men who would be available for any port where there was congestion which could not be removed by the dockers themselves.

At a mass meeting of transport workers recently held in Liverpool, the chairman, Charles Ross of the Enginemen and Cranemen's Union, said trade union rules had been suspended, and when the reckoning took place after the war was ended it would be found that the self-sacrifice of trade unionists had been second to none. The following resolution was unanimously carried: "This meeting, representing the transport workers of the Mersey district, consisting of dockers, stewards, carters, seamen, cranemen, flatmen, warehouse workers, and general laborers, knowing the non-unionists to be a serious menace to our present and future welfare, urges every trade unionist to use his utmost endeavor to eliminate this element from amongst us, by bringing them into their respective unions without delay, and so make perfect our organizations. Trade-union rules suspended during the war must be restored, and to insure this the funds of the unions must be equal to the emergencies which are sure to arise on the finish of the war; and we firmly resolve to continue this campaign until complete success is attained."

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| Blom, Ernest        | Konig, D.       |
| Christiansen, Anton | Nielsen, Harold |
| Christiansen, A.    | Olander, Ed     |
| Doris, Geo.         | Thomson, John   |
| Eckart, T. G.       |                 |

### San Pedro Letter List.

|                       |                     |
|-----------------------|---------------------|
| Anderson, Eduard      | Malm, Gustaf        |
| Andersen, John        | Mesak, E.           |
| Andersen, Ernest J.   | Nelson, Nick        |
| Andersen, Martin      | Olsen, Oscar        |
| -1894                 | Olsen, Nick         |
| Andersson, Oskar      | Orling, Gust        |
| Alexander, P.         | Olsen, Andy         |
| Berg, B.              | Olsen, E. F.        |
| Berg, A.              | Olsen, Olof S.      |
| Berggren, Gust        | Ophaug, W.          |
| Bentsen, Hans B.      | Orwold, Jack        |
| Brein, Hans           | Owen, Fred          |
| Benrowitz, Felix      | Perkins, Paul       |
| Carlson, Gus          | Peterson, Nicolai   |
| Cariera, Peter        | -1234               |
| Danielson, Dave       | Plintz, Johan       |
| Doyle, Wm.            | Peterson, N.        |
| Ellwes, John          | Peterson, Hugo      |
| Eklund, Sven          | Petterson, C. V.    |
| Fjellman, Jonas       | Pedersen, P. -1064  |
| Fogelutsen, Thor      | Pakki, Emil         |
| Fjellman, Karl        | Plajala, Victor     |
| Ginar, Walter         | Pederson, Ole       |
| Gustafson, August     | Pedersen, Harald S. |
| Gronlund, O. -414     | Reuter, Chas. -407  |
| Heesche, Henry        | Rogenfeldt, J.      |
| Holmstrom, Fritz      | Roberts, G.         |
| Haupt, Fritz          | Stolzman, Emil      |
| Hansen, Charley       | Saarninen, H.       |
| Hansen, Ole           | Sanders, Charles    |
| Haave, Norval         | Schuldt, Theodor    |
| Johansson, C. -2497   | Samuelsson, Frank   |
| Janson, Dick          | Strahle, Chas.      |
| Janson, Osear         | Smith, Johan        |
| Jensen, Hans -1555    | Stenros, John       |
| Johnsson, J. A. -1659 | Skaanes, Eigh       |
| Johanson, Victor      | Soderlund, Anton    |
| Karnup, Edward        | Schmidt, Lauritz P. |
| Lundstedt, Chris      | Shallies, Gust      |
| Lassen, Johan, -1542  | Thorsen, Carl       |
| Larsen, Klaus L.      | Trovik, Harald      |
| Lutton, Theo.         | Uhlig, Richard      |
| Lauritzen, Ole        | Uappa, Kostl        |
| Lorenz, Max           | Vigon, Elias        |
| Lybeck, Thos.         | Wirak, A.           |
| Lindberg, G. W.       | Winblad, Martin     |
| Lindberg, Ernst       | White, Robert       |
| Leideker, Elith       | Warkkala, John      |
| Lalan, Joe            | Widin, Andrew       |
| McNeal, John          | Zunk, Bruno         |
| Montero, John         | Zayan, G.           |
| Malmerez, E.          | Newspapers and      |
| Monts, Reinolt        | Packages.           |
| Makela, N.            | Miller, W.          |
|                       | Schmidt, Lauritz P. |

### Honolulu, H. T.

|                     |                   |
|---------------------|-------------------|
| Anderson, John E.   | Nelsen, C. F.     |
| Burk, Harry -1284   | Petersen, Carl    |
| Crantly, C. W.      | Peters, Walter    |
| Eugenio, John       | Reither, Fritz    |
| Ekelund, Rickhard   | Solberg, B. P.    |
| Iverson, Sigvald B. | Strand, Conrad    |
| Langwenus, W. L.    | Thompson, Emil N. |
| Moller, F.          |                   |

### INFORMATION WANTED.

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio. 3-24-15

Anders C. Anderson, a native of Norway, who left his personal effects at Port San Luis, Cal., after leaving a ship at that place, is inquired for. Anyone knowing his whereabouts please notify D. R. Jacks, Deputy Collector of Customs, Port San Luis, Cal. 12-22-15

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Any one knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St. 8-11-1915

Olai Ingebrigtsen (Brock), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American bark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469-49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Steuart street, San Francisco, Cal. 8-4-15

Anyone knowing the whereabouts of Peter Murphy, better known as Boatswain McGann, will kindly notify Patrick Kieran, 58 Commercial St., San Francisco, Cal. 4-19-16

Vencelus Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolamo Durbich, Zurich, Switzerland. 7-28-15

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### INFORMATION WANTED.

John Edstrom, alias Brynjulf Edstrom, born in Norway in 1879, was last heard from at Mobile, Ala., where his address was Norwegian Chapell, is inquired for. Anyone knowing his whereabouts please notify his mother. Address, 22 Pilestradet, Kristiania, Norway.—12-22-15

George Alexander Sharman, a native of Brooklyn, N. Y. About 28 years of age, height 5 feet 9 inches,

supposed to have sailed on the Great Lakes in 1907, is inquired for by M. L. Kinvan, 1211 Mosher street, Baltimore, Md. 7-14-15

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15



# Pacific Coast Marine.

The gasoline schooner "Anvil," built in Oakland twelve years ago for Nome traffic, has been sold by B. C. Letora to Leo Clayburgh of San Francisco. The schooner will be used on a freight run to Mexico.

All of the timbers will be cut at Portland and delivered at San Francisco to be used in construction of three auxiliary schooners, each with a carrying capacity of 2,000,000 ft. of lumber. The combined specifications approxi-

The American brig "Harriet G." was added during the week to the fleet of chartered ships of the Comyn, Mackall & Co. line. The brig was chartered for the purpose of carrying lumber to the west coast of South America at a rate of \$30 per thousand feet. The "Harriet G." was built at Norfolk, Va., in 1878, and is of 252 gross tonnage.

The mechanics at Mare Island have done more work on the tanker "Cuyama" in six months than the men at the Philadelphia and Boston yards have done on similar vessels in eleven months, according to an announcement made at the California yard. Boston is constructing the supply ship "Bridge" and Philadelphia is building the marine transport "Henderson."

The naval wireless station under construction at San Diego, which was designed to be the most powerful in the world, will be placed in commission before August 1, according to George Hanscom, naval radio expert. Two of the 600-foot antennae towers are completed and the third will be finished next week. About 72,000 feet of wire will be used. Hanscom has left for the Mare Island Navy Yard and will return shortly with a force of skilled electricians, who will put the finishing touches to the big plant.

Fire starting from an unknown origin at 2 o'clock in the morning of June 4, completely destroyed pier 46 at San Francisco, with loss of from half a million to a million dollars, consumed twenty-eight freight cars filled with cargo and did much damage to the big Japanese freighter "Shinyo Maru," which was moored at the dock. Although the fire was under control within twenty minutes after three alarms had brought out a score of engine companies, so quickly did it burn that the pier was burned to the very water's edge.

Contracts for the building of two barges for the Western Fuel Company have been given to the Hanlon Shipyard in Oakland. The barges will have a capacity of 3500 tons each and will be completed in December. With the completion of the two barges, a barge service between Nanaimo, B. C., and San Francisco, will be begun by the Western Fuel Company. At present the chartered Norwegian steamer "Thor" represents the company's tonnage, and it plies regularly between this port and the North. It is expected that another steamer or two will be added to the company's fleet to tow the barges.

John Eadie, Vancouver representative of the London firm of Dingwall, Cotts & Co., has placed an order for the construction of a steel steamer at Wallace's yard on the North Vancouver. The steamer to be built will be 315 ft. long and 45 ft. beam. She will have a carrying capacity of 5,000 tons and a speed of 9½ knots. The plans show her to be a single-deck, single screw steamer, with two boilers, triple expansion engines, eight winches and four hatches. She will be built to Lloyd's classification under special survey. The vessel will have four water-tight bulkheads and wood for hull and deck will be British Columbian fir.

In a circular just issued to employees by the passenger department of the Pacific Coast Steamship Company a flat denial is made of all reports heretofore made that the Pacific Coast Company was about to sell either its entire properties or its principal steamers, the "Congress," "President" and "Governor" to the Pacific Alaska Navigation Company, or to any other person or corporation. In this circular C. D. Dunann, passenger traffic manager of the company, states that there are no negotiations of this kind pending and that none are contemplated, and that he is authorized upon the highest authority vigorously and absolutely to deny all reports or rumors to such effect.

The guns of the historic cruiser "Boston" sounded for the last time on May 31 at Portland when they shot forth a salute to the cruiser "Marblehead" upon her arrival from San Francisco to become the training-ship for the Oregon Naval Militia. The "Boston" has been stationed on the Columbia River for several years. Her machinery long since went into disuse to such an extent that she can no longer navigate under her own power. She now is to be scrapped. The "Boston" was in Dewey's famous fleet at Manila, and is said to have fired the first shot in the battle of Manila Bay, opening on the Spaniards by mistake before the "Olympia" did. When Dewey returned to the United States after the war he used the "Boston" as his flagship for the trip.

Eight cases out of the industrial deaths arising from the foundering of the steamer "Roanoke" came up for preliminary examination during the past week before the Industrial

Accident Commission of California. One of the principal issues, indicated by the testimony brought out, will be the fixing of the identity of the employer of the crew, the North Pacific Steamship Company, the owner of the ship, or the California South Sea Navigation Company, the charterer of the vessel. The case of Mrs. Klara B. Erickson, widow of Joseph Erickson, the quartermaster of the vessel, was selected as the test case. Seven other cases are now up for trial. Owing to the fact that it is not necessary to prove negligence on the part of the employer under the employer's liability law, the question of negligence did not enter into the testimony taken. Another issue in the case will be the jurisdictional dispute between the State Industrial Accident Commission and the Admiralty courts. Test cases on this issue are now up for decision in both the State Supreme Court and the United States Supreme Court.

Further action was taken during the past week on the project to bridge San Francisco Bay when, at a meeting of the executive committee of the various bridge committees of the four bay cities, the chairman, Owen E. Hotle, was authorized to go to Washington and ask the aid of Senators Works and Phelan and Congressmen Kahn, Nolan and Elston. On his way East Hotel will stop off at Cleveland to confer with members of the Associated Bridge Engineers, who prepared the plans for the project. The engineers are planning to come to San Francisco shortly to meet with the committees. Their representative, Harlan D. Miller, conferred with the executive committee at a recent meeting, which was held in the rooms of the San Francisco Chamber of Commerce. The bridge will be built jointly by Alameda and San Francisco counties and, as planned, will cost \$22,000,000. It is proposed to have the Alameda mole as the eastern terminus, with a western terminus at the foot of Third street, in San Francisco.

A California product, dedicated to the sea by Miss Rosamond E. Boynton, a California girl, and with a bottle of California wine as the sponsoring fluid, the Standard Oil Company tanker "D. G. Scofield," built by the Union Iron Works at a cost of \$800,000, was launched on June 3. Five thousand people witnessed the launching. When the last block had been knocked away and the tanker slid into the water a great cheer rose from the multitude. Built on the Isherwood longitudinal plan, the "D. G. Scofield" will be propelled by balanced quadruple expansion engines and will have a speed of eleven knots. She has a length of 480 feet over all and a breadth of 58 feet. Her molded depth is 41 feet, her draft 29 feet and her displacement 17,000 tons. She has a dead weight capacity of 12,100 tons and her cargo oil tank capacity is 80,000 barrels. Her fuel tank capacity is 8500 barrels and the indicated horsepower is 3300. Altogether she measures up as one of the finest ships of her kind afloat. It will be three months before she is fully equipped and ready for service.

The embargo on the export of coal from Australia, established some time ago by the Commonwealth Government, has, it now appears, a certain bearing upon American shipping in the Pacific. The reason for the coal embargo, it may reasonably be assumed, is to facilitate the export of wheat, there being at present something like 135,000,000 bushels in the hands of the Wheat Board, which is held up on account of shortage of tonnage. The interpretation of the coal embargo, according to reliable information, is that a permit for the export of coal will not be given to any vessel that can carry wheat. Recently the "Aryan" secured a permit to load coal at the same time that the "Star of Holland" was definitely refused. These vessels are American sailers, capable of carrying about 3,500 tons of coal. They had come down from the Pacific coast of the United States with lumber and desired to proceed with coal to Chile, there to load nitrate for San Francisco. It was impossible for the Wheat Board to secure insurance on the "Aryan" because she was not tight. The "Star of Holland," however, being suitable for carrying wheat, had to proceed to Chile in ballast. This would seem to indicate that only leaky American sailers can expect to load coal and secure a profitable round voyage. It would be a case of the poorest being the best.

The "Handbook, Navigation Laws of the United States" contains all the law affecting seamen. It is arranged and indexed so that each feature may be found without trouble. The only book in existence that enables every seaman, ship-master, and ship's officer to know the law in every detail. James H. Barry Co., 1122 Mission St., S. F. Price, \$1. (Advt.)

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

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and  
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(Continued on Page 11.)



## Coast Seamen's Journal

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BY THE

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Established in 1887

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I. M. HOLT ..... Manager

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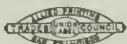
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### NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, JUNE 14, 1916.

### FIXING THE RESPONSIBILITY.

During the past week Inspectors of Hulls and Boilers James Guthrie and J. P. Dolan finally rendered their verdict upon the responsibility for the "Roanoke" disaster and forwarded same to Washington. The decision follows:

In our opinion the loss of the steamer "Roanoke" was due primarily to the fact that the cargo was not properly stowed, in that the wheat should have been stowed in the lower holds, forward and aft, instead of case oil, which would have given the vessel more stability, and, although it was the intention of the officers of the "Roanoke" to fill her fuel tanks upon the arrival of the vessel at San Pedro, the tanks should have been filled before leaving, as the testimony shows they had a capacity of 1350 barrels, but contained only 750 barrels when the vessel sailed, and as the oil was used it lessened her stability. When the vessel left San Francisco her draft was twenty-three feet, forward and aft, whereas the records of this office show her mean draft to be twenty-one feet.

In brief, the verdict means that forty-four lives were sacrificed because an American steamship left an American port overloaded, her cargo improperly stowed and her fuel tanks only partly filled. To put the case in a nutshell, "the 'Roanoke' foundered because she went to sea in an unseaworthy condition."

Now for the responsibility. The Government inspectors have not fixed the guilt upon any individual. The master of the "Roanoke" and, in fact, all her licensed officers are dead. But the owners and charterers of the vessel are still alive. And why look for a scapegoat among the dead when the main offenders are still among the living?

The case of the "Roanoke" and the master's willingness to take an unseaworthy ship to sea is but a repetition of numerous similar cases. A licensed officer who will not take those chances need not expect any permanent employment, much less promotion.

The law—yes, what about the Seamen's law in this instance? No other than the inexperienced young man who edits the Pacific Marine Review wants to know why the Seamen's Act did not prevent this deplorable disaster. Well, unfortunately, the Seamen's law says nothing about a Plimsoll mark or any other kind of load line. And this illustrates very forcibly that so far from being legislated to death the American shipowner has decidedly the advantage over his British com-

petitor when it comes to piling on cargo. Great Britain has built up the greatest merchant marine the world has ever seen under load line restrictions which have never bothered our own shipowners.

True, there is a law to cover the case of the "Roanoke." It is not the Seamen's law, however. The law which should have prevented the "Roanoke" disaster, if it were at all enforced and respected, dates back to December 21, 1898. It reads:

If any person knowingly sends or attempts to send or is party to the sending or attempting to send an American ship to sea, in the foreign or coastwise trade, in such an unseaworthy state that the life of any person is likely to be thereby endangered, he shall, in respect of each offense, be guilty of a misdemeanor, and shall be punished by a fine not to exceed one thousand dollars or by imprisonment not to exceed five years, or both, at the discretion of the court, unless he proves that either he used all reasonable means to insure her being sent to sea in a seaworthy state, or that her going to sea in an unseaworthy state was, under the circumstances, reasonable and justifiable, and for the purposes of giving that proof he may give evidence in the same manner as any other witness.

Just as long as this all but forgotten statute remains practically a dead letter and in absence of other legislation to cover the case, we may expect American ships to be sent to sea in an overloaded or "unseaworthy state."

At San Francisco there is now in session a Federal Grand Jury. There is also a United States District Attorney with numerous assistants and ample machinery to prosecute all who violate the laws of this nation. What are they doing to bring those responsible for the "Roanoke" disaster to the bar of justice?

### THE BEE IS HUMMING.

Generally speaking, the Sacramento Bee is a daily worth while. It has led in many a glorious battle for progress and has been found on the right side of big issues about nine times out of ten. Of course, even the Bee gets in bad company—once in a while.

Just at present the Bee is lined up with the preparedness boosters and chiding organized labor for refusing to swallow the bait, hook, line and sinker which have been attached to the band wagon of militarism. The Bee must have been consuming some sort of intoxicating honey on this subject. For its usual ability to discriminate between the bogus and the genuine article seems to be utterly lacking in this instance.

The so-called preparedness campaign in this country is in the main fostered by "Big Business." It is encouraged by every enemy of popular rights. It is heartily approved by every foe of human freedom.

Yet, the Bee talks about "Americanism and preparedness" as though one had any bearing upon the other.

Is it Americanism which demands the repeal of the Seamen's Act and the manning of American ships with coolie crews exclusively?

The National Chamber of Commerce says it is. But the Bee does not concur?

Is it Americanism which demands unrestricted child labor, the repeal of the Chinese exclusion law and unlimited opportunity to exploit the workers of the world?

Many of the leading lights in the preparedness movement say it is. But, of course, the Bee does not second the motion.

In truth and in fact the Bee is for once in very bad company. And being badly in need of reinforcements to help it out of the mire the Bee wiggles and squirms

and finally demands that organized labor shall perform the task.

That, however, is asking entirely too much.

Organized labor has done its full duty by attempting to stem the preparedness hysteria which is sweeping the country. Organized labor has not, at any time, declared against "adequate national defense." As to what constitutes "Americanism," "Preparedness," and "Adequate National Defense" Labor prefers to be guided by the lessons of the past and not by the mouthings of that new class of experts commonly known as war profiteers. And if the Bee can present a clear-cut definition of those badly jumbled terms it will probably learn that organized labor stands for everything sound in "Americanism"; all that is worth mentioning in real, fundamental preparedness; and for "Adequate National Defense" not only against an imaginary invading foe, but also, and perhaps primarily, against the insidious forces which sap the nation's life-blood from within.

### THE STEAMBOATMEN'S STRIKE.

Beginning with Thursday, June 15, the Bay and River Steamboatmen's strike enters upon the third week. Practically all the boats remained tied up at their respective landings in San Francisco, Sacramento and Stockton. The Monticello Steamship Company, operating in the San Francisco-Vallejo trade, is practically the only concern which has attempted to run its boats, the required deck crews having been furnished by a local detective agency. None of these poor, incompetent makeshifts are paid less than \$3.00 per day and board. None are qualified under the Seamen's law to man vessels of this class, and steps have been taken to ascertain whether San Francisco labor-skinners may with impunity violate this section of the statute in question. That this struggle for a modest increase in wages will terminate in a victory for the strikers is a foregone conclusion. The only question at issue is the length of time it will take to convince the employers that a five dollar per month raise for competent deckhands is easier met than the "fees" exacted by strikebreaking agencies for furnishing the scum of the earth. The Bay and River Steamboatmen's Union of California is a part of the International Seamen's Union of America. It also has the undivided support of the Waterfront Workers' Federation of San Francisco. Thus, it will be seen, this organization has ample and "sustained" backing. So far as can be ascertained the railroad companies are the principal "backers" of the steamboat owners. And, strange to relate, the railroad companies are also the greatest beneficiaries of the tie-up. Yes, indeed, sometimes truth is stranger than fiction!

Mr. Franz Bopp, Consul-General of Germany at San Francisco, is to be commended for his prompt action in ordering the immediate removal of the imported strikebreakers from the interned German steamship "Serapis." Without the knowledge or consent of Mr. Bopp the "Serapis" had been chartered to house the miserable wretches who are shipped from State to State to break strikes. When these facts became known the German Consul-General very properly decided that no vessel under his jurisdiction should be contaminated by housing scabs. Well done, Mr. Bopp!



## FRIENDS IN NEED.

The JOURNAL has already paid its compliments to the Pharisees in attendance at the recent Methodist conference. Other labor papers have done likewise and little need be added to the severe reprehension already heaped upon the head of the alleged Christians who proclaimed in grandiloquent voice against the organizations of labor.

It should not be forgotten, however, that there were present at the Methodist conference many earnest and eloquent champions of labor. True, they were in the minority, but that does not take from them either credit or glory so justly due to all who made the fight for the men who earn their bread by the sweat of their brow.

For example, the Rev. Harry F. Ward, Secretary of the Methodist Federation of Social Service, in heading the fight for the recognition of organized workers, "warned the Church against permitting the thinking class of organized toilers to drift away from it," saying:

The world of toil is becoming a thinking world, and woe be to the Church and to Christianity if it permits that thinking world of toilers to drift away. Woe to it if it does not give to that group the strong, practical help and sympathy that will enable it to lead the world of labor into the Kingdom of God. This is a small thing in this report, brethren, and we shall go far beyond this before many years have passed. For eight years I have striven to get this thing enforced in the Methodist Episcopal Church, because I believed it was the first practical step in Christianizing the industrial world. For that reason I ask you to adopt it.

Dr. Ward reminded the conference of the 20,000,000 persons in the United States, counting the families, who are connected with organized labor, and continued with these eloquent and forceful remarks:

I stand here to plead for justice to the unorganized man, for the organized group is the final and only protection of the unorganized men against the absolute breakdown of the whole system. I say to you that the Church can not help the unorganized man in a better way than to strengthen the organization that stands between him and absolute destruction. We are legislating for to-morrow, and not for to-day simply. The world of yesterday was in the grip of the fighter; the world of to-day is in the grip of the trader, thinker, and organizer, but the world of to-morrow will be in the hands of the toiler.

To Dr. Ward and his colleagues who so ably upheld the organizations of labor the greatest reward must for the present be the satisfaction that they fought in a righteous cause. No doubt, the future will place them in the same position as the early martyrs who willingly suffered privation and even death before denying the faith that was within them. For, as Dr. Ward put it: "The world of to-morrow will be in the hands of the toiler."

The Pacific Coast longshoremen's strike has become an exceedingly complicated affair. After the strike had been in full effect for a week the longshoremen's executive committee finally got together and met in conference with the committee representing the Waterfront Employers' Union. A temporary settlement covering freight and passenger vessels was then very promptly effected. Official details upon this settlement are not at hand. At any rate, the committee from the Waterfront Workers' Federation, which brought about the conference referred to, has received no information from the longshoremen's executives. The lumber carriers are not affected by the temporary settlement and, so far as is known, no meeting or conference has been held or arranged between the employers and the longshoremen engaged in that industry.

## PASSPORTS FOR SEAMEN.

Communications Explaining the Need for Passports or Other Identification When Shipping for Belligerent Countries.

## DEPARTMENT OF COMMERCE

Shipping Service  
Office of U. S. Shipping Commissioner,  
San Francisco, Cal., June 2, 1916.

Sailors' Union of the Pacific,  
59 Clay Street, San Francisco, Cal.  
Gentlemen:

Herewith inclosed please find copy of General Letter No. 118 ("Passports for American Seamen"), issued by the Department of Commerce under date of May 23, 1916.

I would request that you take immediate steps to assure, so far as possible, that the members of your organization, before engaging on any vessel bound to a port of a belligerent nation, shall be provided with passports or other forms identifying them as American citizens.

This office will cooperate with you to this end by every means within its power.

Application for passports should be made to Mr. Carl W. Calbreath, Deputy Clerk, U. S. District Court, Room 309 Post-Office Building, San Francisco. Office hours 9:00 to 12:30 and 1:30 to 4:00.

Sincerely,  
(Signed) WALTER MACARTHUR,  
Commissioner.

P. S.—Upon receipt by this office of the other forms (as distinguished from passports), identifying seamen as American citizens, you will be informed of the nature thereof and the conditions under which they may be used.

## DEPARTMENT OF COMMERCE

Bureau of Navigation,  
Washington.

May 23, 1916.

General Letter No. 118.

To United States Shipping Commissioners and Collectors of Customs acting as such:

The State Department writes under date of May 10, 1916:

"Many unfortunate incidents arise and much trouble is caused by the fact that American seamen are continually arriving in European countries without documentary proofs of citizenship or identity, and it is deemed important to adopt measures to meet this situation."

These difficulties, of course, arise mainly in ports of the belligerent nations and their colonies.

The difficulties mentioned may be met by the issue of (a) passports, (b) other forms identifying seamen as American citizens.

The passport is the most complete certification of American citizenship, and I wish you would call to the attention of the owners and masters of merchant vessels of the United States in trade with the foreign ports referred to, the desirability of providing with passports as far as practicable masters and other officers and members of the crew entitled to them. Some delays are necessarily connected with the preparation of evidence on which passports are issued and sometimes there will be delay in the issue of the passports, but applicants, if necessary, might begin the preparation of evidence, where correspondence is required, before a voyage outbound, and complete it and secure passport on return to the United States.

I am aware of the difficulties which already attend the operation of American ships in the foreign trade and there is no wish to add to them. If, however, the work of securing passports is organized it will, I think, proceed faster than anticipated. The State Department will cooperate. Officers licensed by the Steamboat-Inspection Service have already proved their citizenship (except in special cases under the Ship Registry Act of August 18, 1914), and their licenses should be accepted abroad as equivalent to passports. Petty officers and other seamen will clearly increase their usefulness by securing passports, and I trust efforts to this end may be undertaken.

At New York the State Department maintains a passport agent, Mr. Charles B. Welsh, 2 Rector street, who may be consulted.

At other ports, the Federal courts issue passports, and at ports where there are no Federal courts, certain State courts are clothed with the necessary authority.

You should ascertain the courts in your district which have the authority, the days, hours, and places when they receive evidence and issue passports, and furnish this information to those concerned.

Where for any satisfactory reasons passports cannot issue, two forms of papers for identification of seamen as American citizens are being prepared, one to be issued by American consuls in foreign ports, the other by shipping commissioners and collectors of customs acting as such in this country. As soon as finished, a supply of these will be sent to you.

A supply of this General Letter is sent to you for distribution at once among those specially concerned. Please report later any progress you may make along the lines suggested.

E. T. CHAMBERLAIN,  
Commissioner.

## OFFICIAL.

## SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., June 12, 1916.

Regular weekly meeting came to order at 7 p. m., Ed. Andersen presiding. Secretary reported shipping dull. Voting for officers for the ensuing term was proceeded with. Shipwreck Benefit was awarded to one member of the crew of the barge "Nanaimo."

JOHN H. TENNISON, Secretary pro tem.  
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., June 5, 1916.

No meeting. Shipping fair, prospects uncertain.

REGINALD TOWNSEND, Agent.  
Room 11, De Cosmos Block, 1424 Government St.

Vancouver, B. C., June 5, 1916.

Shipping fair, prospects uncertain.  
W. S. BURNS, Agent.  
213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, June 5, 1916.

No meeting. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.  
2218 North 30th St. Tel. Main 808.

Seattle Agency, June 5, 1916.

Shipping fair in offshore vessels.  
P. B. GILL, Agent.  
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, June 5, 1916.

No meeting. Men scarce. Shipping fair.  
E. J. D. LORENTZEN, Agent pro tem.  
P. O. Box 6. Tel. Main 557.

Portland Agency, June 5, 1916.

No meeting. Shipping fair; prospects uncertain.

JACK ROSEN, Agent.  
44 Union Ave. North. Tel. East 4912.

Eureka Agency, June 5, 1916.

Shipping fair; prospects uncertain.  
OTTO DITTMAR, Agent.  
227 First St. P. O. Box 64. Tel. 159.

San Pedro Agency, June 5, 1916.

Shipping good; prospects uncertain.  
HARRY OHLSEN, Agent.  
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, May 29, 1916.

Shipping dull; prospects poor.  
JACK EDWARDSON, Agent.  
P. O. Box 314. Tel. 2526.

## MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., June 8, 1916.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported situation unchanged. Longshoremen's strike still unsettled. Donated \$100 to the cause of the Danbury Hatters.

EUGENE STEIDLE, Secretary.  
42 Market St. Phone Kearny 5955.

Seattle Agency, June 1, 1916.

Shipping medium.  
LEONARD NORKGAUER, Agent.  
Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, May 31, 1916.

No meeting. Shipping fair for waiters, slow for cooks.

HARRY POTHOFF, Agent.  
P. O. Box 54.

Portland Agency, June 5, 1916.

No meeting. Shipping medium.  
THOMAS BAKER, Agent.  
89 Second St. N. Phone Broadway 2306.

## DIED.

George Charles Andersen, No. 1761, age 31, a native of Norway, reported drowned in the wreck of the steamer "Roanoke" May 9, 1916.

The Brusstar Shipbuilding Company of Oakland, Cal., is realizing its share of the extensive construction of ships. The Brusstar Company was awarded the contract for the building of several Government lightships a short time ago, three of which have been already delivered. Work on the others is rapidly nearing completion. This company was also awarded the contract for the construction of a schooner for the Atkins & Kroll Company of San Francisco. A large force of men is busily engaged on her. The hull is already built.



## HUNTING THE SEA OTTER.

(By Chase Littlejohn.)

In the early days when venturesome navigators found their way to the shores of the northern Pacific, sea otter were found in great numbers on the Alaskan coast and southward as far as Lower California. At the present time what a change is found! Of the thousands formerly existing only single individuals are now found, and these are being killed so fast that total extinction seems but a short time away. So rare has this animal become and so prized is its fur that a skin which in 1880 sold for from \$100 to \$155, has now advanced to \$1,500 and \$2,000.

When Behring first visited Alaska from 1760-1765 he wrote that sea otters were so numerous that the Aleuts wore long mantles of their skins and the best ones could be purchased for a scrap of iron. In 1804 Baranov sailed from Alaska with a single cargo of 15,000 skins, and at the time the Fur Seal Islands were discovered two sailors killed 5,000 the first year. The next year less than 1,000 were taken, and from the end of the next six years until the present time not a sea otter has been known there. And so it has been at the other spots where otter were once abundant. In 1873, when the Americans purchased Alaska, nearly 4,000 skins were secured, and in 1880-1881, because of the persistency with which the animals were hunted by both whites and natives, between 6,000 and 8,000 were taken, some of which I myself secured and thus helped, I am ashamed to say, in the general extermination. By 1890 the use of the modern rifle and destructive nets had so reduced the income to be derived from sea otter hunting that the hunters were obliged to engage in other occupations.

Thirty-eight years ago, on the 18th of March, I sailed on my brother's ship on my first sea otter hunt. We sailed from San Francisco by way of the Sandwich Islands. The Kuril Islands were reached in May and we at once began the hunt. And truly exciting and dangerous sport it was! To hit with a rifle so small a mark as an otter's head (practically the only part to be seen) from a bounding boat was at first no easy matter; but with practice the otter soon stood but little chance when hemmed in between the boats. The hunting was both difficult and dangerous, for the waters about the Kuril Islands are at nearly all times very rough because of the violent winds and rushing tides. I saw one hunter caught in a tide-rip: his boat stood on end for a moment and then plunged beneath the surface. Many lives were lost in this occupation, and of the hundreds who followed it for a long period I am perhaps the only one left who can tell from personal experience about the life and habits of the nearly extinct sea otter. My own brother with his crew of about thirty men were the last otter hunters, so far as I know, to sail from San Francisco. The expedition left on March 1, 1889, and like many another unfortunate ship that sailed for the same purpose, was never heard from again.

The sea otters were hunted always with three boats which formed a triangle, one boat ahead, and one on either side. When an otter was sighted, the hunter seeing it raised a paddle as a signal and all three

boats would move off toward the animal. After approaching to within a reasonable distance, a shot was fired. The bullet, which usually struck near the animal, would so frighten him that he would dive at once, without taking time to inflate his lungs enough to take him any great distance. He could, therefore, not remain long beneath the surface. If he had taken time to draw a long breath he might have gone so far as to have entirely escaped the hunter's sight. If the animal was not captured after the first dive he was but rarely seen again. Swiftmess of action is of the utmost importance in sea otter hunting. This accounts for the fact that three boats were always used. More boats would have caused too much complication; they would have been constantly in each other's way, the lives of the hunters would have been endangered by the firing, and the precaution needed to prevent loss of human life would have allowed the otter to escape. He would then have been given time to inflate his lungs sufficiently to make a long dash and possibly evade the hunter. When the otter is killed he floats, back up, and the body takes the shape of an inverted letter U, both ends down. This position causes the air to remain in the lungs and to act as a float. If by any chance the air escapes the body at once sinks and is lost.

Many of the otters not killed with a rifle were taken in nets. These were of large mesh and about six fathoms long and two fathoms deep. They were anchored at one end so as to allow them to swing with the tide and with the wind, which blew at times with terrific force. These winds were advantageous to the hunter, for it was during the wind storms that the otters were forced to seek shelter behind the reefs and rocks where the nets were spread. At night, when the animals dove for food, they were unable to see the nets and were soon enmeshed. In struggling to free themselves from this new species of seaweed, they attracted others of their kind and in the general excitement five or six otters were often caught in one net. At such times every one was for himself and a general fight took place. The infuriated otters would bite each other and the wooden floats on the nets and within a few hours all, or nearly all, were drowned.

The habits of the sea otter are extremely interesting. This animal always swims on its back with head turned upward. Consequently it swims backward, always, however, keeping an eye in the direction toward which it is going. When it is about to dive the otter turns over and goes under back up and remains so while under water, but immediately resumes the opposite position on reaching the surface. While under water, if not too far from the boat, the otter can be easily distinguished because it assumes a golden color and looks somewhat like a sailor in an oil-skin jacket, although in fact it is a deep black or dark brown.

The young of the otter are born, as far as I could ascertain, in the spring, and there is but one young per year. The mother is devoted to her offspring. She holds it in her arms and fondles and caresses it, and when danger approaches she risks her own life to protect it. At such times she at once makes off, sometimes swimming, but oftener diving at short intervals, for she well knows that if

she remains too long beneath the water the young will perish. Each time the surface is reached the little fellow utters a loud cry, and this at once attracts the attention of the hunter. To deaden the outcry the mother will often duck the head of her offspring beneath the water repeatedly. When the weather is foggy the only otter that can be chased with any degree of success is the mother with her baby, whose cries betray her.

In the early days of my hunting on the Japan coast we found the otters in their primitive state because they had never been hunted at sea. There we found them in "schools" and as many as 400 were sometimes seen in one school. Often just a family would be together—a father, mother, young of the previous year, and the baby. These when pursued would usually still band together, and the whole family would then be destroyed by the merciless bullets of the hunter. In Alaska, where the hunting had been carried on for years, the mother would often desert her young even before a shot was fired. The baby thus deserted, if only a few weeks old, would drown, but if two months old he could take good care of himself, for he can then dive from thirty to forty yards.

The food of the sea otter consists largely of sea urchins, for which the otter dives to the bottom. He comes to the surface with the food, places it on the breast, where it is torn in halves; the contents are taken from each half and the shells are tossed often to a considerable distance. The otter then washes and cleans his face and "hands" before diving for more food. Otters also eat seaweed and fish, but probably not much of the latter, with the exception of the squid, upon which they are obliged to subsist when driven far out to sea by constant hunting. They are unable to reach bottom when the water is much over sixty fathoms.

That sea otters eat codfish is in a measure proven by the following interesting incident: Our schooner was anchored about twenty miles from land in sixty fathoms of water. Codfish were abundant, and one man was fishing while a number looked on. The weather was extremely foggy, and presently a sea otter, drifting by and apparently mistaking the schooner for a rock, swam towards it. Rifles were at once secured, but in the meantime the otter had dived and was apparently lost. Presently, however, the fisherman got a bite, and after hauling in the fish for a considerable distance, was suddenly surprised to find the strain on his line greatly increased. We were all curious to see what he had hooked and found an otter clasping the codfish in his paws. A bullet soon ended his career.

The sea otter displays much common sense and sometimes remarkable strategy. Its greatest enemy other than man is probably the killer whale. This animal destroys great numbers of fur seal, which it finds easy prey. In the excitement of pursuit the seal makes a great commotion by leaping out of the water. This attracts the whale and the seals are soon dispatched. The sea otter likewise makes off instantly from this enemy, but if he finds that he has not evaded his pursuer he knows that flight is useless; he then doubles up as if dead and remains motionless. The whale does not eat carrion, and thinking this to be such,



he passes on to locate the living otter that has seemingly escaped.

The natives formerly hunted the otter with skin canoes and used spears instead of guns. These they could throw with great accuracy and for considerable distances. After the animal had received several spears in his body he was unable to dive and was soon dispatched with a long club. Each native had a private mark on his spear point and when the otter was killed the native who had struck his spear nearest to the otter's head claimed the skin. When muzzle-loading guns were used many otters escaped after being struck, for the bullets would sometimes barely penetrate the skin. I myself took several such bullets from otters which I secured and undoubtedly they had carried them beneath their jackets for many years, for such rifles had gone out of use before I lived in Alaska.

Only a few otters are now taken in Alaska, and I know of none taken about the Kuril Islands. Stringent laws have been passed to protect any that may be left along the California coast. We may hope, therefore, that this, the rarest and most beautiful of all fur-bearing animals, in time may be able to re-establish itself to such a degree that future generations may reap some benefit from its presence along our shores.

#### CERTIFICATES ISSUED TO SEAMEN

The Steamboat-Inspection Service of the Department of Commerce, had issued up to May 1, 1916, 19,959 certificates to able seamen, distributed as follows:

| Atlantic Ports.     |        |
|---------------------|--------|
| New York, N. Y.     | 4,530  |
| New Haven, Conn.    | 46     |
| Philadelphia, Pa.   | 860    |
| Norfolk, Va.        | 636    |
| Baltimore, Md.      | 895    |
| Charleston, S. C.   | 20     |
| Jacksonville, Fla.  | 109    |
| Savannah, Ga.       | 120    |
| Boston, Mass.       | 948    |
| Bangor, Me.         | 104    |
| New London, Conn.   | 75     |
| Portland, Me.       | 248    |
| Providence, R. I.   | 627    |
| Total               | 9,218  |
| Gulf Ports.         |        |
| New Orleans, La.    | 479    |
| Apalachicola, Fla.  | 106    |
| Galveston, Tex.     | 403    |
| Mobile, Ala.        | 336    |
| San Juan, P. R.     | *68    |
| Total               | 1,392  |
| Pacific Ports.      |        |
| San Francisco       | 3,126  |
| Honolulu, H. I.     | 408    |
| Juneau, Alaska      | 9      |
| Los Angeles, Cal.   | 308    |
| Portland, Ore.      | 271    |
| St. Michael, Alaska | *      |
| Seattle, Wash.      | 1,114  |
| Total               | 5,236  |
| Great Lakes Ports.  |        |
| Detroit, Mich.      | 309    |
| Chicago, Ill.       | 697    |
| Duluth, Minn.       | 706    |
| Grand Haven, Mich.  | 54     |
| Marquette, Mich.    | 81     |
| Milwaukee, Wis.     | 475    |
| Port Huron, Mich.   | 254    |
| Cleveland, O.       | 721    |
| Buffalo, N. Y.      | 551    |
| Oswego, N. Y.       | 126    |
| Toledo, O.          | 139    |
| Total               | 4,113  |
| Summary.            |        |
| Atlantic Ports      | 9,218  |
| Pacific Ports       | 5,236  |
| Gulf Ports          | 1,392  |
| Great Lakes Ports   | 4,113  |
| Grand Total         | 19,959 |

\* To March 1, 1916.

Demand the union label upon all purchases!

#### CRIMINAL NEGLECT?

The Chicago Day Book of recent date reproduces a letter from a destitute unemployed man with an eight-year-old son to support, as follows:

"What does this country want me to do? Commit a crime and go to prison, or lie down meekly and starve to death?"

It is possible, of course, that this particular letter is not bona fide, but, even so, there are plenty of instances where men might ask such a question in good faith. And, what is worse, our laws needlessly maintain economic conditions which subject every man to the danger of being some time reduced to such a choice as the letter quoted presents. For preparation against this real and present menace it is hard indeed to get a fraction of the attention that the press and politicians are eager to bestow on military preparation against an alleged danger which will probably never materialize. And there are so-called statesmen who actually advocate forcing into military service the very men whom the Government refuses to save from danger of subjection to the choice between starvation, beggary or crime.—The Public.

#### BRITISH MERCHANT MARINE.

Earl Curzon, Lord Privy Seal, stated in the House of Lords that the whole British mercantile marine, which amounts to half the gross tonnage of the world, is now being administered by the Government. He said that 43 per cent. of the mercantile marine had been requisitioned for naval and military purposes, 14 per cent. is now carrying foodstuffs, raw materials, etc., for the Government and the Allies, and 43 per cent. is operated by the British owners under governmental regulations. He stated that 500 merchant ships are now being constructed. The number of small craft added to the British mercantile marine is more than 2500, he said. Since the start of the war 450 enemy ships had been detained or captured by the Allies. In order to save space by cutting down the amount of lumber imported, he said, the British Government has arranged for Canadian lumbermen to come to England to cut British timber for sleepers, pit props and other necessities. Fifteen hundred lumbermen, he said, are now on the way to England.

Every traveler on the upper Yukon River has noted a conspicuous white bed, four to six inches in thickness, that occurs on the river banks. This is made up of volcanic ash derived from a volcano located in the northern margin of the St. Elias Range more than 100 miles to the south. Though geologically speaking the material is of recent age, yet it was probably erupted 1400 years ago. There are, of course, no historical records of this eruption, but in the course of explorations in Alaska much has been learned about the distribution and thickness of the material ejected. It originally covered an area of over 140,000 square miles, and some of it was carried over 450 miles from the volcano. The deposit varies in thickness from 300 feet near the volcano to an inch or two at the margin of the area covered by it. A rough estimate indicates that over ten cubic miles of material was ejected at the time of this eruption.

#### NOTICE TO SEAMEN.

##### IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,  
V. A. OLANDER, Secretary.

#### LAKE DISTRICT, I. S. U. of A.

##### HEADQUARTERS:

LAKE SEAMEN'S UNION,  
570 West Lake Street, Chicago, Ill.

##### BRANCHES AND AGENCIES:

BUFFALO, N. Y. .... 55 Main Street  
Telephone Seneca 936 R.  
CLEVELAND, O. .... 1401 W. Ninth Street  
Telephone Bell Main 1842.  
MILWAUKEE, WIS. .... 133 Clinton Street  
Telephone South 240.  
ASHTABULA, O. .... 21 High Street  
Telephone 552.  
NORTH TONAWANDA, N. Y. .... 152 Main Street  
Telephone Bell 2762.  
DETROIT, MICH. .... 15 Twelfth Street  
Telephone 3724.  
SUPERIOR, WIS. .... 1721 N. Third Street  
Telephone, New, Broad 385.  
BAY CITY, MICH. .... 108 Fifth Avenue  
OGDENSBURG, N. Y. .... 70 Isabella Street  
CONNEAUT, O. .... 922 Day Street  
SOUTH CHICAGO, ILL. .... 9142 Mackinaw Avenue  
PORT HURON, MICH. .... 517 Water Street  
ERIE, PA. .... 107 E. Third Street

#### MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

##### HEADQUARTERS:

71 Main Street, Buffalo, N. Y.  
Telephone Seneca 48.

##### BRANCHES:

CLEVELAND, O. .... 1185 W. Eleventh Street  
CHICAGO, ILL. .... 406 N. Clark Street  
MILWAUKEE, WIS. .... 151 Reed Street  
DETROIT, MICH. .... 27 Jefferson Ave., East  
SUPERIOR, WIS. .... 1814 Fourth Street  
OGDENSBURG, N. Y. .... 70 Isabella Street  
BAY CITY, MICH. .... 108 Fifth Avenue

#### MARINE COOKS AND STEWARDS' UNION.

##### HEADQUARTERS:

406 N. Clark St., Chicago, Ill.  
Telephone Main 365.

##### BRANCHES:

Buffalo, N. Y. .... Toledo, O.  
Cleveland, O. .... North Tonawanda, N. Y.  
Milwaukee, Wis. .... Superior, Wis.  
Ashtabula, O. .... Erie, Pa.

#### UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

##### MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

##### RELIEF STATIONS:

Ashland, Wis. .... Ogdensburg, N. Y.  
Ashtabula Harbor, O. .... Oswego, N. Y.  
Buffalo, N. Y. .... Port Huron, Mich.  
Duluth, Minn. .... Manitowoc, Wis.  
Escanaba, Mich. .... Marquette, Mich.  
Grand Haven, Mich. .... Milwaukee, Wis.  
Green Bay, Wis. .... Saginaw, Mich.  
Houghton, Mich. .... Sandusky, O.  
Ludington, Mich. .... Sault Ste. Marie, Mich.  
Marquette, Mich. .... Sheboygan, Wis.  
Erie, Pa. .... Superior, Wis.  
Menominee, Mich. .... Toledo, O.



## WEEKLY NEWS LETTER.

(Continued from Page 3.)

sion we could not fail frequently to lift loads of injustices from our shoulders and have a bulwark of preparedness for the future."

The Actors' Equity Association has a membership of about 1300 and includes the most prominent actors and actresses on the American stage. Vaudeville artists and circus performers are now affiliated to the American Federation of Labor through membership in the White Rats Actors' Union.

## Blame Cloak Shop Owners.

A group of political scientists, including a number of professors of Columbia University, have placed the entire blame for the lockout of 60,000 garment workers in New York on the shoulders of the employers. The workers are members of the International Ladies' Garment Workers' Union. The report states that the manufacturers were prompted by a wish to break the union at a time advantageous to them, and the investigators term such action "little less than a public calamity."

After reviewing the history of this lockout, the report continues:

"From these facts, which are now undisputed, our conclusion, after careful consideration, is that the Manufacturers' Protective Association broke its two-year agreement, which had still more than a year to run, without other justification than the fear that the agreement might hereafter be broken by the union at a time less favorable to the manufacturers' interest. The basis for this fear that the union was planning to strike at a less favorable time is hard to discover."

In an editorial comment on this report, the New York World says: "No sterner indictment of an employing body was ever made."

The manufacturers are attempting to break the workers' ranks by attacking trade union officials, who are charged with being responsible for the present conditions. At a mass meeting of strikers, the following resolution was adopted in reply to a letter being mailed by employers to their workers:

"We regret the crocodile tears our bosses are shedding over our bitter circumstances, and we are very thankful for their promises which they have found necessary in their last 'literary' announcement to their dear 'unemployed workers.' Under their sheepskins beat wolves' hearts, a fact well known to workers from their bitter experiences of many years. We believe our condition can be bettered only through our own efforts, through unity in our mighty organization.

"With full confidence we hurl back the accusations against our organization and against the men at the head of the organization. The shamelessness of the bosses did not surprise us. We wish to assure them that we know who are our leaders and who are our misleaders, and therefore we declare that, through the help of organization we will carry on our fight as long as it will be necessary, until we achieve the victorious end."

## Charity to 50,000 Families.

In a speech before the New York Conference of Charities and Correction, General Secretary Riley of the Brooklyn Bureau of

Charities estimated that there were 50,000 families who received aid from the half dozen largest charitable institutions in New York during the past year. The speaker said it requires, under present economic conditions, from \$900 to \$1,000 a year to support a family consisting of father, mother and three children under working age on an acceptable standard of living.

Secretary Riley's speech was followed by a discussion of the feasibility of establishing loan funds for families in temporary difficulties in order that the "standard of well being" may be maintained over periods of uncertain conditions.

The value of trade union methods, by which the heads of these families could reduce hours and maintain a living wage, were not considered.

## Wasted Revenues Block Eight-Hour Day.

The railroads of this country claim it is financially impossible to grant the eight-hour demands of their freight service employees.

The publicity department of the four railroad brotherhoods continue to expose financial transactions of the railroad managers and show that if revenues were conserved, instead of being wasted or given away, the eight-hour day could be granted.

The railroad employees show that during the period of 1900-1910 ten western railroads alone issued new stock for \$250,584,961 less than its market value. This means that this enormous amount was practically given away in the form of bonuses to stockholders. If this stock was sold in the open market the same amount of cash could be secured by an issue of \$173,122,796 less capital stock.

The dividends paid on these fictitious stock issues in 1913 alone amounted to \$11,276,495.

During the period of 1900-1910 these same ten railroads gave away in underwriting commissions \$9,120,124. The total par value of funded debt issued by them for cash during these years was \$885,016,683.

The cash proceeds were only \$841,326,307; the market value of these bonds, however, was \$850,446,431; and the excess of market value of these securities over the net proceeds to the railroad companies was \$9,120,124.

This amount represented an actual loss to the railroads. These transactions also represented an unnecessary increase in the funded debt of the ten railroads of \$9,455,952, for the reason that if the bonds had been placed in the open market at the prices obtaining at the time of each issue, the cash actually realized could have been secured by \$9,455,952 less in par value bonds.

The employees can see no justice in having to do increased work and put in excessively long hours in order that all the increased revenues should go to the bankers and "insiders."

## "Blind Leadeth the Blind."

At the New York convention of the National Association of Manufacturers a countrywide organization of employers was urged to combat organized labor. It was stated that "if the business men of this country expect to cope with the American Federation of Labor they must at least have a well co-ordinated body, as well or-

ganized in detail and as well federated among the States."

Under the caption, "Blind Leadeth the Blind," the News-Post of Philadelphia, answers these excited business men as follows:

"If the manufacturers took a little time off to study sociological and economic conditions, paid less attention and money to trained lobbyists, and spurned the demagogic harangues of their so-called leaders, and stopped listening to the seductive flirtations of mercenary politicians, they'd soon find that there is no natural conflict of interests between them and their employees.

"Both the employer and employe, under the forms of industry that prevail, are vital factors in the production of wealth. That is a truism that the veriest tyro should understand. The employer doesn't seem to grasp the idea. He continually seeks to enhance his industrial privileges through barter with professional politicians rather than in open-hearted talk with his employees and a common-sense study of economic and industrial conditions.

"Another source of trouble is in the fact that many of the manufacturers are dual characters. They are only secondary manufacturers. Primarily, they are speculators with their investments ramified in monopolies which are throttling the people; therefore, this type can never be found fighting for a square deal."

## Wants Unions "Controlled."

The Wall Street Journal is worried over the eight-hour demands of railroad employees. The editor wants these brotherhoods "controlled" by law. He accords a workman the right to quit his job for any reason or no reason—but, if a number of these workmen exercise this right collectively, that's a different proposition. Therefore the Wall Street Journal's remedy is to weaken the Clayton law.

"Some day the country will realize that a certain section of the Clayton law will have to be repealed," says the editor, "and that labor combinations will have to be subject to legal control. The right of the individual to cease working when the conditions displease him, or without any reason at all, cannot be abandoned. But that does not mean that the State may not control the actions of a collection of individuals acting as a body, through appointed common agents, to achieve purposes having nothing to do with the freedom of the individual but everything to do with the lives and property of millions of persons outside the organization in question."

## BUILT IN 1787.

The sloop "Jenny," built of oak in 1787, is still afloat. The "Jenny's" certificate of registry shows that she was constructed at Nevin, Carnarvonshire. She is described as "a ship of one deck, one mast, sloop-rigged, a round stern of carvel build, with neither head nor gallery, and with frame work of wood. Length, 46 ft.; breadth, 12 ft. 8 in.; depth, 5 ft. 9 in.; register tonnage, 19.11." During her existence of 129 years, the "Jenny" has passed through many hands, and Mr. G. J. Binding, of Cardiff, is the present managing owner. The ancient craft has, more than once, been driven ashore, but has never sustained serious damage.



## CONSCRIPTION IN NEW YORK.

While President Wilson is declaiming that there is no enemy in sight, and while some very plain signs of approaching world peace are manifesting themselves, the great State of New York, heart of the System and seat of the nation's money power, quietly slips over the hardest jolt that has yet come to the workers in this country.

Five laws have just been signed in that State that would seem incomprehensible if they were not so self-evident.

These laws provide the following almost unbelievable things:

Beginning August 1, this year, every male in the State will be enrolled as a member of the reserve militia.

The Governor has power to draft from the reserve militia for the following purposes:

To bring the active militia up to strength.

To quell riots, uprisings, or almost anything else that he may take a notion to quell.

It is believed that the law gives the Governor and the military commission power to select the individuals to be drafted.

Any person who refuses to obey the draft summons will be treated as a deserter in accordance with the war code.

All children over eight years of age must undergo military training in school.

All boys between 16 and 19 must attend summer military training, unless occupied in gainful occupations.

These laws were passed so quietly that but few knew anything about them before they became laws. Even members of the Senate Committee on Education knew nothing of them until too late.

Already New York State is in an uproar over the matter. A great non-partisan State organization to fight for their repeal is in process of formation.

What has happened in New York can happen elsewhere. There is no more to prevent such legislative action in any other State than there was in New York, with the exception that in those States where the referendum is operative the people have a final veto power.

It is evident that an attempt will be made by the extreme militarists to get other States to pass similar laws. The armament crowd sells a gun and ammunition every time a child is added to the school army roll. It sells a gun and ammunition every time a new man is brought into the war ranks.

The munitions crowd is busy promoting such legislation as this. It delights in every move toward conscription.

And this is at a time when it is only by the hardest kind of fighting that any advance can be secured for labor in the way of industrial preparedness.

The workers of this country will have to be on guard if they are to preserve what liberties they have. They will have to look out or New York's military despotism will be made the pattern for a national military despotism. Look out, all down the line!

"Recognition of the union," after all, implies merely a guaranty of good faith on the part of the employer toward his employees.

## A "PEACEFUL" NAVY.

"The recent efforts of certain prominent men to evoke a 'peaceful navy' remind me of a story of Johnny Smithers. Said Johnny to his paternal relative one day:

"Papa, what is a peaceful navy?"

"A peaceful navy, my boy, is a navy that is large and powerful enough to keep peace," answered Smithers, Senior.

"How can it keep peace, papa?"

"By intimidating or subduing other navies."

"Should the United States have a peaceful navy?"

"Most certainly, Johnny."

"Should Great Britain have a peaceful navy?"

"Smithers, Senior, hesitated. 'Er-r, say, Johnny, don't you want to go and play with your new aeroplane?"

"No, papa. Should Great Britain have a peaceful navy?"

"Well—yes, I suppose so."

"Should every nation have a peaceful navy?"

"Look, Johnny, those boys are having lots of fun over there. Run along and play with them."

"Guess I don't want to go out now, papa. Should every nation have a peaceful navy?"

"You're not old enough to understand these things, my boy," said the elder philosopher. "Don't bother me."

"Well, papa, if another navy should attack our navy and we should subdue it, wouldn't that be keeping peace?"

"Yes."

"And if the other navy was larger and powerfuller and was to subdue ours, wouldn't that be keeping peace?"

"Mr. Smithers quite disapproved of encouraging inquisitiveness in children, so he sternly bade Johnny be silent."

"The next day Johnny proudly announced to his father that he had kept peace with Jimmy Jones. 'How was that, my son?' asked the parent, scrutinizing a dark crescent under the youngster's eye."

"Well," said Johnny, "I'm bigger and powerfuller than him, so I tried to intimidate him first, but he hit me and then I just subdued him."—"W. F." in New York Times.

## A RECORD TOW.

A tow of 12,426 miles establishes a record for such a feat and is placed to the credit of the Standard Oil Company's tanker "Richmond," which arrived in Shanghai on June 2 with the barge "Armond."

The "Richmond" left New York eighty days earlier and she made the entire voyage without mishap. On this trip she towed the "Armond" around the Cape of Good Hope. When she discharges her oil in Shanghai she will sail again for San Francisco. Following her arrival at San Francisco, she will be reloaded and sent with her barge to New York and then, perhaps, to Liverpool.

When her journey was first talked of a few weeks ago, many were skeptical about her ability to keep the barge in tow. Many predicted that the barge would be lost long before the vessel finished her voyage.

For fair products of all kinds consult the JOURNAL'S ad columns.

## Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

## International Seamen's Union of America

(Continued from Page 5.)

## MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

## Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

## Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.

PORTLAND, Ore., 242 Flanders St.

SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

## MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

## Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

## Branches:

SEATTLE, Wash., Room No. 203, Grand Trunk Dock. P. O. Box 214.

PORTLAND, Ore., 89 Second St. N.

SAN PEDRO, Cal., P. O. Box 54.

## ALASKA FISHERMEN'S UNION.

## Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

## Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

## DEEP SEA FISHERMEN'S UNION OF THE PACIFIC.

## Headquarters:

SEATTLE, WASH., 84 Seneca St.

## Branches:

VANCOUVER (B. C.), Canada, 437 Gore Ave.

PRINCE RUPERT (B. C.), Canada, P. O. Box 968.

## UNITED FISHERMEN OF THE PACIFIC.

ASTORIA, OREGON, P. O. Box 138.

## BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.

SAN FRANCISCO, Cal., 10 East Street.

SACRAMENTO, Cal., 200 M Street.

## The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia  
29 ERSKINE STREET, SYDNEY, N. S. W.



## Labor News.

Cooks' Helpers' Union No. 110, San Francisco, has reduced twelve-hour and fourteen-hour workday to ten hours.

Brewery Workers' Union of Jamestown, N. Y., has increased wages \$1 a week and secured a three years' agreement with the Jamestown Brewing Company.

Organized iron molders and core-makers of St. Paul have secured a one-year contract which provides for a 10 per cent. wage increase and improved shop conditions.

After a three weeks' strike employees of the Smith Paper Company of Lee, Mass., have raised wages 20 per cent. for men and 15 per cent. for women.

Market truck drivers, members of Teamsters' Union No. 164, Buffalo, N. Y., have raised wages \$2 a week. These drivers start work at 4 in the morning and quit at 5 in the evening.

Boiler Makers' Union No. 4, San Francisco, has won practically every demand on its employers and an agreement, with higher wages and better shop conditions, has been signed.

The Barbers' Union, of Guelph, Ontario, has raised wages from \$12 to \$13 a week and one-half of all receipts over \$19 per week. It is stated that the new agreement means an additional \$2 a week to these workers.

State Attorney-General Turner, of Ohio, has ruled that women employed in kitchens and dining rooms of European plan hotels are under the protection of the ten-hour day and fifty-four hour week employment law.

"It sounds logical to every one except the veriest slave driver," is the Boston Journal's opinion of this declaration by the American Federation of Labor: "Eight hours for work, eight hours for sleep, eight hours for free time."

It is believed that the State-wide campaign in Michigan for 45,000 signatures to the petition for an anti-injunction law, to be voted on this fall by the people, will result in securing twice the required number. The Detroit Federation of Labor inaugurated this movement.

The State of New York does not accept the theory that immigration will cease after the European war. Governor Whitman has signed the Brown bill, which provides for a bureau conducted by the State "to promote the settlement of immigrant farm laborers." The director of the bureau is authorized to cooperate in every way possible to bring immigrant farm laborers and their families to homes in New York.

Stationary firemen employed at the distillery in Omaha have increased wages to \$22 a week, eight hours a day and six days a week. Former rates were \$17.50 a week, twelve hours a day and seven days a week. This job was considered one of the worst in the city, and could not be organized because of the company's refusal to allow any unionist to enter the premises, and if an employee happened to join a labor union he was discharged. By a house-to-house canvass the men were organized. In less than three months following this announcement the company increased wages \$4.50 a week, with a decrease of thirty-six working hours each week.

## SEATTLE, WASH.

Office Phone  
Elliott 135

## MARSHALL'S NAVIGATION SCHOOL

DAY AND NIGHT

Up-to-date methods in Modern Navigation and Nautical Astronomy.  
Compasses adjusted.

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Established 1890 SEATTLE, WASH.

## THE HUB

Shoe and Clothing Company

UNION MADE HEAD TO FOOT  
OUTFITTERS

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SEATTLE, WASH.

## ALASKA HOTEL

CORNER WESTERN AVENUE AND  
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New Building—New Furniture

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Special Rates Per Week

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1055 Empire Building

Second Ave. and Madison St.  
Seattle, Wash.

## Union Store

Best Line of Men's Suits  
Overcoats, Raincoats, Shoes, Hats  
and Men's Furnishings

CARL SCHERMER

103-107 First Avenue South  
Near Yesler Way SEATTLE

## Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Abrahamsen, John Laine, A. V.  
Andersen, And. Larsen, Nels  
Anderson, J. -1048 Leonard, Geo.  
Anderson, Alf. -1638 Le Meus, Aug.  
Anderson, K. E. Mathison, Nils  
Ackerson, A. R. Marfariene, Jas.  
Augustin, Herman Madsen, Brynof  
Backman, Thorsten Mostad, Leonard  
Bekker, G. J. Morrisay, James  
Bjerke, Ole Mynkmyer, H.  
Caleen, A. Naro, H.  
Christoffersen, John Nelson, A. W.  
Cottingham, F. Nielsen, Estwan  
Connouton, T. H. Ness, John  
Doran, Eugene Nilson, H. P. L.  
Duncan, Geo. Nygard, Oluf  
Eaton, I. N. Nilson, Ed.  
Erdman, Paul Nielsen, J.  
Erksen, Nils O'Keefe, P.  
Evertsen, Olaf Olsen, C. A. -1303  
Erikson, Otto Olsen, Ernest  
Eugh, I. Olsen, Herman  
Fenes, I. Olsen, A. M. -944  
Forslund, V. Olsen, Johan Gre-  
Frisolt, J. garinsson  
Gardner, W. Olsen, Andy  
Graae, C. -584 Olsen, C. -584  
Haas, W. Osberg, A.  
Hansen, Oscar Patersen, P.  
Harjes, H. Petersen, Hugo  
Hangerud, H. O. Petersen, A. -1720  
Hilborn, J. A. Pettersen, C. -1485  
Haug, G. H. Pedersen, Louis  
Holm, C. Peterson, Thomas  
Holtan, E. Paulson, A.  
Haring, A. Quigley, R. E.  
Halvorsen, John L. Rieter, Otto  
Hernes, John Reiley, R. T.  
Hansen, Charlie Schram, Albert  
-967 Shaukat, Hans  
Hellison, H. Segala, E.  
Iversen, Ole Selrin, T. R.  
Jacobsen, M. Sorensen, Geo.  
Jacobsen, Anton Sundt, Albert  
Johnson, Oscar Strand, Chas.  
Johnson, Andrew Swanson, Reuben  
Johnson, C. R. Samuelsen, W. L.  
Johansen, H. C. L. Schaurman, W.  
Johanson, Aug. Tho, J.  
Jensen, Hans Taft, Hans  
Jones, J. H. Thostrup, L.  
Jorgensen, Fred Tuominen, J.  
Junge, Hanwick Thorsen, Andrew  
Kjorsvik, Johan Trabaut, M.  
Kristiansen, Nils Wetland, John  
Koske, Juko Woldund, W.  
Kroon, Zion Westerlund, Albert  
Kylander, H. Werner, Paul  
Krohn, Heinrich Wick, John

## FREE LAND IS THE ONLY BASIS FOR FREE MANHOOD

Sign and get others to sign the  
Singletax Statewide Initiative  
STATEWIDE SINGLETAX LEAGUE  
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Office open until 10 P. M., including Sundays  
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## PUGET SOUND NAUTICAL SCHOOL

Conducted by CAPTAIN H. S. SMITH  
Four years Assistant Inspector of Steam-  
boats, Puget Sound District. Formerly  
Instructor in New York Nautical College.

Room 4187 ARCADE BUILDING  
Next Room to Masters, Mates and Pilots  
Association  
SEATTLE, WASH.

## K. K. TVETE

Dealer in

Clothing, Shoes, Hats and  
Gents' Furnishing Goods

108-110 MAIN STREET

Squire-Latimer Block, Seattle, Wash.

## Tacoma Letter List.

Adolfsson, Gottfrid Magnusson, Chas.  
Busch, Hans -718  
Farrell, William Marks, Thorvald  
Hoseth, Kristian Murphy, Daniel  
Hunter, Gilbert H. Olsen, Martin E.  
Iceberg, T. Olsson, Per  
Jensen, Hans -1555 Paterson, John  
Johannsen, Christian Rimmer, C. M.  
Johnson, Hans Sater, Erik  
Linea, W. Ullman, Emil  
Line, Wiktor Vigen, Elias

## HARRY W. LEVY

CLOTHING AND FURNISHINGS  
Union Made Goods, Hats, Shoes,  
Trunks and Suitcases  
Fishermen's and Sailors' Supplies

(OLD TOWN) Tacoma, Wash.  
Main 3393

## FRANK LAVINE

Dealer in

UNION MADE CIGARS AND  
TOBACCO, ETC.  
Wholesale and Retail  
Pool in Connection

(OLD TOWN) Tacoma, Wash.

## INFORMATION WANTED.

Anyone knowing the whereabouts  
of John Burke, No. 2, a member of  
the Marine F. O. and Watertenders'  
Association of the Great Lakes, last  
heard of in Chicago, will please com-  
municate with Mrs. Julia Noonan,  
276 Twelfth street, Jersey City, N. J.

When making purchases from our  
advertisers, always mention the Coast  
Seamen's Journal.

## KELLEHER & BROWNE THE IRISH TAILORS

716 MARKET STREET

AT THIRD AND KEARNY



Union Made in Our  
Own Shop

Make the Best Made-to-Order Suits  
in San Francisco at the Price

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233 Second Street, Eureka, Cal.

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The "Popular Favorite," the "Little  
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DELANEY & YOUNG

Manufacturers of all kinds of Soda,  
Cider, Syrups, Sarsaparilla, and Iron, Etc.  
Sole agents for Jackson's Napa Soda.  
Also bottlers and dealers in Enterprise  
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318 F STREET, EUREKA, CAL.

## A GOOD CUP OF COFFEE — or — A SQUARE MEAL

— Try —  
EUREKA CHOP HOUSE

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Furnished Rooms, Club Rooms, Bill-  
iard and Pool Tables, Reading Room  
with latest Swedish, Finn and Nor-  
wegian newspapers.

BARBER SHOP

125 D. St., Eureka, Cal.

ED. SWANSON, Prop.

## Eureka, Cal., Letter List

Contreras, Julio Kustel, Victor J.  
Kyrkslatt, Lars Klnowsky, A.  
Lawrence, Harry Ingebretsen, Alf.  
Melander, G. L.

## SPECIAL NOTICE.

Hotel with Restaurant for sale on  
water front. On account of sickness  
will sell at a sacrifice, half or whole,  
hotel of eighty-two rooms and res-  
taurant with liquor license, doing a  
business of three thousand a month.  
For particulars address this office.

## INFORMATION WANTED.

Ingvald Andreas Hansen, alias  
Andrew Hansen, a native of Nor-  
way, age about 36; tall, dark; last  
heard of July, 1905. His address  
then was, Andrew Hansen, Karluk,  
Kodiak Island, Alaska. He is in-  
quired for by his mother. Anyone  
knowing his whereabouts please  
notify Staff Captain Robert Smith,  
district officer, native work, Alaska,  
Box 925, Wrangell. 4-13-15

Olof Pedersen, a native of Nor-  
way, age about 60, supposed to be  
sailing on the Pacific Coast, is in-  
quired for. Anyone knowing his  
whereabouts please notify J. T. Miles,  
761 Greenwich St., New York, N. Y.  
2-16-16

Anyone knowing the whereabouts  
of Thomas Rowe (now aged about  
74), who was at one time a seaman  
and longshoreman on the Pacific  
Coast and also served in the Pacific  
Coast Navy Yards, will greatly oblige  
inquiring relatives by supplying such  
information. Address, Editor, Coast  
Seamen's Journal. 1-5-6



## Portland, Ore.

## NEW AND SECOND HAND CLOTHING

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Shoes, Hats, Suitcases  
Furnishings and ToolsFrench Dry and Steam Cleaning  
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SOFT DRINKSCorner Front and Burnside,  
Portland, Ore.

## Portland, Or., Letter List.

Andreasen, N. S. ...Jonsson, Karl  
Anderson, N. P. Jensen, Henry  
Anderson, Nils Johansen, Nikolai  
Anderson, Rasmus Johansen, R.  
Anderson, Hans Karlson, Ingvald  
Adolfson, John Kronstrand, H. T.  
Anderson, John E. Kjer, Magnus  
Andreson, Hans Kristensen, Win.  
Beile, Ernest Kroon, L.  
Benson, S. Kaskinen, Albert  
Bartells, Otto Lindberg, A. C.  
Bernahrdsen, Chas. Lange, Peter H.  
Bugge, Mr. Loscher, Joseph  
Bernadt, H. W. Munchmeier, H.  
Carty, Carl Molen, Derk von  
Dahlstrom, Gust Ohlsson, J. W.  
Dybdal, Olaf Oglive, Wm. A.  
Erickson, Eric Paulson, Herman  
Edstrom, John Palm, P. A.  
Erksen, O. H. Petersen, John  
Fisher, Fritz Peltoma, Werner  
Gundersen, F. M. Roos, Oscar  
Gundersen, Fredrik Reskran, George  
Holen, J. Ross, Chas.  
Henriks, Waldemar Rensmand, Robert  
Hecker, Wm. Rosenberg, Adolf  
Hansen, Hans P. Shalles, K. G.  
Hagen, Arthur Smith, John  
Heinonen, Kustaa Swanson, John L. V.  
Hein, M. Schroder, Paul  
Jespersen, Martin Tuhkanen, J. J.  
Johnsen, A. Westengren, C. W.

## Aberdeen, Wash.

When in Aberdeen Trade at  
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Oil Clothing, Eureka Boots, Hats,  
Shoes, Underwear, Beddings, Tobac-  
cos, and notions for seafaring men.

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GLOVES, OVERALLS, SHIRTSA. M. BENDETSON  
321 East Heron Street, - Aberdeen  
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GENERAL MERCHANDISE

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Everything Guaranteed

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HUOTARI &amp; CO.

320-322 So. F. St., Aberdeen, Wash.

212 Eighth Street, Hoquiam, Wash.

209 First Street, Raymond, Wash.

## INFORMATION WANTED.

Wilhelm Ekelund, a native of Sweden, is inquired for by his brother, Axel Ekelund, New Harbor Hotel, Drumm street, San Francisco, Cal. Anyone knowing his whereabouts please notify the above address.

Patrick McFee, who was cook on board the schooner "Robert Henry" on a voyage to Mexico last year, is inquired for by the U. S. Shipping Commissioner, at San Francisco, Cal.

9-15-15



Named shoes are frequently made in Non-Union factories

## DO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

Do not accept any excuse for absence of the UNION STAMP.

## Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

## VOTE AGAINST PROHIBITION

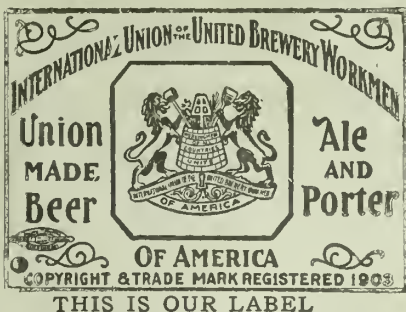
DEMAND

## PERSONAL LIBERTY

IN CHOOSING WHAT YOU WILL DRINK

Ask for this Label when purchasing Beer, Ale or Porter,

As a guarantee that it is Union Made



## Aberdeen, Wash., Letter List.

Andersen, Andrew Magnusson, Ernst  
Burmester, T. W.  
Bjorklund, G. Malkoff, Peter  
Benson, W. J. Malmberg, Ellis  
Bowman, N. Nilsen, Harry  
Brogard, N. Nielsen, C.  
Christiansen, Did- Nordman, Karl  
rich Paaso, Andrew  
Crontz, F. Pettersen, Karl  
Carlson, Walter Peterson, Nels  
Davis, Frank Palmqvist, Albert  
Debus, Friedrich Peters, Walter  
Fottinger, Aug. Quiroga, Juan  
Gronros, Oswald Risenius, Sven  
Gueno, Pierre Rudt, Walter  
Holmroos, W. Schmidt, Heinrich  
Hansen, Ove Max Scheftner, Bernhard  
Hylander, Gustaf Sandqvist, Gunnar  
Hansen, Jack Skottol, A.  
Hansen, Thorleif Stenwall, Sigurd  
Johnson, Alex Scarabosio, M.  
Johnsen, Carl Schmidt, Emil  
Johnsen, F. -1723 Tores, H. C.  
Johnsen, Hilmer Toren, Gustaf A.  
Jonsson, E. Williams, T. C.  
Krause, Otto Waaler, Edgar  
Kuldsen, John Wagner, Ed.  
Kustel, Victor J. Wedqvist, Axel  
Ludtke, Emil  
Lindholm, John  
Lindgren, Ernst  
Lindholm, Sallar  
Lindroos, A. W.  
Lundkvist, Alarik  
Munsen, Fred

## Packages.

Gorgensen, Olaf  
Hansen, J. -2123  
MacGuire, O. F.  
Stanners, W. S.  
Wendt, Walter

## INFORMATION WANTED.

Hans Nilson, a native of Tonsberg, Norway, was last heard from at Mobile, Ala., is inquired for by his mother. Anyone knowing his whereabouts kindly notify Louis Donald, Norwegian Vice Consul, 77 St. Francis St., Mobile, Ala. 12-22-15

Oscar Olsen, age 37, a native of Hallerna, near Gothenborg, Sweden, who was sailing on the Great Lakes about three years ago, is inquired for by John V. Olsen, Sun Company, Marcus Hook, Pa. 5-26-15

Hugo Carlson Ljung, age 29, a native of Gothenborg, Sweden, was last heard from in a Cable Boat on the Atlantic Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Carlson Ljung, Jungmansgatan 5, Gothenborg, Sweden. 1-12-16

Knut Jensen, No. 5018, a member of the Lake Seamen's Union, a native of Denmark, is inquired for by his wife, Lieschen Jensen, of Tangemunde, A/Elbe Ostenerweg, No. 7, Germany. Anyone knowing his whereabouts please notify the Lake Seamen's Union, 133 Clinton street, Milwaukee, Wis. 4-14-15

Fred Marjama, a native of Russia, age 36, has not been heard from since 1908, at Buffalo, N. Y. Anyone knowing his whereabouts please notify his brother, J. Marjama, 51 South St., New York, N. Y. 9-1-15

## Port Townsend, Wash.

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## INFORMATION WANTED.

Theodore Krakan, last heard of in September 1911, at New Orleans, La., is inquired for by his mother. Any one knowing his whereabouts please notify Mrs. Ad. Krakan, Langenehm 38 I, Hamburg 22, Germany.—8-25-15.

Presidential Japery.—In lieu of a speech at Lawrence the President joked with the crowd of two thousand at the station. The morning was cold and the escape from a steam-pipe at the rear of the train sometimes obscured Mr. Wilson.

"I see you people out in this country aren't very warm about anything," was his opening jest. Then: "I hesitate to say anything about preparedness, as this steam may befog my remarks." And finally, to students with toques pulled down over their ears:

"I perceive that you believe in preparedness, to some extent at least."

As a rough-and-ready wit Mr. Wilson is believed to be an exceptionally able President of the United States.—Kansas City Star.

Exclusive.—A professor in an educational institution of the city was examining some students in hygienic science.

"The great city agglomerations vitiate the atmosphere," he said. "Morbiferous germs, escaping from inhabited interiors, contaminate the air round about. In the country, however, the atmosphere remains pure. Why is that, Jones?"

"Because," said Jones, "the people in the country never open their windows."—Tit-Bits.

Proving Him Wrong.—"From your bumps I should say you are a very quarrelsome fellow."

"Well, you're a liar, see?—and if you say it again I'll smash yer jaw."—Shark's Winter Annual.

## Home News.

By a vote of 186 to 6 the House passed the Oregon and California land grant bill restoring to the Federal Government about 3,200,000 acres of land valued at about \$30,000,000, declared forfeited by the Central Pacific Railroad.

In a report made public on May 26, the American Association of University Professors declare the dropping of Professor Scott Nearing from the faculty of the University of Pennsylvania to have lacked justification, and to have been due to influences outside of the University. The report was the result of a long investigation. Professor Nearing is now at the Municipal University of Toledo, Ohio.

The United States Supreme Court has held that juries of less than the 12 men when required by common law, and verdicts by less than the entire jury, when provided for by State law, are valid, even in cases arising under Federal law. The decision upholds the Minnesota law permitting five-sixths of a jury to return a verdict after being out 12 hours, and a Virginia statute authorizing trials before seven jurors.

The Administration Shipping bill appropriating \$50,000,000 for a Government merchant marine passed the House on May 20 by a vote of 211 to 161. The service is to be under control of a board of five members which is to have power to regulate rates of all ships in American waters. The Government is to cease operation of the marine as soon as the ships can be leased or sold to private parties.

Mauna Loa volcano in the Hawaiian Islands is reported to be violently active. A flood of lava burst forth on the night of the 22d at an elevation of 7,000 feet. The lava, which is following the course of the eruption nine years ago, is flowing down the side of the mountain at the rate of a mile an hour. The glow illuminates a wide area at night. Newspapers can be read many miles away.

"To us farmers the whole event should be a slogan of strength and a new tie between the factory and the field," writes Secretary Doyle of the Illinois State Farmers' Union, on the recent strike of milk farmers. "There were all the typical marks of the effort of their city brothers," continues Secretary Doyle. "The boycott, the picketing, the inevitable, far-reaching injunction, the power of the court used against the strikers—all it lacked was permission from Judge Donnelly for a set of armed thugs to precipitate a general massacre, a mixture of milk and blood."

By a vote of 177 to 112 the House of Representatives has refused to permit the question of pensions, retirement of annuities for civil service employes to be "buried" in what they believe a hostile committee. Recently the friends of this legislation were caught napping at a time when few members were in attendance and a motion to refer two bills to the committee on reform in the civil service carried. The committee on the post office and post roads presented a resolution to discharge the civil service committee from further consideration of the Tague and Griffin retirement bills. The resolution was adopted, and the vote, 177 to 112, it is declared, is an indication that the majority of Congressmen are favorable to some sort of legislation on this subject.



## Domestic and Naval.

The four schooners recently purchased jointly by the Southern Fuel and Material Co. and Birmingham operators will go to Mobile shortly to have auxiliary engines installed.

The Donaldson liner "Parthenia," bound from Fowey to Philadelphia, which put back to Barry damaged by collision, was built in 1901, of 5160 tons, and is insured on a value of £61,000.

Under requisition to load a cargo of 3500 tons of fresh beef for the British troops at Suez, the British steamship "Meissonier," sailed from East Boston recently. She is owned by the Lamport & Holt line.

The British Admiralty has agreed to pay \$13,000 damages to the owners of the American schooner "Edward B. Winslow," damaged in a collision with the British auxiliary cruiser "Caronia" off Fire Island, N. Y., April 14, 1915.

The steamer "Ogeechec," which was ashore off the mouth of the Brazos River while bound from Freeport to Philadelphia with sulphur, is owned by the Atlantic Gulf and West Indies lines, and is insured on a value of \$230,000, being 2667 tons, built in 1906.

There has been a notable increase in immigration from the Mediterranean in recent weeks. Thus the Transatlantica Italiana liner "Giuseppe Verdi," which arrived May 30 from Italy, brought 25 first-, 249 second- and 1656 third-class passengers. This is said to be the largest steerage list brought to this port by one vessel since the war began. Many of the passengers are from Roumania and the Hellenic Balkans.

A steamer which was wrecked some time ago and has since been repaired to meet the present demands for shipping is among those recently admitted to American registry. This craft is the "Campana," built at West Hartlepool in 1901, 3675 tons. She was wrecked on the New Jersey coast and repairs have been made, which cause the ship to be eligible for admission to American registry under the act of February 24, 1915.

The three-masted schooner "Oscar G." has been practically rebuilt at the Ollinger & Bruce Dry Docks, Mobile, and the vessel has loaded several hundred thousand feet of pitch and pine. In a water-logged condition, the "Oscar G." was towed into port about five months ago. She was later purchased by Russell Thompson and associates for a small sum. After three months of work the "Oscar G." was again declared to be seaworthy, and has been sold to Mexicans at a handsome price. She will be fitted with auxiliary engines upon her next trip to Mobile.

Senator Gallinger has introduced a bill establishing preferential duties on ships entering American ports, to encourage the upbuilding of the American merchant marine. It provides 10 per cent. ad valorem discriminatory duty on all goods imported in foreign-built or foreign-owned bottoms; 3 cents per ton excess duty on American built, American owned vessels; 6 cents per ton on foreign built American owned vessels; 30 cents on vessels American built but flying foreign flags, and 50 cents on all others. The President is directed to notify foreign governments of intent to discontinue any conventions or treaties not in accord with the bill.

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Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abrahamson, Anton Anderson, E.-504  
Abrahamson, Berner Anderson, Ernst  
Abrahamson, Half-Anderson, Gustav  
Addicks, Heinrich Anderson, Hilding  
Ahl, Einar T. Anderson, Jon  
Ahlfors, Arthur Anderson, Knud P.  
Ahlquist, E. Anderson, S.  
Ahokas, Hirmar Andersson, Erick  
Albrecht, C. M. -1781  
Albright, Emil Andreassen, A.  
Alexanderson, Char- -1635  
ley Andreassen, H.  
Alksen, Charlie -1477  
Amundsen, Albert Andstrom, Ivar  
Andersen, Edward Antonsen, Marius  
Andersen, Gotfried Apple, August  
Andersen, H. V. Arndt, Paul  
Andersen, Otto Arnesen, Kristian  
Andersen, S. P. Athanasie, Michael  
Andersen, Victor Auer, W.  
Andersen, W. J. Avelin, Oscar  
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Anderson, Albert

Bachman, Paul Bitterman, A.  
Backstrom, Polke Bjorkholm, A. B.  
Bassen, George Bjork, R. -2206  
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Bengtson, John Blithsath, Max  
Bergstrom, Axel Blum, M. B.  
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Benson, Severin Boylan, C. J.  
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Eisenhardt, Karl Erikson, E. -38  
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Leaf, Frank

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-1653 Petterson, Robert  
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Peterson, Wilhelm Pylkanen, W.  
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Rodin, Knut Ryan, Patrick  
Rod, Sakarias Ryden, Oskar

Saarl, John Soneson, Wm.  
Salum, Edward Sorensen, C. -1664  
Sandvick, A. Sorensen, Edwin  
Schaal, Fred Soun, Luis  
Schlppman, Herman Spormberg, Otto  
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Schroeder, Peter Stanton, Maurice  
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Ulla, Ole O.

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Wallin, John Wikstrom, Anton  
Walters, H. J. Williams, Chas.  
Wamser, August Williams, Fred J.  
Walsh, M. Williams, J. F.  
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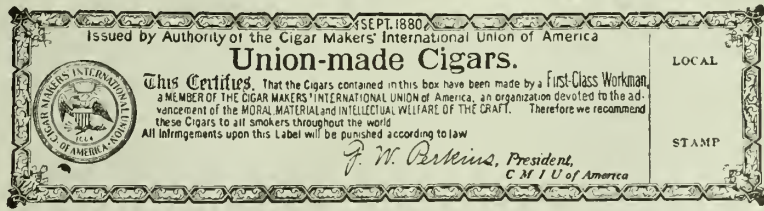
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Jantzen, nee Langhorne, 196 Tenth  
street, Oakland, Cal. 3-29-16

## News from Abroad.

The German government is to ask  
the Reichstag for a further credit of  
\$2,500,000,000, which will bring the  
credits voted to \$12,500,000,000, of  
which \$9,000,000,000 have already  
been raised in loans. The war ex-  
penses are said to be less than they  
were a year ago, and to be below  
\$500,000,000 monthly, as announced in  
the Reichstag by Dr. Helfferich,  
Secretary of the Treasury.

The latest announcement of black-  
listed neutral shipping posted on the  
Baltic Shipping Exchange by the  
Trade Division of the British Ad-  
miralty contains the names of 200  
vessels, representing in round num-  
bers 123,000 net tonnage. The only  
American addition to the list is the  
four-masted schooner "Clara Davis,"  
owned by the Atlantic Shipping Co.,  
Fall River, Massachusetts.

General Joseph Simon Gallieni,  
known as the "savior of Paris,"  
died on May 27th. He was a vet-  
eran of the Franco-Prussian war,  
and was military governor of Paris  
from the beginning of the war till  
the middle of March last, when he  
was compelled to retire on account  
of his health. It is largely to his  
ability and vigor that the quick  
rallying of France is attributed.

An announcement is made by the  
Orient line that by direction of the  
British government, their steamship  
service to and from Australia and  
London will, until further notice,  
be performed via the Cape of Good  
Hope. The steamships will call at  
Cape Town outwards and at Port  
Natal and Cape Town homewards.  
The first sailing in the revised ser-  
vice will be that of the steamship  
"Orontes" from London June 2.

The most sensational news item of  
the past week was the loss by mine  
or torpedo of the British cruiser  
"Hampshire," and of Earl Kitchener  
and his staff, said to have been on  
their way to take part in Russia's  
operations. Other leaders of other  
armies and navies have been removed  
during the progress of the war by the  
authorities, but the killing of Kitch-  
ener has been construed as a great  
blow to the British, despite the fact  
that there was long an outcry in Eng-  
land for his elimination.

According to certain Rumanian  
newspapers, the German government  
has made the following concessions  
to Rumania since the last delivery  
of wheat by that country to Ger-  
many. The German government  
pledges itself to deliver to Rumania  
the locomotives which were ordered  
before the war, as well as those  
which are being repaired; also vari-  
ous pharmaceutical products. Ger-  
many is, moreover, prepared to  
grant free passage to such articles  
and products as Rumania may order  
from Sweden.

A new aspect has been put upon  
the war. Russia, reorganized and for  
the first time equipped with a suffi-  
ciency of arms and ammunition, has  
returned to the charge, and if we  
may accept the reports of Petro-  
grad, is sweeping the Austrians be-  
fore her. Making all due allowances  
for Slavic optimism and conceding  
the possibility of exaggeration in the  
claim that the central powers' losses  
for the week were from 150,000 to  
200,000, which would be a record for  
a week's fighting on any front, there  
appears to be no doubt as to General  
Brussiloff's spectacular successes  
against Austria from the Pripet  
marshes to the Roumanian border.

Any information regarding Wilhelm  
Kuhme, age 27, a native of Germany,  
who was supposed to have been  
drowned in the wreck of the steam  
schooner "Francis H. Leggett," Sep-  
tember 18, 1914, will be thankfully re-  
ceived by the German Consul, San  
Francisco, Cal. 1-19-16

Adolph Godfred Eriksen, born in  
Moss, Norway, is inquired for by  
his brother, Herman Eriksen. Any  
one knowing his whereabouts please  
notify W. Nielsen, 206 Moravian St.,  
Philadelphia, Pa. 5-26-15

Eugene Martin, age 25, 6 feet tall,  
gray eyes, is inquired for by his  
mother. Anyone knowing his where-  
abouts please notify Mrs. Rose T.  
Martin, 4231 15 N. E., Seattle,  
Wash. 1-27-1915

Peder Bjorback, supposed to be a  
sailor on the Pacific coast, and a  
native of Norway, is inquired for.  
Anyone knowing his whereabouts  
please notify Mrs. Mildred Baxter,  
Box 27, R. F. D. No. 5, Seattle,  
Wash. 2-2-16

Adolph Krakan, last heard of at  
Port Pirie, January, 1912, and again  
in March, 1913, from Warumbo, 118  
miles from Adelaide, South Australia,  
is inquired for by his mother at  
Hamburg, Germany. 8-25-15

Otto E. Bickel and John Sherman  
Bickel, brothers, who have not been  
heard of for many years, are in-  
quired for by their sister. They are  
both tall, light complexioned, and  
blue eyes. Any information regarding  
their whereabouts will be highly ap-  
preciated. Please address Miss Laura  
Bickel, 1591 East Ninety-third street,  
Cleveland, Ohio. 4-14-15

A. Hestad, K. Lindblad, Thomas  
F. Hunt, John Anderson and G. Gecl-  
neyden, members of the crew of the  
barkentine "Jane L. Stanford," who  
were discharged Jan. 13, 1916, on  
Puget Sound, are inquired for. Any  
one knowing their whereabouts please  
notify the S. E. Slade Lumber Co.,  
112 Market St., San Francisco, Cal.



## With the Wits.

Too Often "Down."—"Do you go in for aviation?" he asked the beauty of the high-class girls' school.

"No; not for aviation. One goes in for sea-bathing, but for aviation one goes up."—Tit-Bits.

Q. E. D.—Adam gave one rib and got a wife. Robert Kirton, of Pittsburgh, back from the front, lost seven ribs and then married his Red-Cross nurse. This shows the increased cost of living.—New York Evening World.

Live and Learn.—"I can't understand this code of ethics."

"What code is that?"

"The one which makes it all right to take a man's last dollar, but a breach of etiquette to take his last cigarette."—Louisville Courier-Journal.

Kind-Hearted.—He (brutally)—Women have no sense of humor, anyhow.

She (pointedly)—Oh, yes, they have. The reason they don't laugh at the funny things they see is because they don't want to hurt the poor things' feelings.—Richmond Times-Dispatch.

View Revised.—A handsomely dressed damsel entered a crowded tram-car. A rough-looking old fellow, wearing a dilapidated hat and a suit of homespun clothes, rose to his feet.

"Miss, take my seat. I don't look as well as these 'ere gentlemen," he said, nodding to several men, "but I've got more politeness."

Without a word of thanks the young woman sat down.

"Miss," said the old fellow, with a smile, "I believe I left my tobacco-pouch on the seat. Will you please get up?"

No sooner was the seat unoccupied than the old fellow deliberately sat down again.

"B'lieve I'll keep sittin' here, miss," he explained. "I've got a little more politeness than these 'ere gentlemen, but I have found out that I ain't got nigh so much common sense."—Tit-Bits.

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The wise man keeps part of his money in a reliable savings bank. If you are making money now, why not put aside something for a rainy day?

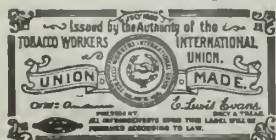
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The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years

the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



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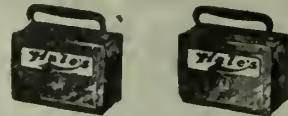


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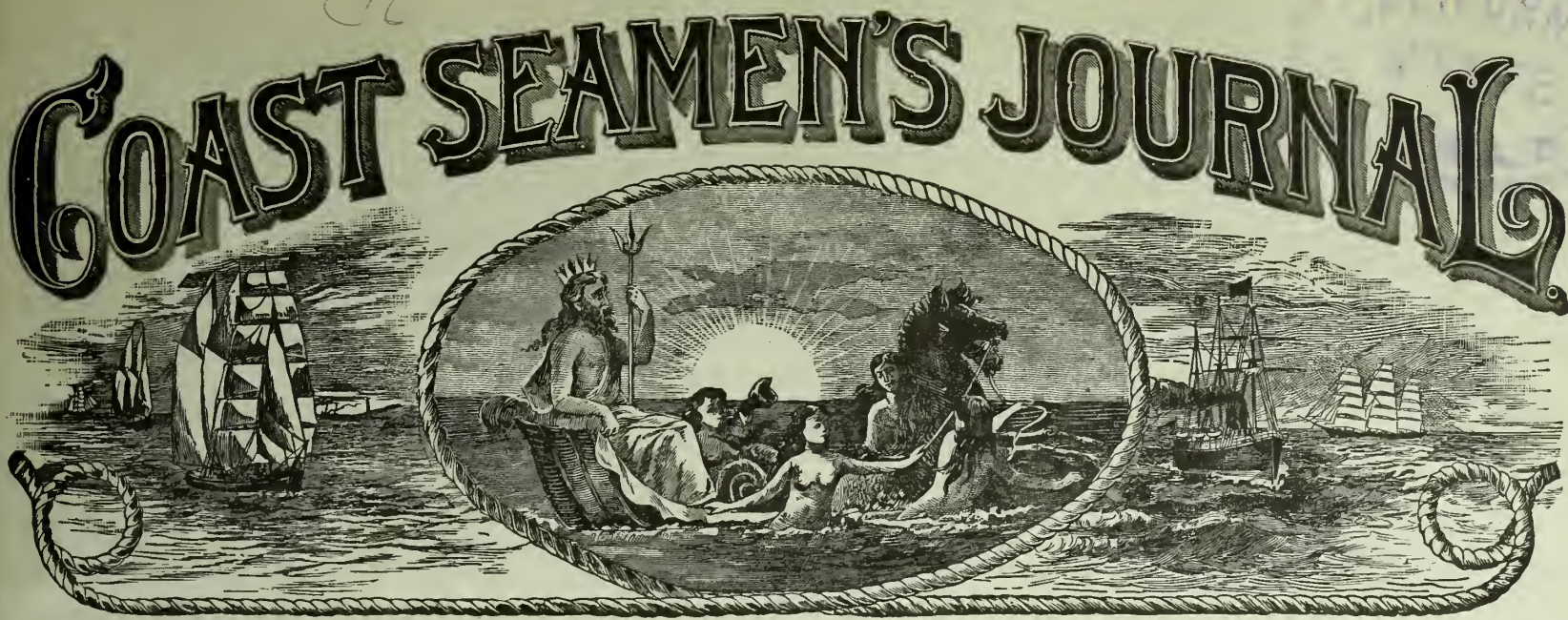
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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXIX, No. 41.

SAN FRANCISCO, WEDNESDAY, JUNE 21, 1916.

Whole No. 2387.

# LIMITING WORKING HOURS BY LAW.

## Shorter Hours for Men as a Public Welfare Measure.

The right of the State legislature to limit the hours of labor which may be exacted from any worker has been gradually established by a series of court decisions. The Fourteenth Amendment was supposed to give everyone the right to contract for as many hours of labor a day as he chose, and only step by step, as it could be shown that each measure was demanded by the public welfare, has it been possible to restrict that right in the interests of the community as a whole. The right to limit hours of work for children was early recognized; the community's interest in the physical and mental development of the next generation was admitted. Then the right to limit hours in dangerous occupations, as a safety measure, was reluctantly conceded. Limitation of hours of labor for women came next. This was fought long and bitterly and its final winning was largely due to the services of the Consumers' League, which, when a case involving the constitutionality of a ten-hour law for women came up, set itself to prove the actual harmfulness to the health and morals of women involved in long working hours and the consequent need of restricting women's hours of labor in the public interest. The brief upholding this thesis,<sup>1</sup> prepared by Miss Josephine Goldmark, with the advice and co-operation of Louis D. Brandeis, won the case and has since been used as a storehouse of information concerning the effects of fatigue upon women and through them upon the community.

### A Test Case from Oregon.

Now the final step in the process of regulating hours has been taken, its constitutionality is before the courts, and the method of defense found successful in 1908 is again in use. In 1913 Oregon passed a law limiting the period of work in mills, factories, and manufacturing establishments to ten hours a day. The peculiarity of the law is that it applies to all workers, not to women and children only. That is, it limits men's work sharply and does so on the declared ground that "the working of any person more than ten hours in one day, in any mill, factory or manufacturing establishment is injurious to the physical health and well-being of such person and tends to prevent him from acquiring that degree of intelligence that is necessary to make him a useful and desirable citizen of the State." The State soon had occasion to prosecute a violator of this law, whose subsequent conviction was affirmed by the Oregon Supreme Court. The case was then carried to the United States Supreme Court, where on April 10 last it was set for argument.

The brief presented by the defendant in error in the case<sup>2</sup> was prepared by Miss Goldmark, under the direction of Mr. Brandeis until the latter was forced to withdraw from the case by his nomination to the Supreme Court, when his place was taken by Mr. Felix Frankfurter. Comparatively little space is devoted to whether the State has the right to regulate hours of labor, though decisions are quoted to show that such a right is recognized as constitutional when it is exercised in the interests of the public welfare. The main purpose of the brief, therefore, is to

show that the Oregon law is in the public interest and that the State is justified in thinking that work for more than ten hours a day is inconsistent with a man's "health and physical well-being and ability to promote the general welfare by his increasing usefulness as a healthy and intelligent citizen."

### The Evils of Long Hours.

For this purpose the authors of the brief have brought together a mass of data showing what legislation limiting the working hours of men is already in force and the world's experience upon which this legislation is based. A brief summary of existing legislation is followed by eight chapters in which the evils of long, and the benefits of short, working hours are discussed from various aspects. The titles of the eight chapters are:

1. Menaces to national vitality.
2. The dangers of long hours.
3. Benefits of short hours.
4. Shorter hours the only protection.
5. Economic aspect of reducing hours.
6. Uniformity of restriction needed for justice to competing employers.
7. Progress of the shorter day.
8. Need of legislation; instances of excessive hours of labor.

The menaces to national vitality are the reported increase in the so-called degenerative diseases of the heart, blood vessels, and kidneys, in cancer, and in the apparently weakened power of resistance to such diseases in the middle-aged. The brief brings together some fifty pages of data, statements, and opinions to show that while the death rate of children and young people is being cut down the rate for those who have reached middle age is increasing unduly; that in this respect the tendency in the United States is contrary to that of European countries; that the difference is not improbably due to the greater stress and strain of life, especially of industrial life here; and that working conditions, including under that term such factors as hours, environment, dusts, fumes or vapors produced by the work, and the like, by affecting the resistance to disease, have much to do with what appears to be a much increased mortality from preventable diseases.

### "Fatigue and Exhaustion."

The second chapter, which forms about two-fifths of the whole brief, is devoted to the ill effects of long hours on health, safety, and morals, with especial attention to the nature of fatigue and its relation to health. A great body of experience is cited to show that workers in the dangerous trades who are overfatigued are more susceptible to occupational diseases and to any deleterious influences connected with their work. But even more emphasis is placed on showing that not only in the dangerous trades but in all industries a permanent predisposition to disease and premature death exists in the common phenomenon of fatigue and exhaustion.

In ordinary factory work, where no special occupational diseases threaten, fatigue in itself constitutes the most imminent danger to the health of the workers because, if unrepaired, it

undermines vitality and thus lays the foundations for many diseases.

Special attention is given to the health hazards peculiar to modern industry, such as speed and monotony, and the effect of bad air, humidity, extremes of temperature and the like, as well as special occupational risks. The danger of injury from any or all of these causes, it is contended, is greatly increased when the worker is fatigued. Evidence is given to show the reciprocal action of these two sets of influences. The general incidents of factory life just mentioned increase the tendency to fatigue, while fatigue, reducing the worker's power of resistance, renders these accompaniments of his work more harmful. Long hours naturally intensify the evil.

Declaring that fatigue is a chemical process, and that an overtired person is literally a person poisoned by his own waste products, the brief suggests the absolute necessity of limiting the length of working hours in order that the dangers to health as a result of work performed after fatigue has set in may not be correspondingly increased and that the individual worker may maintain himself in a state of full efficiency by virtue of the fact that fatigue developed on one day is completely repaired before the next:

### The Daily Supply of Energy.

"The daily supply of energy required for daily labor must be gained by sufficiently long periods of rest and economical use of strength, and must not exceed the expenditure of energy required by the accelerated pace of industry."

Additional reasons for limiting hours are found in the increased danger of accidents arising from the varying effects of fatigue, and in the general loss of moral restraint and the increase of intemperance due to the same cause. In support of these contentions the experience of foreign countries is offered in exhaustive detail.

Fatigue affects the family life and the community, says the brief:

"The loss of moral restraints and intellectual ambition on the part of workers exhausted by excessive labor is a social loss. Family life, essential for the welfare of the nation, is destroyed. After overlong hours, the workers scarcely see their young children, and have neither leisure nor energy after working hours to share the family interests. \* \* \* The deterioration of any large portion of the population inevitably lowers the entire community, physically, mentally, and morally."

Turning from the evils of long hours, the authors of the brief try to impress upon the court the physical and moral benefits and the good effect on the general welfare produced by short hours. Fortified by experience in this and other countries, the brief asserts that the good effect of short hours is reflected in the growth of temperance, an improvement in the general standards of living, with consequent benefit to society, and a greater inclination on the part of the workers, because of increased periods of leisure, to take advantage of oppor-



tunities for self-improvement and legitimate enjoyment. Emphasis is laid upon the fact that the welfare and safety of democracy rest upon the character and intelligence of its citizens, that for the development of morals and intelligence, leisure is needed, and that it is therefore in the interest of the State to limit industrial labor so that the worker shall not be too much exhausted to make use of that leisure which should be provided outside of working hours.

It is pointed out that the foreign born who come to this country must be Americanized; that is, given opportunity for acquiring the ability to speak the English language and to become acquainted with American institutions.

#### Long Hours vs. Americanization.

"Ignorance of the English language is the greatest obstacle to industrial advancement. It prevents the distribution of congested immigrant populations. It increases the dangers of industrial accidents, injuries, and occupational diseases, owing to the immigrants' inability to understand orders or hygienic regulations printed or orally given in industrial establishments. \* \* \* This whole program of Americanization is impossible unless sufficient leisure is provided after working hours to enable the workers to take advantage of the opportunities offered. The task of teaching adult foreigners a new language is rendered almost hopeless unless they can come to be taught with some freshness of mind. The project of Americanization is defeated when working hours are so long that no evening leisure is left or the immigrant workers are too much exhausted to make use of it."

The policy of shorter hours is believed to be the only protection to the worker, because "industries not intrinsically dangerous and conducted under good sanitary conditions may become harmful through sheer lengthening of the working hours. Even the lightest work becomes totally exhausting when carried on for excessive length of time," and a decrease of the intensity of exertion in industry is not believed to be feasible. The universal experience of those manufacturing countries which have longest had the short working day seems to indicate that commercial prosperity is not hampered by the curtailment of hours, but, on the contrary, the increased efficiency of the workers due to shorter working hours, together with general improvement of industrial communities in physique and morals, reacts favorably upon output. In support of this position, an abundance of testimony, covering experience in the United States, Great Britain, Germany, France, Switzerland, and Belgium, is offered tending to show that shorter hours heighten efficiency, which springs from improved physical health and energy, together with a change of attitude toward work and employers. The curtailment of hours, it is asserted, has also acted as a stimulus to heightened efficiency on the part of employers, leading them to lessen or eliminate "lost time" by securing a steadier flow of work and materials through the factory.

#### The Cost of Production.

To refute the impression held by some that the short working day has tended to increase the cost of production, two facts are stated: First, the labor cost is only one item, and often a small item, in the total cost of manufacture; and, second, heightened efficiency of both employers and workers under shorter hours stimulates output and thus tends to equalize or even decrease the total costs. One instance may be cited:

"In 1894 the hours of labor of about 43,000 workpeople were reduced to an average of 48 hours per week. \* \* \* It is stated \* \* \* that it is clear that no extra cost has been incurred by the public on account of the reduction of hours, nor has the output of work been diminished. On the other hand, the majority of workmen being on piecework, the average weekly earnings per man have not been sensibly altered, although piecework prices have not been increased. The dayworkers received an increased hourly rate of pay to make their earnings per week of 48 hours equal to those per week of 54 hours. It was not found necessary to increase the number of dayworkers."<sup>3</sup>

Short hours bear a definite and favorable relation to wages, according to the evidence included in the brief, which tends to show that wages in industries in which the short workday has been established are almost universally higher than they are in wholly unregulated trades. "Moreover, even when the shorter day has resulted in a slight temporary decrease in wages, the majority of workers have willingly suffered reduction, in order to gain the increased health and leisure consequent upon shorter hours of labor."

Regularity of employment is stated to be another benefit derived from shorter hours, for "in place of alternating periods of intense overwork and periods of idleness, employers have found it possible to distribute work more evenly throughout the year." Considerable statistical evidence is presented showing that in certain important manufacturing industries a trend toward shorter hours of labor is manifest, and the spread of the tendency to reduce hours in the United States during 1915 is indicated by

definite reference to many establishments which have inaugurated the eight-hour day.

The need for further legislation along this line is strongly urged in a chapter enumerating instances of excessive hours of labor. "Since collective bargaining has proved ineffectual in checking these abuses, the need of legislation to limit such excessive hours of labor is unmistakable."

There has already been a great deal of legislation regulating hours of labor for men. The brief contains a reference list showing that the length of the working day, as regulated by law in certain private businesses, railroads, street railways, work done in private business for national, State, and municipal governments, and public employment, is as follows:

#### Eight-Hour Day.

Blast furnaces: Arizona, 1913; Colorado, 1913. Coke ovens: Alaska, 1913; Arizona, 1913; Colorado, 1913.

Electric light and power plants: Arizona, 1913. Compressed air, work in: New Jersey, 1914; New York, 1909.

Irrigation works: Montana, 1907.

Miners: Alaska, 1913; Arizona, 1912; California, 1913; Colorado, 1905; Idaho, 1909; Missouri, 1909; Montana, 1889; Nevada, 1912; Oklahoma, 1910; Oregon, 1910; Pennsylvania, 1911; Utah, 1907; Washington, 1910; Wyoming, 1910. Plaster and cement mills: Nevada, 1912; Arizona, 1913 (cement mills only).

Plate glass works: Missouri, 1909.

Public employment and work done in private business for national, State or municipal governments: Alaska, 1913; Arizona, 1910; California, 1902, 1906; Colorado, 1908; Connecticut,<sup>4</sup> 1911; District of Columbia, 1892; Hawaii, 1905; Idaho, 1889, 1911; Indiana, 1894; Kansas, 1909; Kentucky, 1910; Maryland, 1888 (applies only to Baltimore); Massachusetts, 1909; Minnesota, 1905; Missouri, 1913 (applies only to cities of the second class); Montana, 1889; Nevada, 1912; New Jersey, 1911; New Mexico, 1910; New York, 1909; Ohio, 1912; Oklahoma, 1907; Oregon, 1910, 1913; Pennsylvania, 1897; Porto Rico, 1911; Texas, 1913; United States, 1892; Utah, 1895; Washington, 1910; West Virginia, 1899; Wisconsin, 1911; Wyoming, 1889, 1913.

Railroads:<sup>5</sup> Arkansas, 1907; Connecticut, 1909; Maryland, 1911; Nevada, 1913; New York, 1909; Texas, 1911; West Virginia, 1907; Wisconsin, 1911.

Rolling mills, rod mills, stamp mills: Alaska, 1913; Arizona, 1913; Colorado, 1913; Idaho, 1909; Wyoming, 1910.

Smelters, reduction works, etc.: Alaska, 1913; Arizona, 1912; California, 1913; Colorado, 1913; Idaho, 1909; Missouri, 1909; Montana, 1889; Utah, 1907; Wyoming, 1910.

Tunnels: Arizona, 1913; California, 1913; Montana, 1907.

#### Nine-Hour Day.

Railroads:<sup>5</sup> Missouri, 1913; Nebraska, 1913; North Carolina, 1913; Oregon, 1911; United States and District of Columbia, 1906-7.

Street railways: Massachusetts, 1912.

Telephone operators: Montana, 1909.

#### Ten-Hour Day.

Bakeries: New Jersey, 1912. Brickyards, New York, 1909.

Cotton and woolen mills: Georgia, 1910; Maryland, 1911.<sup>4</sup>

Drug stores: California, 1907; New York, 1909.

Manufacturing establishments: Mississippi, 1912.

Mines: Maryland, 1888 (Alleghany and Garrett Counties only).

Railroads:<sup>5</sup> Michigan, 1897; New York, 1909. Saw and planing mills: Arkansas, 1905.

Street railways: Louisiana, 1886; Michigan, 1897; New York, 1909; Rhode Island, 1909; Washington, 1910.

#### Eleven-Hour Day.

Factories: North Carolina, 1915.

Grocery stores: New York, 1915.

#### Twelve-Hour Day.

Street railways: California, 1906; Maryland, 1898; New Jersey, 1910; Pennsylvania, 1894; South Carolina, 1912.

1. Supreme Court of the United States, October term, 1907. *Curt Muller, plaintiff in error, vs. The State of Oregon*. Brief for defendant in error. 113 pp. (1908.)

2. Supreme Court of the United States, October term, 1915. No. 228. *Franklin O. Bunting, plaintiff in error, vs. The State of Oregon, defendant in error*. In error to the Supreme Court of the State of Oregon. Brief for the defendant in error. Vol. I, pp. 1-470; Vol. II, pp. 471-984. This brief has been reprinted under the title of "The Case for the Shorter Workday," and can be obtained from the National Consumers' League, 289 Fourth Avenue, New York City. Charge for postage only.

3. Great Britain, Board of Trade Labor Gazette, July, 1905, p. 196.

4. Public employment only.

5. Legislation applies to telegraph and telephone operators, dispatchers, signal men, etc., but not to train crews.

Local conditions are poor bases by which to judge principles. He who confines his observations on the subject of gravitation to the operations of a kite or a balloon is likely to be seriously at fault in his conclusions.

## SHIPS WHICH FREELY USE CANAL.

Since the opening of the Canal to commercial traffic on August 15, 1914, many ships have made repeated passages through it, principally in the maintenance of regular services, or lines. To May 27, 1916, the number of ships which have passed through the Canal as many as ten times is eighteen. The following is an alphabetical list of them, with the number of transits, and the services in which they have been operating:

|                          |    |  |
|--------------------------|----|--|
| "Acajutla" .....         | 16 | Salvador Railway Co. Pac. Steam Nav. Co. |
| "Advance" .....          | 20 | Panama Railroad Line.                    |
| "Allianca" .....         | 18 | Panama Railroad Line.                    |
| "Carolyn" .....          | 11 | Luckenbach Line.                         |
| "Colon" .....            | 18 | Panama Railroad Line.                    |
| "Guatemala" .....        | 12 | Pacific Steam Nav. Co.                   |
| "Harry Luckenbach" ..... | 10 | Luckenbach Line.                         |
| "Honolulu" .....         | 10 | Amer'n-Hawaiian Line.                    |
| "Jamaica" .....          | 32 | Pacific Steam Nav. Co.                   |
| "Limari" .....           | 16 | So. American S. S. Co.                   |
| "Manavi" .....           | 13 | Pacific Steam Nav. Co.                   |
| "Palena" .....           | 13 | So. American S. S. Co.                   |
| "Panama" .....           | 14 | Panama Railroad Line.                    |
| "Peru" .....             | 12 | Pacific Steam Nav. Co.                   |
| "Salvador" .....         | 13 | Salvador Railway Co. Pac. Steam Nav. Co. |
| "Santa Catalina" .....   | 10 | W. R. Grace & Co.                        |
| "Santa Clara" .....      | 11 | W. R. Grace & Co.                        |
| "S. V. Luckenbach" ..... | 10 | Luckenbach Line.                         |

The above are complete transits. In addition, some of the ships entered the Canal at the time traffic was cut off by the slides, in September, 1915, but withdrew from the Canal after making only part of the trip.

The ships which have been through the Canal most frequently were engaged on relatively short runs, between the Atlantic terminus and the west coast of Central American or northern South America, for instance, or between the Pacific terminus and New York, as in the case of the Panama Railroad ships. On the longer voyages, as between San Francisco and New York, one of the ships had made over eleven transits, and for ships plying to Australia and New Zealand or the Far East the highest number of passages is well below ten.

## SHIPPING AT ARCHANGEL.

During the season of 1915 589 steamers, of an aggregate net tonnage of 854,863, and 13 sailing vessels of an aggregate net tonnage of 8,820, visited the port of Archangel. All these vessels were engaged in foreign trade. The following table shows the distribution of tonnage according to flag:

| Steamers.        |        |              |
|------------------|--------|--------------|
| Flag.            | Number | Net tonnage. |
| British .....    | 235    | 369,888      |
| Russian .....    | 131    | 274,467      |
| Norwegian .....  | 184    | 166,124      |
| American .....   | 7      | 15,564       |
| French .....     | 10     | 9,103        |
| Danish .....     | 7      | 7,227        |
| Swedish .....    | 5      | 5,111        |
| Dutch .....      | 6      | 4,654        |
| Finnish .....    | 2      | 2,574        |
| Belgian .....    | 1      | 1,115        |
| Spanish .....    | 1      | 1,036        |
|                  | 589    | 854,863      |
| Sailing Vessels. |        |              |
| American .....   | 3      | 5,205        |
| Norwegian .....  | 1      | 1,647        |
| Russian .....    | 4      | 1,090        |
| Danish .....     | 5      | 878          |
|                  | 13     | 8,820        |

In point of practicability the advice to "strike at the ballot-box" amounts to much the same thing as advice to the man in a storm to seek shelter under the plans of a house.



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## A. F. of L. Home Dedication July 4.

President Wilson has accepted an invitation to attend the dedication ceremonies of the American Federation of Labor seven-story office building, on the morning of July 4, and will deliver an address.

A committee on arrangements, consisting of President Gompers and Secretary Morrison and the executives of the various American Federation of Labor departments, together with the Washington Central Labor Union, has arranged for a labor parade at this time.

President Gompers has forwarded an invitation to the officers and members of national and international unions, State federations and city central bodies to be present and participate in the ceremonies.

"It is realized," says President Gompers, "that where the distances are large, it may be impractical or impossible for all to come to Washington, but it is hoped that as many as can possibly arrange it will do so.

"It is urged, too, that the unions and central bodies located at no great distance from Washington shall make such arrangements for as large a number of unions and workers to personally come to Washington as possible and participate in the demonstration and ceremony.

"In cases where the officers of organizations are too far away to come to Washington, we ask that they may designate some union member of their trade, located at or near Washington, to represent the body in the demonstration.

"It is also urged that every organization forward an American flag and the banner of the union, so that the emblem may carry the spirit of unity and fraternity in the demonstration and ceremony.

"Kindly advise me at the earliest possible date what action you can and will take regarding the above invitation and request."

## Injunction Judge Makes New Record.

Long ago Judge Jesse A. Baldwin of the Circuit Court of Chicago established a record for issuing labor injunctions, but his latest edict against 3000 striking tannery workers makes a new standard in the denial of constitutional rights, so common in Illinois when workers attempt to better conditions.

Judge Baldwin out-Baldwins himself and in a desperate effort to protect strike-breakers from even a smile of contempt makes this contribution to injunction literature:

"From doing anything which subjects any of the complainants' employes to hatred, criticism, censure, scorn, disgrace or annoyance because of their employment by the complainants, respectively, until this honorable court in chancery sitting, shall make order to the contrary. Hereof fail not, under penalty of what the law (Judge Baldwin) directs."

The strikers "and all others" are ordered not to induce strikebreakers from leaving their employment. Under Judge Baldwin's law it is "illegal" for strikers to send "any circulars or other communications to cus-

tomers of the complainants, or to other persons who might deal or transact business with the complainants." Under this order these 3000 workers are guilty of contempt of court if they appeal even to prospective customers of the tannery trust for aid in a fight against a twelve-hour day and a wage of \$7 a week.

The strike has been on for about a month. These workers are organized and are being assisted by local trade unionists.

The injunction issued against them is one of the numerous court orders that has compelled Illinois organized workers to inaugurate a State-wide anti-injunction campaign.

## Large Earnings of Children.

The reason for opposition to child labor legislation by large employers is shown in a report made public by the Pennsylvania Bureau of Statistics and Information.

During the period covered by the statistics boys working in 20,571 establishments were paid \$2,723,000. Girls under 16 were paid \$2,719,500, making a total of \$5,442,700. Women employed in the 20,571 industries reporting drew \$72,669,100. They make an impressive industrial army numbering 216,299 in the comparatively few establishments that served as the basis of the figures given.

The children and the women were cheap labor. The investigations of the department show that in the vast majority of instances the earnings of the women and children were needed to maintain the family. The combined family income just about kept things going. In other words parents and children earned a sum equal to the amount the father would have been forced to demand if the youngsters had been in school, the mother at home and the father in the mill.

## Free Speech Defended by Australian Judge.

In a public address in Melbourne, Victoria, Australia, Justice Higgins, President of the Commonwealth Arbitration Court, opposed attempts by the Government to check free speech. He said it was "arrant nonsense" for men to stifle discussion of a public question on the theory "My country, right or wrong." If this term meant, as it used to mean, that men were to believe, or say they believed, their country to be right when they believed her to be wrong, that they ought to help the Government for the time being to do an injustice because it was doing it in the name of their country, that this was "arrant nonsense."

Although the speaker declared his conviction that his country was right in the European war, he said his personal opinion did not affect the present argument. There was no obligation, legal or moral, of expediency on a loyal subject when his country was in war to say that his country was in the right. There was no such divorce between truth and patriotism, between justice and loyalty, as certain otherwise teachers would have them suppose.

Every act of every government was open to criticism, and the gravest act that any

(Continued on Page 10.)

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

### AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

### GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

### BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

### GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

### FRANCE.

Federation National des Syndicats des Inscriptions, Maritimes de France, 33 Rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

### NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

### SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgaten 1 B., Sweden.

### DENMARK.

Somandenes Forbund, Toldbogade 15, Kobenhavn.

Sofrybodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

### HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

### ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

### AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

### SPAIN.

Sociedad Sindicate de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

### URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

### ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

### BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

### SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



## World's Workers.

Wages in Australia are set by wages boards, appointed by the State governments to represent the various industries. In a report by Chief Inspector of Factories Bannigan, that official states that the reason for low wages of females is "because there is no organization among these workers to enforce their claims to more equitable conditions."

The Melbourne, Victoria, Australia, Trades Hall Council has taken a hand in the dispute between the Amalgamated Society of Carpenters and Joiners and the Australian Society of Progressive Carpenters and Joiners. The latter is not affiliated to the central body of this city and the Trades Hall Council has ordered that each union appoint a committee of five to perfect an amalgamation within three months.

A national congress was recently held at Caxton Hall, Westminster, London, England, under the auspices of the National Housing and Town Planning Council for the purpose of considering problems relating to housing and agriculture, and the possibility of averting unemployment in the building trade. Mr. Seebohm Rowntree emphasized the duty of communities to prepare in advance to reduce the amount of unemployment to the smallest possible proportions, and said it would be shameful if men who had sacrificed everything to answer their country's call, came back to find that out of sheer apathy no steps had been taken to see that work was waiting for them.

According to a despatch from Montevideo, dated June 1, the captain of the Lamport & Holt liner "Vauban" refused to allow his vessel to be unloaded by the men put at his disposition by the authorities, as among them were some Germans and Austrians. Agents of other British and French shipping companies upheld the captain's action, asking that he be allowed to select the hands, otherwise he would proceed to Buenos Aires with the Montevideo cargo. The conflict is due to a measure adopted by the government after the recent strike to control work in the harbor and put at the disposition of each steamship the number of men it may want.

The national administrative council of the Independent Labor party state in their annual report, that the war and the consequent changing industrial conditions, has naturally affected the membership and branches of the party. A number of the smaller branches in outlying villages and towns, largely by the removal of members to new centers of employment, have been compelled to suspend their activities for the time, and in the larger towns the continued overtime, combined with the lighting regulations, and in some cases military or police restrictions, have prevented branches from holding their customary public meetings and gatherings, and securing an increase of membership such as is reported from other districts. The diminution of membership caused by economic, voluntary, or compulsory enlistment has, however been very largely made good by the accession of new members who, it is declared, have joined not only because they believe in the attitude of the party towards the war, but because they see in the ideals held by the party the only hope for the future.

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### REMOVAL ANNOUNCEMENT.

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### ALASKA FISHERMEN.

San Francisco.

|                     |                 |
|---------------------|-----------------|
| Bergman, John       | Johnsen, Aug.   |
| Blom, Ernest        | Konig, D.       |
| Christiansen, Anton | Nielsen, Harold |
| Christiansen, A.    | Olander, Ed     |
| Doris, Geo.         | Thomson, John   |
| Eckart, T. G.       |                 |

### San Pedro Letter List.

|                      |                     |
|----------------------|---------------------|
| Anderson, Eduard     | Malin, Gustaf       |
| Andersen, John       | Mesak, E.           |
| Andersen, Ernest J.  | Nelson, Dick        |
| Anderson, Martin     | Olsen, Oscar        |
| -1894                | Olsen, Nick         |
| Andersson, Oskar     | Orling, Gust        |
| Alexander, P.        | Olsen, Andy         |
| Bergh, B.            | Olsen, E. F.        |
| Berg, A.             | Olsen, Olof S.      |
| Berggren, Gust       | Opahug, W.          |
| Bentsen, Hans B.     | Orwold, Jack        |
| Brel, Hans           | Owen, Fred          |
| Benrowitz, Felix     | Perkins, Paul       |
| Carlson, Gus         | Peterson, Nicolai   |
| Cariera, Peter       | -1234               |
| Danielson, Dave      | Pintz, Johan        |
| Doyle, Wm.           | Peterson, N.        |
| Eliwes, John         | Peterson, Hugo      |
| Eklund, Sven         | Petterson, C. V.    |
| Fjellman, Jonas      | Pedersen, P. -1064  |
| Fugelutsen, Thor     | Pakki, Emil         |
| Fjellman, Karl       | Plajala, Victor     |
| Ginar, Walter        | Pederson, Ole       |
| Gustafson, August    | Pedersen, Harald S. |
| Gronlund, O. -414    | Reuter, Chas. -407  |
| Heesche, Henry       | Rogenfeldt, J.      |
| Holmstrom, Fritz     | Roberts, G.         |
| Haupt, Fritz         | Stolzman, Emil      |
| Hansen, Charley      | Saarin, H.          |
| Hansen, Ole          | Sanders, Charles    |
| Haave, Norval        | Schmidt, Theodor    |
| Johansson, C. -2497  | Samuelsson, Frank   |
| Janson, Dick         | Strahle, Chas.      |
| Janson, Oscar        | Smith, Johan        |
| Jensen, Hans -1555   | Stenros, John       |
| Johnson, J. A. -1659 | Skaanes, Elgil      |
| Johansson, Victor    | Soderlund, Anton    |
| Karnup, Edward       | Schmidt, Lauritz P. |
| Lundstedt, Chris     | Shallies, Gust      |
| Lassen, Johan, -1542 | Thorsen, Carl       |
| Larsen, Klaus I.     | Trovik, Harald      |
| Lutton, Theo.        | Uhlug, Richard      |
| Lauritzen, Ole       | Uappa, Kostl        |
| Larson, Max          | Vigon, Elias        |
| Lorenz, Bruno        | Wirak, A.           |
| Lybeck, Thos.        | Winblad, Martin     |
| Lindberg, G. W.      | White, Robert       |
| Lindberg, Ernst      | Warkkala, John      |
| Leideker, Elith      | Widin, Andrew       |
| Lalan, Joe           | Zunk, Bruno         |
| McNeal, John         | Zayan, C.           |
| Montero, John        | Newspapers and      |
| Malinerez, E.        | Packages.           |
| Monts, Relnolt       | Miller, W.          |
| Makela, N.           | Schmidt, Lauritz P. |

### Honolulu, H. T.

|                      |                   |
|----------------------|-------------------|
| Anderson, John E.    | Nelsen, C. F.     |
| Burk, Harry -1284    | Petersen, Carl    |
| Crantly, C. W.       | Peters, Walter    |
| Eugenio, John        | Reithner, Fritz   |
| Ekelund, Rickhard    | Seiberg, B. P.    |
| Ivertsen, Sigvald B. | Strand, Conrad    |
| Lengwenus, W. L.     | Thompson, Emil N. |
| Moller, F.           |                   |

### INFORMATION WANTED.

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio. 3-24-15

Anders C. Anderson, a native of Norway, who left his personal effects at Port San Luis, Cal., after leaving a ship at that place, is inquired for. Anyone knowing his whereabouts please notify D. R. Jacks, Deputy Collector of Customs, Port San Luis, Cal. 12-22-15

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Any one knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St. 8-11-1915

Olai Ingebrigtsen (Broek), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American bark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469—49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Steuart street, San Francisco, Cal. 8-4-15

Anyone knowing the whereabouts of Peter Murphy, better known as Boatswain McGann, will kindly notify Patrick Kieran, 58 Commercial St., San Francisco, Cal. 4-19-16

Veneclus Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolamo Durbich, Zurich, Switzerland. 7-28-15

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### INFORMATION WANTED.

John Edstrom, alias Brynjulf Edstrom, born in Norway in 1879, was last heard from at Mobile, Ala., where his address was Norwegian Chapell, is inquired for. Anyone knowing his whereabouts please notify his mother. Address, 22 Pilestradet, Kristiania, Norway.—12-22-15

George Alexander Sharman, a native of Brooklyn, N. Y. About 28 years of age, height 5 feet 9 inches,

supposed to have sailed on the Great Lakes in 1907, is inquired for by M. L. Kinvan, 1211 Mosher street, Baltimore, Md. 7-14-15

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15



# Pacific Coast Marine.

The steamer "Thetis" is on the Hanlon dry dock at Oakland for extensive repairs to her hull and boilers. The work will take a month.

The Alaska Steamship Company announces that it will send its new steamship "Bennington" to Kotzebue Sound in the Arctic, on June 25, on her first trip out of this port.

Seattle's water-borne commerce for May, according to figures of the port warden given out recently, totaled \$42,746,647, the largest in the history of the port. The best previous month was April last with \$36,304,448.

The American schooner "Ethel Zane," owned by B. H. Tietjen, was sold recently at private terms to Atkins, Kroll & Co. The steamer has been on the South Sea run and it is stated that her owners will keep her on the same berth. The "Ethel Zane" has a displacement of 407 tons.

Marine policies to the extent of one million dollars on shipments of beet sugar seed across the Pacific from Asia to the Middle Eastern States via Seattle have been written by Wilcox, Peck and Hughes. Very heavy shipments of this product are being brought as return cargo from Vladivostok by the vessels engaged in carrying war munitions from Puget Sound to Siberia.

The fleet owned by the North Alaska Salmon Company, as well as all other holdings, have been purchased by Libby, McNeil & Libby. Besides a number of launches, etc., the transfer entails the change of ownership of the gas-line schooner "Expansion," tug "Geo. F. Haller," schooner "Henry Wilson," barques "George Curtis" and "Olympic," and ships "Standard" and "Oriental."

Mrs. James Rolph, Jr., wife of the Mayor of San Francisco, acted as sponsor for the steamer "Annette Rolph," which was launched Sunday afternoon, June 18, at the Union Iron Works. It was upon this vessel that Mayor Rolph is reported to have made a cool million dollars through the sale to a Scandinavian syndicate. The Mayor sold the "Annette" for \$1,750,000, the contract price being \$750,000.

The hull of the American barque "Amy Turner" is being refitted at Vancouver to take cargo to the Orient in July for the firm of Bond Bros. The "Amy Turner" was built at Boston, Mass., in 1877, 900 tons register, and for several years was a familiar figure at this port in the trade to the Hawaiian Islands. Three or four years ago she was purchased by parties in Vancouver, B. C., and was converted into a barge.

Towed from Grays Harbor on her maiden trip, the new steamer "Daisy Mathews" has arrived at San Francisco in tow of the "Daisy Putnam." A year ago the Freeman Steamship Company sold to the Standard Oil Company the steamer "Daisy Mitchell," and the "Daisy Mathews" was built to take her place. She has a capacity of 1,000,000 feet of lumber and will be put into service as soon as she is completely equipped.

According to the San Francisco Chamber of Commerce, the month of May was the largest industrially San Francisco has ever known. It has to its credit the largest month's business in the history of the port and it was the first month in which the exports passed the \$10,000,000 mark. San Francisco's commerce increased 70 per cent. in the first five months of this year over the same period last year and reached the total of 194,329,530.

The Dominion Parliament has amended the Canada Shipping Act, extending the definition of a coasting voyage, to mean a voyage between any port in Canada and any other port in Canada, Newfoundland, Labrador, St. Pierre-Miquelon, United States, Mexico, Central America, the West Indies or the eastern coast of South America, and on the coast of Alaska, or the western coast of South America, not farther south than 40 degrees south latitude.

The annual report of the Alaska Steamship Company discloses the fact that net earnings in 1915 were in excess of 14 per cent. on the outstanding capital stock, or double the amount of the net earnings in 1914. During the year an extra dividend of 5 per cent. was paid, making a total dividend distribution of 11 per cent., or \$330,000. This leaves a balance of \$658,893.75 in the profit and loss account. Four vessels were added, by purchase, to the fleet during the year.

The lumber output in the Northwest will be largely curtailed during June and July, according to indication furnished by a canvass of the industry. Among lumbermen the opinion is said to be nearly unanimous for curtailment, but there is a difference as to its extent. At least a dozen representative mill operators, however, are known to favor cutting off one day's operations a week exclusive of a probable ten-day shutdown early in July for the mid-season overhauling of mills and equipment.

The steamship "Bear" of the San Francisco-Portland Steamship Company, ran on the rocks at Sugar Loaf point, near Cape Mendocino, Cal., in the evening of June 14. All passengers and members of the crew, except five, are ac-

counted for but little hope is held out for saving the vessel. An investigation of the accident is now being made by the United States Steamboat Inspection Service. The "Bear" was of 4507 gross tonnage; 357.5 feet long and 26.4 feet in depth. She was built in 1910 at Newport News, Va.; her home port being San Francisco.

The tug "Hercules," which towed the bark "British Yeoman" from San Francisco to Balboa, is the same tug which brought down the floating caisson dam No. 1 for the Panama Canal, and towed down the sailing ship "Janna," arriving March 25, 1915; the sailer "Dunsyre," arriving May 5; and the dredge "San Diego," arriving October 17. On his most recent voyage the master stated that it was his expectation to secure shortly at San Francisco a sailing ship to tow all the way to New York, by way of the Canal. The high freight rates prevailing are said to warrant the use of a tug all the way, for the saving of a week or ten days in the time from the Canal to New York.

The first sailing ship to make the transit of the Canal since it was reopened to traffic, on April 15, was the iron bark "British Yeoman" of Victoria, B. C., which arrived at Balboa on May 25 and entered the Canal for transit on May 27. She is bound from San Francisco for Great Britain with a cargo of 2962 tons of flour. The "British Yeoman" was towed from San Francisco to Balboa by the tug "Hercules," and the time of the voyage was 18½ days. She was handled through the Canal by Canal tugs, to the harbor at Cristobal, where she is lying at anchor, waiting for orders. Repairs to the rudder of the "British Yeoman" were made by forces of the Balboa shops. The ship was built in 1880 at Southampton, and is 269 feet in length by 39.8 beam, and was drawing 22 feet six inches of water at Balboa.

The steamship "Jamaica" entered the Canal on her thirty-second transit on Friday, May 26. This ship has made more trips through the Canal than any other commercial vessel. Her first voyage was made on November 5, 1914, from Cristobal, shortly after she had been transferred from the Royal Mail Steam Packet Company to the Pacific Steam Navigation Company. Since that time she has been engaged in a service between the Atlantic terminus of the Canal and Buenaventura and Tumaco. The voyage from Balboa to Buenaventura is about 360 miles and can be made in less than two days; and on the return voyages to the Canal it is necessary for the ship to wait in quarantine at Balboa to complete the protective period. Except for this the number of her voyages would have been greater. The "Jamaica" is a relatively small ship, 220 feet long by 34 feet in the beam, with registered gross and net tonnage of 1138 and 602, respectively. Three of the "Jamaica's" trips through the Canal were made in 1914, and 26 in 1915. Her trip on May 26 is her third since the re-opening of the Canal.

Mare Island launched its fifth big auxiliary vessel on June 17th in the presence of several thousand spectators. Miss Margaret Offley, daughter of Captain Cleland N. Offley, head of the machinery department at Mare Island, christened her "Cuyama." With the successful launching of the "Cuyama" Mare Island graduates into a battleship building navy yard, and henceforth the navy yard mechanics will be called upon to construct dreadnaughts for the navy. No time will be lost in preparing the slip to receive the keel for the battleship "California," which is to be laid in September. The "Cuyama" was authorized March 3, 1915, and the keel was laid December 15, 1915, and Mare Island's record in launching the ship in six months' time is equal to any of the private shipbuilding establishments. The contract date of completion of the "Cuyama" is August 1, 1917. The hull structure is 65.5 per cent. complete today, and the vessel, according to the authorities will be completed and will go into service in April, 1917—four months ahead of the contract date. It is understood that the "Cuyama" is destined to join the Mare Island built colliers "Prometheus" and "Jupiter" and the tankers "Kanawha" and "Maumec" on the eastern seaboard soon after she is placed in commission.

The "Handbook, Navigation Laws of the United States" contains all the law affecting seamen. It is arranged and indexed so that each feature may be found without trouble. The only book in existence that enables every seaman, ship-master, and ship's officer to know the law in every detail. James H. Barry Co., 1122 Mission St., S. F. Price, \$1. (Advt.)

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

## International Seamen's Union of America

Affiliated with  
AMERICAN FEDERATION OF LABOR  
and  
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary.  
570 West Lake St., Chicago, Ill.  
AFFILIATED UNIONS.  
ATLANTIC DISTRICT.

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New York Branch, 514 Greenwich St.  
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### HARBOR BOATMEN'S UNION.

Headquarters:  
NEW YORK CITY, 190 West St. Phone 4126 Worth.

### NEW ENGLAND COAST FISHERMEN'S UNION.

Headquarters:  
BOSTON, Mass., No. 3 Long Wharfs.

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TACOMA, Wash., 2218 North 30th St.  
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.  
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PORTLAND, Ore., 44 Union Ave., North.  
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SAN PEDRO, Cal., P. O. Box 67.  
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

(Continued on Page 11.)



## Coast Seamen's Journal

Published Weekly at San Francisco

BY THE

SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBURG .....Editor  
I. M. HOLT.....Manager

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### NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, JUNE 21, 1916.

### NATIONALITY OF SEAMEN.

That the La Follette Seamen's Act has already had a wholesome and marked effect in bringing native Americans back to sea service seems to be borne out by statistics and data just made public.

Returns compiled by the United States Steamboat-Inspection Service up to June 1, 1916, show that able seamen certificates have been issued to 20,678 men, distributed according to nationality as follows:

|  |       |
|--|-------|
| Americans (native) .....               | 6,302 |
| Americans (naturalized).....           | 2,165 |
| Norwegians .....                       | 2,718 |
| Russians and Finns .....               | 1,706 |
| Swedes .....                           | 1,480 |
| British .....                          | 1,451 |
| Germans .....                          | 1,309 |
| Danes .....                            | 721   |
| Dutch .....                            | 640   |
| Portuguese .....                       | 476   |
| Austrians .....                        | 386   |
| Italians .....                         | 332   |
| Spaniards .....                        | 306   |
| South and Central America and Mexico.. | 195   |
| Greeks .....                           | 179   |
| Asiatics .....                         | 137   |
| French .....                           | 63    |
| Swiss .....                            | 39    |
| Belgians .....                         | 31    |
| Turks .....                            | 22    |
| Rumanians .....                        | 10    |
| Serbs .....                            | 3     |
| Montenegrins .....                     | 3     |
| Bulgarians .....                       | 3     |
| Luxemburger .....                      | 1     |

It is most gratifying to note that so large a percentage of certificated able seamen are Americans. On the other hand, the champions of a coolie-manned American merchant marine must find small comfort in the fact that only 137 Asiatics have been able to meet the test.

Altogether, the figures furnish a rather severe rebuke for the hired scribes who have been sneering at the Seamen's Act because "it benefits no one except the unnaturalized foreigners who man our merchant marine exclusively."

With Asiatic competition eliminated, decent living conditions and fair wages will become firmly established and the American merchant marine will again become what it has a right to be—a training school for American boys who look forward to a life at sea not only as a respected calling, but also as an occupation which offers reasonable opportunity for ad-

vancement, and in any event promises a sufficient wage to enable one to marry and enjoy an average share of the ordinary comforts and pleasures in life.

### AFTER THE WAR, WHAT?

W. M. Hughes, trade-unionist and prime minister of Australia, was entertained recently by the parliamentary committee of the British Trade Union congress, the management committee of the General Federation of Trade Unions, and the National Labor executive.

In the course of his address Mr. Hughes dwelt upon the economic struggle between the great nations now at war. Speaking for the British empire policy he said, they ought without delay "construct the foundations of a great national policy worthy of their race and of a truly civilized people." The benefits of this policy, he said, "must not be confined to any one section, but must extend to all. It must not only secure their national safety, but the economic and social welfare of the whole body politic."

If they asked how far that change would go, and by what means it would achieve its purpose, his reply was "that it would go as far as it was necessary to go—but to at least three things:"

To insure their national safety; to conserve and extend their trade and industries; to lift up the masses of the people to a level which would insure to every worker, using that term in its very widest meaning, such remuneration and conditions of labor as were necessary to enable a man to bring up a family in reasonable comfort and with those surroundings that free men in a civilized country ought to have. It must do all these things and not merely one of them. Its effects, no doubt, would be almost revolutionary in character, yet it was so obviously not only the proper, but the necessary thing to do, that it would when understood be welcomed by all save those whom self-interest or false belief had deluded.

Truly, these are bold words bravely spoken.

It is a common thing for the statesmen of all countries at war to talk about the glorious past of their respective nations. But never a word about the future.

Now, as surely as the night follows the day, the millions of workers on the battlefields would rather learn something definite about the bread and butter problem "after the war" than almost any problem under the sun.

If this war should result in eliminating poverty on the British isles it will have accomplished something worth while fighting for. So far as can be ascertained, however, Mr. Hughes is first to make such claim. Besides, it is self-evident that the social reforms for which Mr. Hughes stands sponsor could be brought about regardless of this bloody war. In fact, if there had been no war there would be no war debts to pay, and it will be generally conceded that the greater this burden shall become the less will be the opportunities to construct the foundation of "a great national policy" such as Mr. Hughes has outlined.

Hence the queries: "Why continue this senseless and needless slaughter on the battlefields of Europe?"

"Why not call a halt right now to this frightful sacrifice of human lives?"

"And finally, to whose interest is it to continue the war to its merciless conclusion, i. e., the extermination of the physically fit in each nation and the utter exhaustion of all participants?"

### PLATFORM PLEDGES.

There are times when comment upon current events seems entirely superfluous.

The platform pledges of the two dominant national political parties upon legislation pertaining to seamen and the merchant marine are so plain and so much to the point that explanatory remarks seem out of place.

Read and digest these expressions by the respective conventions:

#### Democratic Platform Pledges.

1912—We urge upon Congress the speedy enactment of laws for the greater security of life and property at sea and we favor the repeal of all laws and the abrogation of so much of our treaties with other nations as provide for the arrest and imprisonment of seamen charged with desertion or with violation of their contract of service. Such laws and treaties are un-American and violate the spirit, if not the letter, of the Constitution of the United States.

1916—We declare our faith in the Seamen's Act, passed by the Democratic Congress, and we promise our earnest continuance for its enforcement.

#### Republican Platform Pledges.

1912—We favor the speedy enactment of laws to provide that seamen shall not be compelled to endure involuntary servitude, and that life and property shall be safeguarded by the ample equipment of vessels with life-saving appliances and with full complements of skilled, able-bodied seamen to operate them.

1916—(No reference to the Seamen's Act.)

This, then, is the story in brief:

In 1912 both the Democratic and Republican parties declared for legislation since embodied in the La Follette Seamen's Act.

In 1916 the Democratic party declares its faith in the Seamen's Act and the Republican party by its silence gives tacit approval to the same law.

Let croakers croak, let knockers knock, the facts are so plain and tell their own story in such dignified and eloquent language that not a word need be added.

Nothing of importance has developed during the week in the strike of the Bay and River Steamboatmen's Union. The Monticello Steamship Co. is operating boats with non-union men (ex-convicts and other make-shifts furnished by a local detective agency) in plain violation of the Seamen's Act, which provides for a certain percentage of certificated able-seamen "in the deck department on American vessels of 100 gross tons or over, except those navigating rivers exclusively or the smaller inland lakes, and except on fishing or whaling vessels or yachts." It will require a powerful stretch of imagination to hold that San Francisco bay is either a "river" or a "small inland lake," but Collector Davis of the Port of San Francisco has some doubt about the matter and referred the complaint to Washington for a ruling. In the meantime an effective boycott is being prosecuted against the Monticello Company, and the passenger traffic between San Francisco and Vallejo has been largely diverted to the railroad.

There is no change in the Pacific Coast longshoremen's strike. The temporary arrangement, under which the men returned to work on freight and passenger steamers, is still in force. At the time of going to press no settlement, temporary or otherwise, has been made with the lumber carriers. It is rumored that work will be resumed shortly with non-union men, but no definite information is available. The longshoremen's executives are still keeping their own counsel, having assumed the attitude of "being sufficient unto themselves" even prior to the tie-up on June 1.



## A FAIR REWARD FOR SERVICE.

James B. Connolly has contributed another splendid article on the sailor question to the Metropolitan Magazine. Mr. Connolly has been "there" and knows whereof he speaks. He thinks "we have come to a day when it is beginning to look as if great things are in store for the American merchant marine." And, while he feels it is "good and proper" to boost the work of shipowners, he asks—"but what of the men who man the ships?"

Yes, that is a pertinent question, and the beauty of it is that Mr. Connolly actually attempts to answer it. Speaking about the crews of "the great passenger steamers," he gives away these trade secrets:

To the shore-going man who writes down as a seaman every man who makes his living on the sea, these ships may still seem to be manned by seamen; and if a blue jersey with the name of the company on his chest makes a man a seaman, they are manned by seamen; but if by seamen we mean men who have been trained to the sea and its ways, who can handle lines and boats, deck and top gear, of men who can steer a ship in a gale, who can outfit, launch, sail a boat with a load of passengers to the nearest shore—in short, who can sailorize—then they are not manned by seamen; and have not been so manned in some time.

If anything happened to the ship, these painters of white-work and polishers of brass-work will be the backbone of the crew. On the craftsmanship, smartness and courage of these men will some day depend the passengers' lives. Aiding them will be the people from between decks—stewards, oilers, stokers, and so on. The stokers and oilers won't be so bad. They won't know so much about small boats or other deck gear, but they are sometimes husky and trained to physical effort.

But consider the training of the pantry men and stewards. The next time you are on a steamer, ask your table or room steward where his station is in case collision quarters is sounded. If the boats would have to be made ready to lower, ask him where he goes. If he has been some time on that particular ship, two or three voyages say, he will probably give you the boat's number at once; and, perhaps, tell you whether it is port or starboard, fore or aft; but if this is his first trip—and not infrequently it will be—he won't be able to tell you that much. \* \* \* And observing those highly specialized stewards, pantry men and deck-swabbers, you feel fully assured that if it were two o'clock in the morning, a thick o' fog and the ship sinking under you, they would rush at once to the right spot and do things up smart and shipshape. Surely. And you feel that when the time comes, they will pass your wife and child into the boat, as men of the sea, according to that best-traditions-of-the-sea stuff which is poured into your ears after every wreck by a subservient press.

But, asks Mr. Connolly, "are these deficient crews to blame?" His reply is in the negative. He says:

They are to blame only as a man of diseased inheritance is to blame for impure blood; as a man constitutionally timid is to blame for lack of courage. If men are offered no better than a yellow dog's living, why should we expect them to behave better than a lot of yellow dogs when an emergency arises?

In other words, a yellow dog's living does not create potential self-sacrificing heroes. That is the gist of Mr. Connolly's article on the sailor question.

And who will deny or dispute it? On the Pacific Coast passenger steamers are usually manned by competent seamen because a fairly uniform standard of wages and living conditions has been maintained by the power of collective action—Unionism. On the Atlantic Coast the condition has been the reverse, at least until quite recently. The result has been plainly visible in a number of wrecks, collisions, etc. But there is no need to dwell upon details. Mr. Connolly is absolutely right in his conclusions. Live men, both competent and courageous, will gladly follow the sea for a livelihood if there is "something like a fair reward for service."

## "LIBERTY" IN PITTSBURGH.

The Steel Trust is "Americanizing" the Foreigners by Sending Them to Jail on Trumped-up Charges.

The Steel Trust is "Americanizing" the foreigners in the courts of Pittsburgh.

The judicial criminal process against workers in the Pittsburgh industrial district is so terribly a perversion of justice that it is almost incredible. It saves itself from extermination by being so bad that people can hardly believe the true stories told of it. Some day the people generally are going to believe and know the facts concerning the politico-judicial process as directed by the Steel Trust against the workers in the Pittsburgh district, and then—

On June 3 a jury in the Quarter Sessions criminal court of Pittsburgh convicted eleven men of "rioting and inciting to riot" on the day (May 1) before the fight at the Edgar Thomson plant of the Steel Trust when the guards behind a board fence fired into the crowd of strikers and lookers-on and killed three of them outright, fatally wounded two or three others and seriously wounded about three score more.

Right now a second trial of some of these same convicted men and ten or twelve other men and women is in progress on the same charge of "rioting and inciting to riot" on the fatal day of May 2. When this second trial is concluded a third trial of practically the same group will be pushed, the charge then being one of "murder and of accessory to murder" in addition to the "rioting and inciting to riot." The sentence to which they are already liable is two years in the penitentiary and a \$500 fine.

The terrible perversion of justice in this proceeding is that the men and women convicted and put on trial and thrown into jail to await trial are simply the victims of the Pittsburgh dragnet process of breaking up any movement for the betterment of the workers by arresting and prosecuting any and every person at all prominent or influential in strike leadership. For nearly four weeks after the slaughter and wounding of their associates by the guards, men stayed in the Pittsburgh jail who were so absolutely innocent of any connection with the fighting that their names were not even mentioned in that connection in the first trial. When the case went to the jury at that first trial, the jury had to be reminded that these men had been on trial and that they could not be "turned loose" from jail until the jury had formally acquitted them. And just as soon as they and a few others were acquitted in that first trial they were indicted by the grand jury (which had been kept in continuous session) without a shred of new evidence—possibly to protect the sheriff who had thrown them in jail and who presumably was liable in damages on his bond for depriving them of liberty.

Liberty! Liberty in Pittsburgh for workers who wish their families to be fed and who demand decent working and living conditions!

Anna Bell, a young working woman who had been a strike leader, took the liberty of stepping from the sidewalk to the street to get a better view of the marching workers. She was put in jail for that on the "rioting and inciting to riot" charge and on the charge of being accessory to the murder of her friends, although she was not near the fighting. She is in jail yet, although acquitted at the first trial.

About 5000 to 6000 workmen asserted and exercised the liberty of marching from a Westinghouse plant in East Pittsburgh to a Steel Trust plant in North Braddock and there to call to the other workers to come and join the strikers. But that was the "crime," in the Pittsburgh criminal process, for which the active men who were feared by the Steel Trust and the other employers were arrested and jailed and prosecuted and convicted and made subject now to penitentiary sentence.

Bridget Kenney, a strike heroine of 1914, took the liberty of riding in a friend's automobile to see the ending of the parade to North Braddock. She was arrested and tried but acquitted. The two working men who rode with her went on the stand as witnesses to prove that Bridget Kenney was not in the crowd that day but was in the motor car—and they were indicted and must stand trial as "rioters" and "inciters to riot." They had simply disclosed their identity as strike sympathizers, and that was enough for the dragnet.

The ten policemen, constituting the entire police force of North Braddock, exercised their liberty to refuse to "guard" the Steel Trust plant against their neighbor workmen who were striking. Those ten policemen were indicted and will be tried and, if possible, branded as felons for "refusing to perform their duty."

The Pittsburgh politico-legal criminal process is a perfectly devised machine for the perversion of justice. The jury in Pittsburgh is a handpicked thing—the pickers being the two politicians who happen to be highest in the Democratic and Republican votes for jury commissioners, the politician who happens to be elected sheriff and the judge who chanced to be delegated from the Common Pleas Court to sit and act with the jury commissioners. "Promi-

(Continued on Page 10.)

## OFFICIAL.

## SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., June 19, 1916.

Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping medium. Voting for officers for the ensuing term was proceeded with.

JOHN H. TENNISON, Secretary pro tem.  
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., June 12, 1916.

No meeting. Shipping fair, prospects uncertain.

REGINALD TOWNSEND, Agent.  
Room 11, De Cosmos Block, 1424 Government St.

Vancouver, B. C., June 12, 1916.

Shipping good; prospects good.

W. S. BURNS, Agent.  
213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, June 12, 1916.

No meeting. Shipping fair; prospects good.

H. L. PETTERSON, Agent.  
2218 North 30th St. Tel. Main 808.

Seattle Agency, June 12, 1916.

Shipping medium.

P. B. GILL, Agent.  
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, June 12, 1916.

Shipping dull; prospects uncertain.

E. J. D. LORENTZEN, Agent pro tem.  
P. O. Box 6. Tel. Main 557.

Portland Agency, June 12, 1916.

Shipping medium; prospects uncertain.

JACK ROSEN, Agent.  
44 Union Ave. North. Tel. East 4912.

Eureka Agency, June 12, 1916.

Shipping dull; prospects poor.

OTTO DITTMAR, Agent.  
227 First St. P. O. Box 64. Tel. 159.

San Pedro Agency, June 12, 1916.

Shipping fair; prospects uncertain.

HARRY OHLSEN, Agent.  
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, June 5, 1916.

Shipping dull; prospects poor.

JACK EDWARDSON, Agent.  
P. O. Box 314. Tel. 2526.

## MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., June 15, 1916.

Regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping improving.

EUGENE STEIDLE, Secretary.  
42 Market St. Phone Kearny 5955.

Seattle Agency, June 8, 1916.

Shipping quiet; all vessels tied up on account of longshoremen's strike.

LEONARD NORKGAUER, Agent.  
Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, June 7, 1916.

No meeting. Few members ashore.

HARRY POTHOFF, Agent.  
P. O. Box 54.

## DIED.

Charles Miller, No. 2011, age 33, a native of Russia, died at Alameda, Cal., June 18, 1916.

Gottfried C. Sievers, No. 2490, age 23, a native of Germany, died at San Pedro, Cal., June 19, 1916.

The gunmen brought to San Francisco and Oakland have already committed two cold-blooded murders. In both instances the unfortunate victims were strikers and members of the Longshoremen's Union. The least that might be expected of the authorities in the bay cities is the immediate disarming of all the imported thugs. If the cutthroats who serve as guards or strike-breakers are to be permitted to shoot innocent people on sight, then the innocent people must, in sheer self-defense, arm and retaliate. It is all up to the guardians of law and order!



## THE TRAMP.

The Bishop had been in fine form that morning. To a congregation of some ten thousand "Kitcheners" he had preached on the text, "Let brotherly love continue"; and, inspired by the beauty of his surroundings—the camp lay at the foot of old chalk hills that went rolling away to infinite blue distances—he rose to great heights of eloquence, at certain moments of which he saw himself a second Peter the Hermit, dedicated to the special service of rousing the manhood of his country to go forth, clad in the breast-plate of righteousness, to fight for liberty and truth. He tried hard to attribute his inspiration to the spirit that is poured down (as a great marvel) upon all bishops and curates; but he could not help giving himself a little human credit, too, for having sent his vast congregation back to its tents, burning to overcome the powers of darkness that are confined—for the period of the war only—to the district labeled Germany.

Unfortunately, the curate-in-charge from the neighboring town, who had been told off to show the Bishop the record view of five counties from the Beacon Hill, was a little too careworn to respond to the Bishop's exalted mood. His vicar had been one of the first to volunteer for a chaplaincy at the front, and the incessant claims of a large industrial parish left him little time to cultivate the graces of the spirit. No sooner did he hear what the Bishop's text had been than he completely dried up, to use the Bishop's words (breezy expressions were his strong point, on the human side); and the distinguished Churchman, a little damped by his silent companion, hailed with some relief the appearance of a third person, albeit a woman, and of the vagrant class, upon whom they came as they toiled up the hill-side.

She sat at the edge of the beaten path, looking away to the west, where the five counties met the unfathomable mist. Behind her was a little hut thatched with heather, set in a hollow of the hill; in its shelter a kettle was boiling over a wood fire. The Bishop paused and greeted her with the open-hearted geniality that had been his greatest asset through life. "A magnificent view!" he remarked. "Five counties, I am told."

"The whole world, if you have eyes to see," said the woman, without looking at him.

"No doubt, no doubt," agreed the Bishop; "though most of us are content to see no further than Berlin just now, I fancy!" He chuckled amiably at his little pleasantry.

"If I could see no farther than that I think I should want to die," said the woman, and she rose abruptly and went to tend her fire.

"Come, come! Things are not so bad as that—dear me, no!" said the Bishop, following her. The woman was evidently in trouble; and his large, kind heart, reinforced by firm democratic principles, would not allow him to pass by on the other side, as the curate, now half-way up the summit, had done. "I am afraid you are unhappy," he continued gently.

"Does it matter to you if I am?" she asked.

"I am a minister of Christ," he told her.

"A Bishop," he added, as she did not seem to understand.

"Oh!" she said, with a glance over her shoulder at his khaki uniform. "You do not look like one." She rose up suddenly, and threw out her hands to the blue distance. "Unhappy!" she echoed passionately. "My sons are killing their brothers out there, and I cannot make them hear!"

"They are fighting for you," the Bishop reminded her.

"They could do that without going to war," was the disconcerting reply. "When the world was at peace, I cried out to them to defend my womanhood against the greatest enemy of all—the enemy at home. They didn't think it worth while to fight for me then."

This very mistaken view of the greatest war the world has ever known fluttered the Bishop considerably. He wondered how Peter the Hermit would have dealt with so erring a sister, and decided regretfully that erring sisters were shut up in nunneries in those early days. He pulled himself together and met the situation with as much delicacy as the rather trying circumstances allowed. "If the enemy came and assailed your—ahem! your honor, as in the case of our poor Belgian sisters, you would understand why your sons have gone to fight for you," he pointed out.

Her reply was not in the least delicate. "My honor cannot be assailed," she said scornfully. "If you mean my body, ten thousand times sooner would I suffer it to be destroyed than see my sons killing one another to save it!"

"You have been thoroughly misinformed, my good woman," said the Bishop, his embarrassment forcing him to a side issue. "You should—ah!—read the papers more carefully. Your sons are not killing one another. They are endeavoring to kill the sons of the enemy."

She looked him straight in the face for the first time. "Every man is every woman's son," she said, and went into her little house and shut the door in his face.

The curate explained some of the mystery that surrounded the woman, when the Bishop, hot and disturbed, rejoined him on the hilltop. "She is the widow of our young Squire," he told him. "When her husband was killed at Mons, she sold all the estates he left her and gave the money to the poor, and has been living like a tramp ever since. The poor people come for miles round to visit her; they look upon her as a saint."

"Ah, poor soul!" said the Bishop, charitably. "Sorrow has turned her brain. Lucky for her she is a woman; otherwise, holding the opinions she does—"

"I have heard of a man holding just those same opinions," said the curate, "about turning the other cheek to your enemy, and all that—"

"Ah!" cried the Bishop. "Did they prosecute him under the Defense of the Realm Act?"

"No," answered the curate. "They crucified Him."—Evelyn Sharp, in the *London Herald*.

Generally speaking, if the man who considers himself "ahead of the times" would pause and look backward he would find that he is merely proceeding in a direction opposite to that of the times.

Demand the union label upon all purchases!

## FEMALE WORKERS IN JAPAN.

An M. D., who has specially studied female factory labor from medical and hygienic point, gives this gloomy picture of the conditions of the female operatives in Japan:

"Female workers in Japanese factories number 500,000, of whom 300,000 are under 20 years of age. Out of this army of women operatives 400,000 are engaged in the spinning, weaving and dyeing industries. Seventy per cent. of these women live in the factory quarters, which means a sort of confinement. Work in the raw silk factories lasts 13 to 14 hours a day on an average, and that in the weaving mills 14 to 16 hours. The remaining hours are devoted to sleeping, bathing, toilet, etc. It is not surprising that the health of these young women is seriously injured by such conditions. With regard to the spinning mills, female workers are put to night work every seven or eight days. Night work affects the workers' health so severely that at the end of a week they lose considerable weight. This loss may be partly recovered during the succeeding week on the day shift, but the night work, though intermittent ultimately wrecks the health of the workers. None can stand the strain for more than a year, when death, sickness, or desertion is the inevitable outcome. The consequence is that eighty per cent. of the female workers leave the factories every year through various causes, but this loss is immediately replenished by new hands.

"The food provided by the factory boarding-houses may be tolerable to the class from which the women are recruited, but as to the other accommodation it is simply sickening. The women on the night and day shifts are obliged to share one bed, which is neither aired nor dusted, and never exposed to the sun, since as soon as one leaves it, another takes her place. Consequently consumption spreads among the operatives like an epidemic.

"The number of women who are recruited as factory workers reaches 200,000 every year, but of these 120,000 do not return to the parental roof. Either they become birds of passage and move from one factory to another, or go as maids in dubious tea-houses or as illicit prostitutes. Among the 80,000 women who return to their homes, something like 13,000 are found to be sick, about 25 per cent. of them having contracted consumption. The death-rate from consumption of female factory operatives is, as reported to the police, 8 per 1,000; but the death-rate from the same disease after their return home is 30 per cent." (*The Japan Chronicle*, March, 1914).—Reprinted in "*The Japan Year Book*," 1915.

## "THEIR MASTER'S VOICE."

"March now or you will have to march later," was the hint conveyed to Chicago employes by the Illinois Manufacturers' Association. Cautious employes construed the words: "You will have to march later," as having reference to a march out of their jobs. So they prudently marched in the parade. As more than one expressed it in private conversation, "We don't have to march, but we must."—*The Public*.



**PREPAREDNESS.**

(By Charles Erskine Scott Wood.)

I believe in a "Preparedness" of construction not of destruction.

I do not believe the way to prepare for peace is to prepare for war the conflagration in Europe gives the lie to this. You get what you prepare for. They prepared for war and got it. I do not believe we need fear Europe in her exhaustion if we did not in her strength.

Does any one believe, seriously believe, the United States—the blood kin to all of Europe—need fear Japan? Japan is busy enough with Asia.

But if there be a risk, I think it better to take the chance, rather than the certainty of creating a military caste—a military spirit, a military standard of glory and patriotism in this country.

I know that "Preparedness" adds hundreds of millions to the tax burden (and the toilers finally pay the tax), but I see beyond this.

I know the battleship builders and munition makers will reap great profits, but I look beyond this.

I know the investors in foreign securities and in Mexican lands, mines and railways will feel they have an army to fight for them, but I look beyond that.

I see the children taught military ideals, blind obedience and an unquestioning "Patriotism" in the schools.

I see this young isolated country picking up the pestilence of feudal militarism just as Europe is burning it out.

I know there is not a French toiler, a German, Russian or Englishman who is really interested in this war. They turned in twenty-four hours from good will and intermarriages to a hate which is causing even the legless and armless wrecks in the trenches to tear each other like maniacs. Why? What was their quarrel? What will they gain out of the final settlement? Are they acting by reason, or by passion inflamed by their rulers?

I see it as a war of "Preparedness" brought on by the masters, and fought for the masters.

I remember the words of Tolstoy which are indeed the words of history:

"To keep the majority in submission, the minority in power employs the military caste. Every government needs the army first of all to keep its own subjects in submission and make it safe to exploit labor."

I see that Preparedness means—we are setting our feet in that same path. Whether those now shouting for it know it or not, there are those who do know that in the future inevitable conflicts with Labor and the masses, a trained military caste will be valuable.

Labor will not be of that caste. Labor will have no arsenals, guns or ammunition of its own. The militia will be the middle class—the laboring class has no time. The middle class has always been the servants of the ruling class.

I do not fear a war from the outside, but I do fear one from the inside, if this "Preparedness" is carried into effect. For I believe it will make the peaceable solution of the economic social problem impossible.

I believe in another sort of preparedness. Prepare the children with ruddy cheeks and sturdy arms and legs. Prepare for them a

happy childhood and schools which teach life, not only books. Be not afraid for truth, and broad toleration of every discussion. Prepare a government for the people, not the people for the government.

Prepare for liberty, not slavery.

Prepare a press which is for truth and not a prostitute for privilege. Prepare a pulpit which is for knowledge—lead where it may. Prepare courts which are for the Justice of Life, not of the law. Prepare a society in which there will be no unemployed in this undeveloped generous country. Prepare for the children a world where each may have his full share of life, love and happiness.

There is no preparation with force that will not end in force. No preparation to argue with bullets but the arguments will be with bullets. In "Preparedness" I foresee the forcible suppression of the struggling masses till it end in bloody revolution.

**PAINLESS WARFARE.**

We have already heard how the French have learned to distinguish between "good Germans" and "bad Germans" in the opposing trenches, through the fact that the "good" Bavarians do not harass the foe unnecessarily, and exhibit even a friendly mien when duty is not calling, while the "bad" Prussians never relax from the stern discipline imposed upon them. Here is a story of a "good" German who discovered probably the least disagreeable form of warfare it is possible to wage in these days. The story is quoted by The Catholic Citizen:

A German priest visited the war-front, where he met a Bavarian infantryman sitting in a deep hole.

The soldier asked the priest for the loan of his field-glasses. He then asked him to enter the hole and watch him catch a French cuirassier. While the priest looked, a French officer fell from his horse. The Bavarian descended from the tree and caught the horse, which was on the point of running away. In the meantime the priest attended to the Frenchman, whom the horse had dragged a short distance.

"Pastor, have no care," the Bavarian said; "I have not hurt him."

In fact, the Frenchman was only unconscious. The priest then learned how the Bavarian had fired. The bullet had struck the heavy cuirassier-helmet, and the man was knocked unconscious.

"In order to perform this," the Bavarian sharpshooter added, "one must have a safe hand and good eyes."

The Union-Castle Steamship Company is already considering the question of arranging for one of its vessels to call at the ports of the conquered German territory in South West Africa; such an arrangement would be in the form of an experiment, and its continuance would depend on the measure of support that is forthcoming. The Ellerman-Bucknall Company is also considering the possibility of establishing communications with the ports. When the Germans were in possession, British steamship lines were not allowed to call at Swakopmund and Luderitz Bay.

America exploited and armed is the ideal of a false Patriotism.—Herbert S. Bigelow.

**NOTICE TO SEAMEN.****IMPORTANT.**

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Faternally yours,

LAKE SEAMEN'S UNION,  
V. A. OLANDER, Secretary.

**LAKE DISTRICT, I. S. U. of A.****HEADQUARTERS:**

LAKE SEAMEN'S UNION,

570 West Lake Street, Chicago, Ill.

**BRANCHES AND AGENCIES:**

BUFFALO, N. Y. .... 55 Main Street  
Telephone Seneca 936 R.

CLEVELAND, O. .... 1401 W. Ninth Street  
Telephone Bell Main 1842.

MILWAUKEE, WIS. .... 133 Clinton Street  
Telephone South 240.

ASHTABULA, O. .... 21 High Street  
Telephone 552.

NORTH TONAWANDA, N. Y. .... 152 Main Street  
Telephone Bell 2762.

DETROIT, MICH. .... 15 Twelfth Street  
Telephone 3724.

SUPERIOR, WIS. .... 1721 N. Third Street  
Telephone, New, Broad 385.

BAY CITY, MICH. .... 108 Fifth Avenue

OGDENSBURG, N. Y. .... 70 Isabella Street

CONNEAUT, O. .... 922 Day Street

SOUTH CHICAGO, ILL. .... 9142 Mackinaw Avenue

PORT HURON, MICH. .... 517 Water Street

ERIE, PA. .... 107 E. Third Street

**MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.****HEADQUARTERS:**

71 Main Street, Buffalo, N. Y.  
Telephone Seneca 48.

**BRANCHES:**

CLEVELAND, O. .... 1185 W. Eleventh Street

CHICAGO, ILL. .... 406 N. Clark Street

MILWAUKEE, WIS. .... 151 Reed Street

DETROIT, MICH. .... 27 Jefferson Ave., East

SUPERIOR, WIS. .... 1814 Fourth Street

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Duluth, Minn. .... Manitowoc, Wis.

Escanaba, Mich. .... Marquette, Mich.

Grand Haven, Mich. .... Milwaukee, Wis.

Green Bay, Wis. .... Saginaw, Mich.

Houghton, Mich. .... Sandusky, O.

Ludington, Mich. .... Sault Ste. Marie, Mich.

Manistee, Mich. .... Sheboygan, Wis.

Erie, Pa. .... Superior, Wis.

Menominee, Mich. .... Toledo, O.



## WEEKLY NEWS LETTER.

(Continued from Page 3.)

government could commit—the act of making war—was not an exception. Justice Higgins referred to the war against the American colonies, pointing out that there were public men in England, who, regardless of charges of unpatriotism, urged the reasonableness of the American view. Those were the men whose names were now the most cherished and honored of that epoch—the Earl of Chatham, Rockingham, Fox, Burke, Savile, Hartley, Keppel.

Let men retain the right of full freedom of discussion, he urged. Let minorities have their say. The best way often to kill a mistaken opinion was to let it be exposed to the full light. Let men say what is in them and not make of them liars and hypocrites. As for themselves, continued Justice Higgins, it was an essential moral discipline to let those who differed from them have their say, to consider their views and if they found that they had been wrong, to admit it and change their ways.

## Workers "Done Up" Through Long Hours.

In the current issue of the Monthly Review, published by the United States Bureau of Labor Statistics, extended reference is made to the findings of a committee appointed by the British government to investigate conditions of workers in English munitions plants.

These three systems are in vogue in munitions factories: One shift of 13 and 14 hours (the overtime system); two shifts of 12 hours and three shifts of eight hours. It is stated that the last system appears to yield the best results in the long run, for "the strain of night work, indeed strain generally, is sensibly diminished, greater vigor and work is maintained throughout the shift, less time is lost by unpunctuality or illness, and there is less liability to accident." The committee recommends the adoption of the three-shift system, without overtime, wherever a sufficient supply of labor is available.

The committee found that the reason why workers feel "done up" is because of persistent long hours and an absence of their weekly rest. It is declared that this "staleness" is becoming increasingly common, and that "for the avoidance of staleness in conditions of strenuous labor it is not enough to treat workmen in the bulk and to regulate daily and weekly rests upon a physiological basis devised for the average."

Night work is vigorously condemned on the theory that it is uneconomical, that supervision is unsatisfactory, and that workers not only find it difficult to sleep during the day but their unusual meal hours make it difficult to consume substantial food and deranged digestion results.

The committee says that the true sign of fatigue is diminished capacity and that measurement of output in work will give the most direct test of fatigue.

A feature of this report is the absence of any charge that workers are wilful "slackers." The public press in England and America gave much publicity to this charge several months ago, but the committee makes flat declaration that it is a

physical impossibility for men to avoid "growing stale" where they are compelled to work long hours.

It is stated that, as a whole, munitions workers have been allowed to reach a state of reduced efficiency and lowered health which might have been avoided without reduction in output.

The report is a complete vindication of organized labor's position on the shorter workday.

## "Speeding Up" System Defeated.

The House of Representatives rejected an amendment to the Naval Appropriation bill which would permit the use of the "stop watch," "speeding up," and other unscientific and man-killing systems in the Government Navy Yards. This amendment was introduced by Congressman Browne of Wisconsin. As a member of the House Committee on Labor, he recently signed a minority report in favor of the Taylor system.

Congressmen Keating (Colorado) and Nolan (California), members of the House labor group, led the fight against the amendment. Both of these Congressmen are members of the Committee on Labor, which made a favorable report on the Tavenner (anti-"stop watch") bill.

Congressman Keating said that "it has been testified repeatedly that you can have an efficiency system without the 'stop watch,' the premium or the bonus system." He declared that the leaders of the "stop watch" advocates before the Committee on Labor were James A. Emery of the National Association of Manufacturers and General Crozier, Chief of Ordnance, United States army. Reference was made to the former's attempt to defeat the pending child labor bill and to his lobbying methods as shown by a Congressional expose of the National Association of Manufacturers.

Congressman Nolan declared that Congressman Browne "was not present at most of the hearings and did not have the opportunity to hear the testimony of those in favor of the Tavenner bill." The California union iron molder further declared that while the Committee on Labor was taking testimony on this bill "not one of the gentlemen who appeared and represented himself as an efficiency expert and a scientific management engineer had ever had any practical shop experience." He insisted that "scientific management," as urged by friends of the Browne amendment, would merely develop a small group of "highly trained, time and motion study men" who would acquire all the knowledge in industry with American laborers and artisans trained in one simple operation.

## Labor Injunctions the Leading Issue.

At a conference in Chicago of nearly 350 organized workers from every section of the State, called by the Illinois State Federation of Labor to discuss the increasing number of labor injunctions, it was unanimously agreed that this question be made the paramount legislative measure and that from now on everything else be subordinated to the supreme effort of securing the enactment of legislation that will regulate the issuance of injunctions in strike times, similar to that contained in the Clayton law.

The conference declared that through strained constructions of the law volun-

tary organizations of workers, formed for mutual protection and not for profit, are placed in the same category as unlawful combinations, and that equity courts have extended their powers until now they issue injunctions denying workers the constitutional rights of free assemblage, free speech and the freedom of the press.

In an address to the conference President Gompers referred to the growing revolt of workers everywhere against labor injunctions and in his plea for harmony and determination, said:

"Politicians nor statesmen—call them by any name that you will—they will not give heed unless they know and are made to feel and understand that you are in earnest, and that no matter what the man may be, or what the party may be, that unless it is used as an opportunity to enact these declarations into the laws of the State, that you are going after them—men or party—that you are going to be true, to stand by your friends, defeat your enemies, no matter what their party, what their color, and what their protestations upon any other subject may be."

## Correctly Stated.

At a trade-union meeting in Chicago one of the speakers said:

"Quite frequently one hears an employer advocate 'the principles of the open shop.' This statement is wrong. To speak correctly, he should say, 'the principles of the non-union shop.'"

## "LIBERTY" IN PITTSBURGH.

(Continued from Page 7.)

ment" men, bankers, lawyers, politicians and others, are asked by these jury controllers to suggest names for the jury wheel. It can be imagined what a fat chance men of real labor sympathies have of getting their names in the jury wheel. The commissioners and their associates can reject any names submitted. They pick where to go for suggestions. From 5,000 to 6,000 names get into the wheel each year, out of the 200,000 or so of men who live in Allegheny County.

The political machine which directs the legal administration of injustice in the Pittsburgh industrial district is directed, owned and controlled by the Steel Trust and its associated financial interests. The officeholders in this political machine, whose family trees grew in London, Limerick, Bethlehem, Paris and Berlin, foster and play upon a prejudice against "foreigners" whose family trees grew in Croatia, Lithuania, Sicily and Poland. They resort to this and every other sort of political trick and intellectual fraud to cover both the methods of their persecution and the animating motives of their practices.

Out of this mess of legalized injustice one good extra-legal thing is coming. That good thing is the perception by all groups (and hitherto factions) of the workers of their mutual interests, their mutual necessities of standing together. Representatives of organized and unorganized workers in the Pittsburgh district have been victims together and have resented the injustice together. As union and non-union, Socialist and other workers have been prosecuted and tried together, so lawyers for the American Federation of Labor, for the Socialist party, and for the local small federation called the American Industrial Union, and lawyers individually employed or volunteering their services have worked together in court, throwing the fortunes of all the defendants into a common pot. The American Federation of Labor (or its affiliated International Association of Machinists) has sent from Toledo its regular attorney, Frank L. Mulholland. The Socialist Party has sent from Chicago its attorney, Seymour Stedman. The local attorney of the A. F. of L., John W. Glocckner, and William J. Brennan, also a Pittsburgh labor lawyer, have worked with the first two national lawyers and with William H. Pratt for the American Industrial Union. The defense work of the trial lawyers reflects the union for defense that all workers are beginning to feel the vital need of, against such private ownership of public law and justice as this Pittsburgh persecution of workers has exemplified.

Demand the union label upon all purchases!



## STATE SOCIALISM IN ENGLAND.

"For example, we are adopting revolutionary measures which it may well be doubted whether any Socialist would have ventured seriously to propose even in a book for adoption 12 months ago.

"We are limiting the profits which capitalists may make during the war. We are suspending all the rights and privileges acquired by the trade unions during the past century. And, in addition, we are taking into the hands of the Government the greater part of the whole trade of the country.

"We have given protection to the banks, the insurance companies, the Stock Exchange, the acceptors of bills, and so on. We have taken the wheat trade of India into our hands. We have taken the buying of food from Argentina also into our hands.

"In fact, we have adopted State Socialism to so large an extent that it is hardly an exaggeration to say that England at the present time is practicing Socialism.

"Does anybody seriously believe that this great experiment will not arouse ardent hopes and poignant fears, and that when the time comes for determining what is to be our future policy we shall have before us a period of serious disagreement?"—The Statist.

## RUM AND MAHOGANY.

What will the schooners, laden with New England rum for West Africa, bring home? That question may have puzzled many, says the Providence Journal, who have noted the strange revival of the rum traffic that used to flourish in the slavery days. It may have been thought that the rum paid for the round voyage. A four-masted schooner, the first to go out, has now returned to Boston with 486,673 feet of mahogany in logs from West Africa, a cargo of no small value. The round voyage has consumed seven months, the loading of the mahogany being a slow process owing to West African labor conditions. At the dock was another capacious windjammer ready to sail with 200,000 gallons of rum, 1500 barrels of flour, and other things that the natives seem to be in need of. As many as six sailing vessels have entered this trade since last spring.

## INCREASE OF AMERICAN SHIPPING.

The monthly additions to the American merchant fleet during the current fiscal year from construction in American shipyards and from the admission of foreign-built ships to American registry under the Ship Registry Act of August 18, 1914, are shown below:

| Month.          | Built in United States. |             | —Foreign Built— |             | —Total— |             |
|-----------------|-------------------------|-------------|-----------------|-------------|---------|-------------|
|                 | Number.                 | Gross Tons. | Number.         | Gross Tons. | Number. | Gross Tons. |
| 1915.           |                         |             |                 |             |         |             |
| July .....      | 139                     | 16,565      | 2               | 2,910       | 141     | 19,475      |
| August .....    | 94                      | 15,410      | 4               | 12,599      | 98      | 28,009      |
| September ..... | 83                      | 14,301      | 5               | 11,776      | 88      | 26,077      |
| October .....   | 88                      | 17,368      | 8               | 19,467      | 96      | 36,835      |
| November .....  | 70                      | 23,841      | 3               | 6,322       | 73      | 30,163      |
| December .....  | 32                      | 20,307      | .....           | .....       | 32      | 20,307      |
| 1916.           |                         |             |                 |             |         |             |
| January .....   | 48                      | 26,408      | 1               | 707         | 49      | 27,115      |
| February .....  | 44                      | 32,562      | 3               | 7,096       | 47      | 39,658      |
| March .....     | 81                      | 35,494      | 1               | 1,388       | 82      | 36,882      |
| April .....     | 114                     | 25,828      | .....           | .....       | 114     | 25,828      |
| May .....       | 114                     | 61,881      | 7               | 18,203      | 121     | 80,084      |
| Total .....     | 907                     | 289,965     | 34              | 80,468      | 941     | 370,433     |

## "FREEDOM OF THE SEAS."

What freedom of the seas actually means is lucidly set forth and explained by the New York World in an article containing these pertinent remarks:

"It was a denial of the freedom of the seas that led to our war with Great Britain in 1812. Both England and France at that time adopted the principle that 'he who is not for us is against us,' and as neutrals we were excluded from every sea. By their orders in Council and their decrees, American commerce was destroyed. Our battle-cry then was 'Free Trade and Sailors' Rights!'—not the free trade of the political economists, but the free trade of free seas, war or no war."

The American position to-day, with regard to freedom of the seas, is or should be as it always has been. There should be no weakening or surrender to the demands of any foreign power.

There was a time when Spain and Portugal—then great sea powers—denied to England the use of the Pacific and Indian Oceans. And it is also true that England once compelled all foreign ships to strike their flags when entering British waters.

But those days of dominance are long past. This country now demands that freedom of the seas shall be something more than a name, whether in British waters or in those of any other part of the world.—Sacramento Bee.

## DENMARK'S NEW CONSTITUTION.

The new constitution of Denmark, which passed the Danish Parliament unanimously a year ago, went into effect on the fifth. This constitution, which is said to be the most democratic in Europe, abolishes all political privileges based on the ownership of land or capital. Universal equal suffrage is given to all men and women 25 years of age. The membership of the lower house is increased from 114 to 140, that of the upper house from 66 to 72. The life of the lower house has been extended from three to four years, and the upper house from 6 to 8 years. The age limit of the lower house has been reduced from 30 to 25 years; the upper house remains at 30, with the provision that it be reduced one year at each succeeding election until the age of 25 is reached. The right of dissolution which formerly rested with the upper house, now, under certain conditions, rests with the lower house. Numerous other provisions looking toward applied democracy have been made in the new constitution.

For fair products of all kinds consult the JOURNAL's ad columns.

## Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

## International Seamen's Union of America

(Continued from Page 5.)

## MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

## Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

## Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.

PORTLAND, Ore., 242 Flanders St.

SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

## MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

## Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

## Branches:

SEATTLE, Wash., Room No. 203, Grand Trunk Dock. P. O. Box 214.

PORTLAND, Ore., 39 Second St. N.

SAN PEDRO, Cal., P. O. Box 54.

## ALASKA FISHERMEN'S UNION.

## Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

## Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

## DEEP SEA FISHERMEN'S UNION OF THE PACIFIC.

## Headquarters:

SEATTLE, WASH., 84 Seneca St.

## Branches:

VANCOUVER (B. C.), Canada, 437 Gore Ave.

PRINCE RUPERT (B. C.), Canada, P. O. Box 968.

## UNITED FISHERMEN OF THE PACIFIC.

ASTORIA, OREGON, P. O. Box 138.

## BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.

SAN FRANCISCO, Cal., 10 East Street.

SACRAMENTO, Cal., 200 M Street.

## The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia  
29 ERSKINE STREET, SYDNEY, N. S. W.



## Labor News.

Anchor Line dock workers of Erie, Pa., have raised wages to 30 and 40 cents an hour for warehouse and boat work, respectively.

Governor Whitman, of New York, has vetoed the Argetsinger bill, which was opposed by organized labor on the ground that it lengthened the hours of women employed in canneries.

As the result of a strike that lasted less than a week, the Broom-makers' Union of Sioux City, Iowa, has raised wages of all members \$1.50 a week. The reason for this success is a 100 per cent. organization.

Armature workers employed by the Frank Ridlon Company of Boston have won their three weeks' strike. The demands of the union for an increase of ten cents an hour over the present wage of forty cents, and an eight-hour day, have been granted.

Unorganized employes at the Vulcan Detinning Works, of Streator, Ill., struck for better conditions. Later they organized and secured the union shop, wage increases of 25 cents a day, the check-off system, and reduced the workday one-half hour.

The Georgia State Federation of Labor is preparing to submit these proposed laws to the State legislature, which convenes June 21. To regulate issuance of injunctions, to provide for compulsory education, free text books, semi-monthly pay day and a public printer.

Dyers and Mercerizers' Union of Philadelphia, affiliated with United Textile Workers' Union, has won its six months' strike for higher wages. The strike started in November, last year, and included about a score of workers. Later about twenty shops became involved and over five hundred unionists struck. Wages are increased from 25 cents to 30 cents an hour.

"Modern industrial conditions are creating thousands upon thousands of blind-alley jobs," says the Evening Blade, of Toledo. "In highly specialized manufacturing establishments there are scores of mechanical operations which can be mastered quickly, in a few hours, or, at most, in a few days. The machine operator does exactly the same thing, hour after hour, day after day, week after week, with scant prospect for advancement to a more important position."

Medical care in the rural districts had fallen to the point where only 17 per cent. of country school children are normal in every respect, Dr. W. E. Lower, president of the Ohio State Medical Association, declared in an address at the association convention in Cleveland. He suggested the establishment of medical centers at county seats from which all doctors in rural communities could work, and where up-to-date surgical appliances could be maintained.

The Bakers' Union of St. Louis, Mo., has won a twenty years' fight against the American Bakery Company, and the six local bakeries controlled by this concern have signed an agreement. Hereafter eight hours will be the rule. Formerly the work day ranged from 9 to 12 hours. The agreement establishes the union scale for 350 workers. The unionists say that every wholesale bakery in St. Louis, except three small ones, is now working under union conditions.

## SEATTLE, WASH.

Office Phone  
Elliott 135

## MARSHALL'S NAVIGATION SCHOOL

DAY AND NIGHT

Up-to-date methods in Modern Navigation and Nautical Astronomy  
Compasses Adjusted

301-2 P. I. BUILDING, Next to Post Office  
Established 1890 SEATTLE, WASH.

## THE HUB

Shoe and Clothing Company  
UNION MADE HEAD TO FOOT  
OUTFITTERS

615-617 First Ave. Opp. Totem Pole  
SEATTLE, WASH.

## ALASKA HOTEL

CORNER WESTERN AVENUE AND  
SENECA STREET

New Building—New Furniture  
25 cents and up per Day  
Special Rates Per Week  
FREE BATHS

PETER DESMORE, Proprietor  
SEATTLE

## DANIEL LANDON

Attorney and Proctor in Admiralty  
1055 Empire Building

Second Ave. and Madison St.  
Seattle, Wash.

## Union Store

Best Line of Men's Suits

Overcoats, Raincoats, Shoes, Hats  
and Men's Furnishings

CARL SCHERMER

103-107 First Avenue South  
Near Yesler Way SEATTLE

## Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

|                      |                    |
|----------------------|--------------------|
| Abrahamsen, John     | Laine, A. V.       |
| Andersen, And.       | Larsen, Nels       |
| Anderson, J. -1048   | Leonard, Geo.      |
| Anderson, Alf. -1638 | Le Meus, Aug.      |
| Anderson, K. E.      | Mathison, Nils     |
| Ackerson, A. R.      | Macfarlane, Jas.   |
| Augustin, Herman     | Madsen, Brynolf    |
| Backman, Thorsten    | Mostad, Leonard    |
| Bekker, G. J.        | Morrisay, James    |
| Bjerke, Ole          | Mynkmeier, H.      |
| Caleen, A.           | Naro, H.           |
| Christoffersen, John | Nelson, A. W.      |
| Cottingham, F.       | Nielsen, Estwan    |
| Connouton, T. H.     | Ness, John         |
| Doran, Eugene        | Nilson, H. P. L.   |
| Duncan, Geo.         | Nygard, Oluf       |
| Eaton, I. N.         | Nelson, Ed.        |
| Erdman, Paul         | Nielsen, J.        |
| Eriksen, Nils        | O'Keefe, P.        |
| Eriksen, Olaf        | Olsen, C. A. -1303 |
| Erikson, Otto        | Olsen, Ernest      |
| Eugh, I.             | Olsen, Herman      |
| Fenes, I.            | Olsen, A. M. -944  |
| Forslund, V.         | Olsen, Johan Gre-  |
| Frisolt, J.          | garlsen            |
| Gardner, W.          | Olsen, Andy        |
| Graae, C.            | Olsen, C. -584     |
| Ilaas, W.            | Oseberg, A.        |
| Hansen, Oscar        | Petersen, P.       |
| Harjes, H.           | Petersen, Hugo     |
| Hangerud, H. O.      | Petersen, A. -1720 |
| Hilborn, J. A.       | Petersen, C. -1486 |
| Haug, G. H.          | Pedersen, Louis    |
| Holm, C.             | Petersen, Thomas   |
| Holten, E.           | Paulson, A.        |
| Haring, A.           | Quigley, R. E.     |
| Halvorsen, John L.   | Rieter, Otto       |
| Hernes, John         | Reiley, R. T.      |
| Hansen, Charlie      | Schram, Albert     |
| -967                 | Shaukat, Hans      |
| Heilison, H.         | Seggala, E.        |
| Iversen, Ole         | Seirln, T. R.      |
| Jacobsen, M.         | Sorensen, Geo.     |
| Jacobsen, Anton      | Sundt, Albert      |
| Jacobsen, Oscar      | Strand, Chas.      |
| Johnson, Andrew      | Swanson, Reuben    |
| Johnson, C. R.       | Samuelsen, W. L.   |
| Johansen, H. C. L.   | Schaurman, W.      |
| Johanson, Aug.       | Tho, J.            |
| Jensen, Hans         | Taft, Hans         |
| Jones, J. H.         | Thostrup, L.       |
| Jorgensen, Fred      | Thomlinen, J.      |
| Junge, Hanwick       | Thorsen, Andrew    |
| Kjorsvik, Johan      | Trabaut, M.        |
| Kristiansen, Nils    | Wetland, John      |
| Koske, Juko          | Weklund, W.        |
| Kroon, Zion          | Westerlund, Albert |
| Kylander, H.         | Werner, Paul       |
| Krohn, Heinrich      | Wlek, John         |

## FREE LAND IS THE ONLY BASIS FOR FREE MANHOOD

Sign and get others to sign the  
Singletax Statewide Initiative  
STATEWIDE SINGLETAX LEAGUE  
960 Pacific Building  
Office open until 10 P. M., including Sundays  
League Meets Every Wednesday Night,  
Assembly Hall, Pacific Bldg.

Phone Main 1202

## L. V. WESTERMAN CLOTHIER

FURNISHER and HATTER  
ALASKA OUTFITTER

220-222 First Avenue South, at Main  
SEATTLE

## BONNEY-WATSON CO.

FUNERAL DIRECTORS AND  
EMBALMERS

Private Ambulance Service  
Crematory and Columbarium in  
Connection

Broadway at Olive St. East 13

## PUGET SOUND NAUTICAL SCHOOL

Conducted by CAPTAIN H. S. SMITH  
Four years Assistant Inspector of Steam-  
boats, Puget Sound District. Formerly  
Instructor in New York Nautical College.

Room 4187 ARCADE BUILDING  
Next Room to Masters, Mates and Pilots  
Association  
SEATTLE, WASH.

## K. K. TVETE

Dealer in

Clothing, Shoes, Hats and  
Gents' Furnishing Goods

108-110 MAIN STREET

Squire-Latimer Block, Seattle, Wash.

## Tacoma Letter List.

|                      |                  |
|----------------------|------------------|
| Adolfsson, Gottfrid  | Magnusson, Chas. |
| Busch, Hans          | -718             |
| Farrell, William     | Marks, Thorvald  |
| Hoseth, Kristian     | Murphy, Daniel   |
| Hunter, Gilbert H.   | Olsen, Martin E. |
| Iceberg, T.          | Olsson, Per      |
| Jensen, Hans -1555   | Patterson, John  |
| Johannsen, Christian | Rimmer, C. M.    |
| Johnson, Hans        | Sater, Erik      |
| Linea, W.            | Ullman, Emil     |
| Line, Wiktor         | Vigen, Elias     |

## HARRY W. LEVY

CLOTHING AND FURNISHINGS

Union Made Goods, Hats, Shoes,  
Trunks and Suitcases  
Fishermen's and Sailors' Supplies

(OLD TOWN) Tacoma, Wash.

Main 8393

## FRANK LAVINE

Dealer in

UNION MADE CIGARS AND  
TOBACCO, ETC.

Wholesale and Retail  
Pool in Connection

(OLD TOWN) Tacoma, Wash.

## INFORMATION WANTED.

Anyone knowing the whereabouts  
of John Burke, No. 2, a member of  
the Marine F. O. and Watertenders'  
Association of the Great Lakes, last  
heard of in Chicago, will please com-  
municate with Mrs. Julia Noonan,  
276 Twelfth street, Jersey City, N. J.

When making purchases from our  
advertisers, always mention the Coast  
Seamen's Journal.

## KELLEHER & BROWNE

THE IRISH TAILORS

716 MARKET STREET

AT THIRD AND KEARNY

SPECIAL THIS MONTH

\$25.00 and \$30.00 Suits

POSITIVELY THE BEST VALUES  
EVER OFFERED



Union Made in Our  
Own Shop

## Eureka, Cal.

## MERCANTILE LUNCH

Is the place for a good and quick service

233 Second Street, Eureka, Cal.

## Teddy & Hagan

Proprietors

## SMOKE

The "Popular Favorite," the "Little  
Beauty," the "Princess" and other  
high grade union-made cigars.

Manufactured by

C. O'CONNOR

612 Fourth St. - Eureka, Cal.

## CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda,  
Cider, Syrups, Sarsaparilla and Iron, Etc.  
Sole agents for Jackson's Napa Soda.  
Also hotellers and dealers in Enterprise  
Lager Beer.

318 F STREET, EUREKA, CAL.

## A GOOD CUP OF COFFEE — or — A SQUARE MEAL

— Try —

EUREKA CHOP HOUSE

Cor. Second and D Sts., Eureka, Cal.  
A. R. ABRAHAMSEN, Prop.

## SEAMEN'S HEADQUARTERS THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Bill-  
iard and Pool Tables, Reading Room  
with latest Swedish, Finn and Nor-  
wegian newspapers

BARBER SHOP

125 D. St., Eureka, Cal.

ED. SWANSON, Prop.

## Eureka, Cal., Letter List

|                  |                   |
|------------------|-------------------|
| Contreras, Julio | Kustel, Victor J. |
| Kyrksliatt, Lars | Kinowsky, A.      |
| Lawrence, Harry  | Ingebretsen, Alf. |
| Melander, G. L.  |                   |

## SPECIAL NOTICE.

Hotel with Restaurant for sale on  
water front. On account of sickness  
will sell at a sacrifice, half or whole,  
hotel of eighty-two rooms and res-  
taurant with liquor license, doing a  
business of three thousand a month.  
For particulars address this office.

## INFORMATION WANTED.

Ingvald Andreas Hansen, alias  
Andrew Hansen, a native of Nor-  
way, age about 36; tall, dark; last  
heard of July, 1905. His address  
then was, Andrew Hansen, Karluk,  
Kodiak Island, Alaska. He is in-  
quired for by his mother. Anyone  
knowing his whereabouts please  
notify Staff Captain Robert Smith,  
district officer, native work, Alaska,  
Box 925, Wrangell. 4-13-15

Olof Pedersen, a native of Nor-  
way, age about 60, supposed to be  
sailing on the Pacific Coast, is in-  
quired for. Anyone knowing his  
whereabouts please notify J. T. Miles,  
761 Greenwich St., New York, N. Y.  
2-16-16

Anyone knowing the whereabouts  
of Thomas Rowe (now aged about  
74), who was at one time a seaman  
and longshoreman on the Pacific  
Coast and also served in the Pacific  
Coast Navy Yards, will greatly oblige  
inquiring relatives by supplying such  
information. Address, Editor, Coast  
Seamen's Journal. 1-5-6



## Portland, Ore.

NEW AND SECOND HAND CLOTHING  
WEINER'S BARGAIN HOUSEShoes, Hats, Suitcases  
Furnishings and Tools  
French Dry and Steam Cleaning  
UNION SHOP35 NORTH THIRD STREET  
Corner of Cauch PORTLAND, ORE.

P. ROSENSTEIN J. G. WOOD

Workingmen's Store  
Importers and Dealers in  
FINE CUSTOM AND READY MADE CLOTHINGGent's Furnishing Goods, Hats, Caps,  
Boots, Shoes, Rubber and Oil Cloth-  
ing, Trunks, Valises, Etc.  
23 N. 3d St., nr. Burnside, Portland, Ore.  
Tel. Main 8295 ROSENSTEIN BROS.

## Willamette Cigar Store

H. SORENSEN, Proprietor  
CIGARS, TOBACCO,  
CONFECTIONERY, FRUIT AND  
SOFT DRINKS  
Corner Front and Burnside,  
Portland, Ore.

## Portland, Or., Letter List.

|                    |                     |
|--------------------|---------------------|
| Andreasen, N. S.   | Jonsson, Karl       |
| Anderson, N. P.    | Jensen, Henry       |
| Anderson, Nils     | Johansen, Nikolai   |
| Anderson, Rasmus   | Johansen, R.        |
| Anderson, Hans     | Karlson, Ingvald    |
| Adolfson, John     | Kronstrand, H. T.   |
| Anderson, John E.  | Kjer, Magnus        |
| Anderson, Hans     | Kristensen, Wm.     |
| Bleile, Ernest     | Kroon, L.           |
| Benson, S.         | Kaskinen, Albert    |
| Bartells, Otto     | Lindberg, A. C.     |
| Bernardsen, Chas.  | Lange, Peter H.     |
| Bugge, Mr.         | Loscher, Joseph     |
| Bernadt, H. W.     | Munchmeier, H.      |
| Carty, Carl        | Molen, Derk von     |
| Dahlstrom, Gust    | Ohlsson, J. W.      |
| Dybdal, Olaf       | Oglive, Wm. A.      |
| Erickson, Eric     | Paulson, Herman     |
| Edstrom, John      | Palm, P. A.         |
| Eriksen, O. H.     | Petersen, John      |
| Fisher, Fritz      | Peltoma, Werner     |
| Gundersen, F. M.   | Roos, Oscar         |
| Gundersen, Fredrik | Reskran, George     |
| Hoten, J.          | Ross, Chas.         |
| Henriks, Waldemar  | Rensmand, Robert    |
| Hecker, Wm.        | Rosenberg, Adolf    |
| Hansen, Hans P.    | Shallies, K. G.     |
| Hagen, Arthur      | Smith, John         |
| Helmanen, Kustaa   | Swanson, John L. V. |
| Hein, M.           | Schroder, Paul      |
| Jespersen, Martin  | Tuhkanen, J. J.     |
| Johnsen, A.        | Westengren, C. W.   |

## Aberdeen, Wash.

When in Aberdeen Trade at  
**BEE HIVE**  
Very best union made Hickey Shirts,  
Oil Clothing, Eureka Boots, Hats,  
Shoes, Underwear, Beddings, Tobac-  
cos, and notions for seafaring men.  
NYMAN BROS.  
304 South F St., Aberdeen, Wash.  
Near Sailors' Union Hall  
Open Evenings

## ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL STOCK OF

UNION MADE CLOTHING, HATS,  
SHOES, COLLARS, SUSPENDERS,  
GLOVES, OVERALLS, SHIRTSA. M. BENDETSON  
321 East Heron Street - - - Aberdeen  
Exclusive Owner of "The Red Front"

## HUOTARI &amp; CO.

Below Sailors' Union Hall, Aberdeen  
GENERAL MERCHANDISE  
and MEN'S FURNISHINGS  
Everything Guaranteed  
Union Made Goods  
Orders taken for Made-to-Measure  
ClothingHUOTARI & CO.  
320-322 So. F. St., Aberdeen, Wash.  
212 Eighth Street, Hoquiam, Wash.  
209 First Street, Raymond, Wash.

## INFORMATION WANTED.

Wilhelm Ekelund, a native of  
Sweden, is inquired for by his  
brother, Axel Ekelund, New Harbor  
Hotel, Drumm street, San Francisco,  
Cal. Anyone knowing his where-  
abouts please notify the above ad-  
dress. 3-10-15Patrick McFee, who was cook on  
board the schooner "Robert Henry"  
on a voyage to Mexico last year, is  
inquired for by the U. S. Shipping  
Commissioner, at San Francisco, Cal.  
9-15-15Named shoes are frequently made in  
Non-Union factories

## DO NOT BUY ANY SHOE

no matter what its name, unless it bears  
a plain and readable impression of this  
UNION STAMP.All shoes without the UNION STAMP  
are always Non-Union.Do not accept any excuse for absence  
of the UNION STAMP.

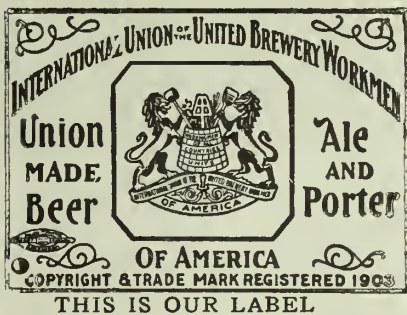
## Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

## VOTE AGAINST PROHIBITION



## DEMAND

PERSONAL LIBERTY  
IN CHOOSING WHAT YOU  
WILL DRINKAsk for this Label when  
purchasing Beer, Ale  
or Porter,As a guarantee that it is  
Union Made

## Aberdeen, Wash., Letter List.

|                            |                     |
|----------------------------|---------------------|
| Andersen, Andrew           | Magnusson, Ernst    |
| Burmeister, T.             | W.                  |
| Bjorklund, G.              | Malkoff, Peter      |
| Benson, W. J.              | Malmberg, Ellis     |
| Bowman, C.                 | Nilsen, Harry       |
| Brogard, N.                | Nielsen, C.         |
| Christiansen, Did-<br>rich | Nordman, Karl       |
| Crantz, F.                 | Paaso, Andrew       |
| Carlson, Walter            | Pettersen, Karl     |
| Davis, Frank               | Peterson, Nels      |
| Debus, Friedrich           | Palmqvist, Albert   |
| Fottinger, Aug.            | Peters, Walter      |
| Gronros, Oswald            | Quiroga, Juan       |
| Gueno, Pierre              | Risenius, Sven      |
| Holmroos, W.               | Rudd, Walter        |
| Hansen, Ove Max            | Schmidt, Heinrich   |
| Hylander, Gustaf           | Scheffner, Bernhard |
| Hansen, Jack               | Sandqvist, Gunnar   |
| Hansen, Thorleif           | Skottol, A.         |
| Johnson, Alex              | Stenwall, Sigurd    |
| Johnsen, Carl              | Scarabosio, M.      |
| Johnsen, F. -1723          | Schmidt, Emil       |
| Johnsen, Hilmer            | Toves, H. C.        |
| Jonsson, E.                | Toren, Gustaf A.    |
| Krause, Otto               | Williams, T. C.     |
| Kuldsen, John              | Waalder, Edgar      |
| Kustel, Victor J.          | Wagner, Ed.         |
| Ludtke, Emil               | Wedqvist, Axel      |
| Lindholm, John             |                     |
| Lindgren, Ernst            | Packages.           |
| Lindholm, Sallar           | Gorgensen, Olaf     |
| Lindroos, A. W.            | Hansen, J. -2123    |
| Lundkvist, Alarick         | MacGuire, O. F.     |
| Munsen, Fred               | Stanners, W. S.     |
|                            | Wendt, Walter       |

## INFORMATION WANTED.

Hans Nilson, a native of Tons-  
berg, Norway, was last heard from  
at Mobile, Ala., is inquired for by  
his mother. Anyone knowing his  
whereabouts kindly notify Louis  
Donald, Norwegian Vice Consul, 77  
St. Francis St., Mobile, Ala. 12-22-15Oscar Olsen, age 37, a native of  
Hallarna, near Gothenborg, Sweden,  
who was sailing on the Great Lakes  
about three years ago, is inquired  
for by John V. Olsen, Sun Com-  
pany, Marcus Hook, Pa. 5-26-15  
Hugo Carlson Ljung, age 29, a  
native of Gothenborg, Sweden, was  
last heard from in a Cable Boat on  
the Atlantic Coast, is inquired for  
by his brother. Anyone knowing his  
whereabouts please notify John Carl-  
son Ljung, Jungmansgatan 5, Goth-  
enborg, Sweden 1-12-16Knut Jensen, No. 5018, a member  
of the Lake Seamen's Union, a  
native of Denmark, is inquired for  
by his wife, Lieschen Jensen, of  
Tangeimunde, A/Elbe Ostenerweg, No.  
7, Germany. Anyone knowing his  
whereabouts please notify the Lake  
Seamen's Union, 133 Clinton street,  
Milwaukee, Wis. 4-14-15Fred Mariama, a native of Russia,  
age 36, has not been heard from  
since 1908. at Buffalo, N. Y. Anyone  
knowing his whereabouts please  
notify his brother, J. Marjama, 51  
South St., New York, N. Y. 9-1-15

## Port Townsend, Wash.

## FRANK STHEVENS

Deals exclusively in Union-Made  
CIGARS, TOBACCO, ETC.Call at his old Red Stand on  
Water Street, Port Townsend  
Next door to Waterman & Katz

## INFORMATION WANTED.

Paul Laux, American, age 23, 6  
feet tall, who was last heard from  
about 4 years ago at San Jose, Cal.,  
supposed to be a sailor, is inquired  
for. Anyone knowing his where-  
abouts please notify his father, Carl  
Laux, 112 E. 28th St., Los Angeles,  
Cal.Adolph Krakan, last heard of at  
Port Pirie, January, 1912. and again  
in March, 1913, from Warumbo, 118  
miles from Adelaide, South Australia  
is inquired for by his mother at  
Hamburg, Germany. 8-25-15Quite Unnecessary.—A Chicago  
publisher registered at the Hotel  
Cecil in London recently, and was  
assigned to a room on next to the  
top floor. The following morning he  
rang for a bellboy. When there was  
no response to the second call he  
lifted the telephone receiver and  
waited in vain for "Are you there?"  
Failing to establish any communica-  
tion with the office, he dressed and  
started for the office to register in-  
dignation. The elevator wasn't run-  
ning. He began to walk down. On  
the fourth landing he met a house-  
maid and asked in strong Chicago  
language what was the matter with  
the hotel."Well, sir, you see, sir," came the  
answer, "the Zeppelins were report-  
ed, and we were all ordered to the  
cellar for safety.""—!" After which the guest  
said: "Well, I'm on the next to the  
top floor and I wasn't warned.""No, sir," was the bland reply, "but  
you see, sir, you don't come under  
the Employers' Liability Act, sir."—  
Everybody's.Gone.—He—You used to say there  
was something about me you liked.She—Yes; but you've spent it all  
now.—Philadelphia Evening Ledger.

## Home News.

According to Judge Henry Neil,  
New York City spends \$5,000,000 a  
year for the care of 22,000 children  
in institutions, or \$227 per child. In  
twenty-six States paying mothers'  
pensions, approximately 100,000 chil-  
dren are cared for at home at a cost  
to the States of \$10,000,000, or \$100  
per child.The conventions of the big national  
political parties have concluded their  
labors. Hughes and Fairbanks will  
head the Republican ticket this fall.  
Wilson and Marshall will again lead  
the Democratic host. Roosevelt was  
nominated by the Progressives and  
promptly issued a statement refusing  
to make the race.The United States Supreme Court  
has sustained a judgment of \$11,000  
against the Chesapeake and Ohio  
railroad, which was sued by a brake-  
man because of injuries received in  
the Gladstone (Virginia) yards. The  
court held that it was negligence for  
the railroad to be switching cars at  
both ends of a train without notify-  
ing the brakeman of what was going  
on.The United States Bureau of Mines  
reports that during the year 1915  
the number killed per each 1000 em-  
ployed was 2.95. For the first time  
in the history of coal mining in the  
United States the average of fatali-  
ties per 1000 employed is less than  
3. The total number of killed was  
2266, against 2454 during 1914. The  
number of workers employed in coal  
mining during 1915 was 767,554.Government ownership of tele-  
graph lines was favored by the con-  
vention of the Commercial Tele-  
graphers' Union in session at New  
York. International President Koen-  
kamp and Secretary-Treasurer Rus-  
sell were re-elected and a committee  
of five was chosen to aid the officials  
in formulating a policy to combat  
anti-union tactics of the Western  
Union and the Postal Telegraph  
companies.The clothing manufacturers of the  
country could produce enough hats,  
uniforms, leggings and shoes to out-  
fit an army of from 2,000,000 to  
3,000,000 inside of 90 days after call.  
This was an estimate made by the  
National Association of Garment  
Manufacturers, which held a conven-  
tion in this city last week. It was  
stated that the Federal Government  
had made inquiries of manufacturers  
relative to their ability to fill rush  
war orders.Virtually the entire mobile strength  
of the National Guard of all states  
and the District of Columbia has  
been ordered mustered into the Fed-  
eral service by President Wilson.  
About 100,000 men are expected to  
respond to the call. They will be  
mobilized immediately for such serv-  
ice on the Mexican border as may  
later be assigned to them. General  
Frederick Funston, commanding the  
border forces, will designate the  
time and place for movement of  
guardsmen to the International line  
as the occasion shall require. In  
announcing the orders Secretary of  
War Baker said the State forces  
would be employed only to guard  
the border and that no additional  
troop movements into Mexico were  
contemplated except in pursuit of  
raiders. Simultaneously with the Na-  
tional Guard call, Secretary Dan-  
iels of the Navy Department or-  
dered additional war vessels to Mex-  
ican waters on both coasts to safe-  
guard American lives.



## Domestic and Naval.

In order to be more independent of British coal supplies the Norwegian-American Line will transport coal from the United States to Norway in a steamship of 1800 tons recently purchased.

John G. Saunders, U. S. Marshal, has filed in the office of the clerk of the United States court his report on the sale of the cargo of the steamer "Appam." The report shows \$633,504.12 was realized from the sale.

Owing to existing conditions in Europe, articles of mail destined for delivery in Vladivostok and other places in the Provinces of Amur and Primorsk, Siberia, including all destinations on the borders of the Sea of Okhotsk, should be dispatched by the transpacific route until further notice.

What is said to be the largest shipment of sugar ever sent from the United States in one lot left Yonkers refinery May 27, in the steamship "Eastgate," bound for Queenstown f. o. The cargo consists of 154,200 bags of refined granulated, purchased by the British Commission.

The former British steamer "Calgary," now an oil tanker, is to come under American registry and be renamed the "Bacia." The "Calgary" has been transformed at the Baltimore Dry Docks and Shipbuilding Company from a freighter and is to sail from Bayonne, N. J., as a unit of the Standard Oil Company.

The Wilmington Iron Works, Wilmington, N. C., have secured through their New York office the order to build four 220 feet wooden schooners designed by Cox & Stevens. These vessels will be used in the southern trade. The company's New York office is at No. 1 Madison avenue, and is in charge of Mr. Herbert Crapster, Treasurer of the Valve Sales Company.

The House of Representatives has increased to fifty the number of submarines provided for in the Navy bill. The Navy Department had asked for twenty-five and the House Naval Committee had recommended twenty. The naval program as it now stands provides for five battle cruisers, five scouts, ten destroyers, one hospital ship, one tanker and one ammunition ship, besides the submarines.

All stations of the Coast Guard on the Atlantic and Gulf coasts closed on the night of May 31, until Aug. 1. The keeper at each place is the only man remaining in the service during the inactive period. As in former years, the men are at liberty to engage in any occupations they see fit. It is the policy of the department to keep a line on these men, as they are sometimes called upon in cases of emergency.

The Pan-American Petroleum & Transport Company, an offshoot of the Mexican Petroleum Company, has placed orders for six oil tankers, two of which with 65,000 barrels capacity each, are to be built by the Fore River Corporation, one of 70,000 barrels capacity and two of 73,000 barrels capacity by the Union Iron Works, San Francisco, and one of 70,000 barrels capacity by Moore & Scott, San Francisco. In all the company has now sixteen tankers on order. The steamer "George E. Padelford," building at Wilmington, Del., will make her first trip this month.

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ley  
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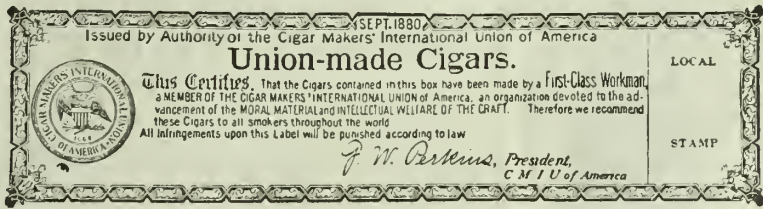
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J. F. Joseph, supposed to be sailing mate on some schooner on the Pacific Coast, is inquired for by his sister. Any one knowing his whereabouts, please notify Mrs. Josie Jantzen, nee Langhorne, 196 Tenth street, Oakland, Cal. 3-29-16

## News from Abroad.

During the first quarter of the present year 77 per cent. of the vessels clearing from British ports with coal were not British—an unprecedented foreign proportion.

England's problem of housing 200,000 Belgian refugees has been in part solved by the building of wooden houses so constructed that, when the war is over, they may be readily taken down and shipped to Belgium to replace dwellings razed by fire and artillery.

Heavy extra taxation on war profits has been imposed upon Norwegian shipowners, who now have to pay up to 60-70 per cent. of their incomes; in no case less than 50 per cent. At the same time the Norwegian mercantile marine have lost a great number of ships through mines and torpedoes.

In the Norwegian law relating to the insurance of vessels against war risks, the maximum insurable value is put at 2½ million kroner. At the request of shipowners application has now been made to the Ministry for this limit to be abolished, as vessels' values have more than doubled in the course of the past year.

Special attention is directed by the Press of Madrid to the fact that the gaslights in the streets of the Spanish capital are being turned off at an early hour, due, it is said, to the shortage of coal. It is reported that the gas company is unable to secure sufficient gas coal, although it has purchased some \$200,000 worth in the United States.

The French Minister of Agriculture, in order to increase the production of food, has introduced a bill in the Chamber of Deputies to force idle lands into use. It provides that the mayor may notify the owner of a vacant lot to use it. If he fails to do so after fifteen days the city cultivates the land, sells the produce, and keeps a third after paying expenses and taxes.

According to Mr. Haagenbyk, a Dutch engineer, who arrived at New York recently, the secret of the long and almost inexplicable delay in the completion of the railroad connecting Petrograd with Kola Bay, is that the Russian engineers are at loggerheads with the English engineers, and the result is that whenever they can the Russians put obstacles in the way of the English. There are at least fifty steamships waiting in Kola Bay to unload, but there are not even any adequate piers constructed as yet, Mr. Haagenbyk said.

The great Russian drive against Austria is holding the front page of war news, although much activity was shown and some important incidents occurred elsewhere. Indeed, so marked has been the success of the Slavic operations, not so much in territory gained as in the amazing total of prisoners captured, that many have been led to speculations as to the probability of this being the beginning of the end. Up to this writing there has certainly been very little from either Berlin or Vienna to check the belief that something like demoralization has set in among large numbers of the Austrian forces. Their retrograde movement may have been designed for strategic reasons, but if so it has been executed in a fatal disorder—that is, if we are willing to accept only half the claims of Petrograd.

### INFORMATION WANTED.

Any information regarding Wilhelm Kuhme, age 27, a native of Germany, who was supposed to have been drowned in the wreck of the steam schooner "Francis H. Leggett," September 18, 1914, will be thankfully received by the German Consul, San Francisco, Cal. 1-19-16

Adolph Godfred Eriksen, born in Moss, Norway, is inquired for by his brother, Herman Eriksen. Any one knowing his whereabouts please notify W. Nielsen, 206 Moravian St., Philadelphia, Pa. 5-26-15

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-1915

Peder Bjorback, supposed to be a sailor on the Pacific coast, and a native of Norway, is inquired for. Anyone knowing his whereabouts please notify Mrs. Mildred Baxter, Box 27, R. F. D. No. 5, Seattle, Wash. 2-2-16

Otto E. Bickel and John Sherman Bickel, brothers, who have not been heard of for many years, are inquired for by their sister. They are both tall, light complexioned, and blue eyes. Any information regarding their whereabouts will be highly appreciated. Please address Miss Laura Bickel, 1591 East Ninety-third street, Cleveland, Ohio. 4-14-15

A. Hestad, K. Lindblad, Thomas F. Hunt, John Anderson and G. Geelneyden, members of the crew of the barkentine "Jane L. Stanford," who were discharged Jan. 13, 1916, on Puget Sound, are inquired for. Any one knowing their whereabouts please notify the S. E. Slade Lumber Co., 112 Market St., San Francisco, Cal.

Inside Information—Tommy—Mama, have gooseberries got legs? Mom—Of course not, Tommy.

Tommy—Then I've swallowed a caterpillar.—University of Pennsylvania Punch Bowl.



## With the Wits.

Mysterious.—"One of the mysteries of journalism," remarks a newspaper, "is why they persist in printing the chess news on the sporting page." Still another mystery of journalism is why they persist in printing the chess news.—Puck.

His Crime.—Captain—What's he charged with, Casey?

Officer—I don't know the regular name for it, captain; but I caught him a-flirtin' in the park.

Captain—Ah, that's impersonatin' an officer.—Judge.

A Good Boy.—Mrs. Flannigan—Sure I just got a letter from Barney, sayin' he would be let out of jail to-morrow; he got a month off for good behavior.

Mrs. Murphy—A month off for good behavior, is it? Faith, and that's a lad to be proud of.—Siren.

Dangerous.—"Here, here, geats!" admonished the landlord of the Petunia Tavern, addressing the prominent citizens assembled around the stove. "You'll have to cut that out! I don't mind a little war talk occasionally, but I draw the line at peace discussions—they break up the furniture so."—Judge.

War Spirit Explained.—"Look here, my friend, what on earth are you waiting for? You've been standing here for an hour in the pouring rain."

"I'm waiting for a car."

"But at least five have just gone by."

"Yes, but not the one with the pretty conductor!"—Ulk (Berlin).

A Plaint.—Do you remember, at the old, one-ring circus, the acrobat who used to balance himself on a tight rope over our heads and remove his garments, one by one? He wore a dozen different costumes and peeled them off leisurely until he appeared in pink tights with green spangled trunks. Then he climbed down, and the elephants came in.

I wonder when Woodrow Wilson will get through peeling?—D. H. S. in the New York Sun.

## Joint Accounts

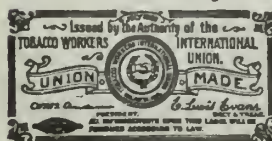
This bank will open accounts in the name of two individuals, for instance, man and wife, either of whom may deposit money for or draw against the account.

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The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years

the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar. There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



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Rooms 72-73 Bible House, New York City

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When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

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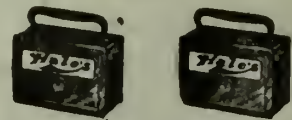
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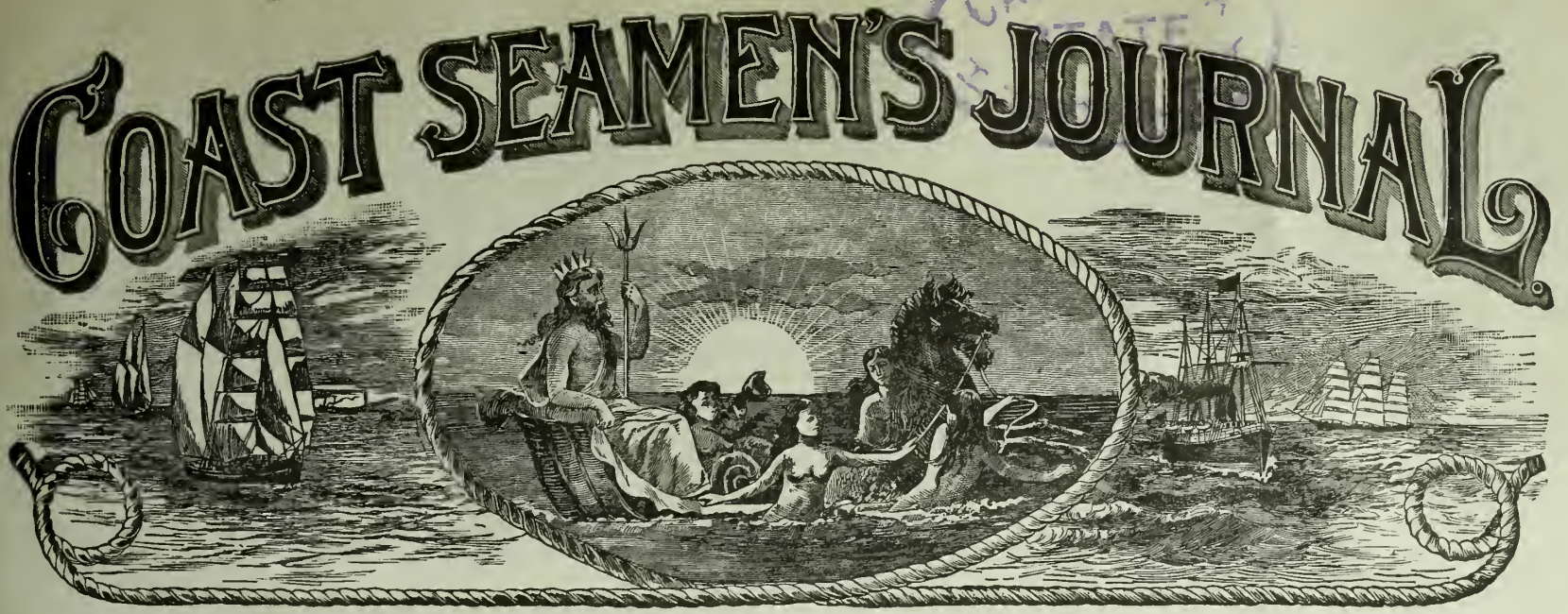
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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXIX, No. 42.

SAN FRANCISCO, WEDNESDAY, JUNE 28, 1916.

Whole No. 2388.

## "GOVERNMENT BY INJUNCTION."

### Power of Judge Is Used to Starve the Workers.

Union labor in Chicago, with an absolutely just cause, is fighting with its back to the wall a really desperate combination of employers grouped around the International Harvester Company, and against the power of the courts. The most sweeping injunction in the whole history of the use of injunctions against labor has been issued, in the form as yet, of temporary restraining orders, on behalf of the Harvester Company and the Illinois Malleable Iron Company and on behalf of the big and little tannery companies of Chicago, whose workmen are also on strike to procure a respectable living and some small share of the prosperity which their labor is creating.

According to Dante Barton, an investigator for the Committee on Industrial Relations, the unions are winning the strike and would have it won except for the resort of the employers to the courts to help them save their big profits and starve the strikers into submission to bosses who are too arrogant even to confer with committees of the workers, or with national and State and local mediators.

#### Suppressing Labor Union Activity.

The employers of labor in Chicago, as elsewhere, see that labor now has its opportunity, through organization, to get the directing control of its own life and to gain fair wages. So they are desperately determined to do all in their power, and to use every legal process their lawyers have devised, to prevent the workers from organizing and helping one another by labor union action.

The employees of the Deering plant and the McCormick plant of the International Harvester Company and the employees of the Illinois Malleable Iron Company presented demands on May 1 for a shorter work day and for increases in wages amounting to an average of about 11 per cent. for both piece and day work. They walked out when the demands were refused. They have stayed out ever since and the plants have been tied up ever since, for the molders, coremakers and foundrymen on strike were essential to the operation of the works. The companies could not get strikebreakers to take the places of the workers, and no trickery or intimidation could bring the men back into the plants. Strong local unions, the Malleable Casting Workers' Union and the Illinois Malleable Iron Workers' Union, were formed among the workers and affiliated with the Chicago Federation of Labor and the American Federation of Labor.

Trusting then to their hold on the courts and

the process of injunction, the employers (with the International Harvester Company covering up in the center) flung themselves full against the American Federation of Labor and the Chicago Federation and the local unions of the strikers and against the individual strikers themselves.

#### "Freedom of the Press" Enjoined.

The injunction they asked, and which a judge issued, actually denies and sets aside the freedom of the press. It forbids the use of any kind of publicity by the workers to ask or to induce other workers not to take their places in the plant or to come out and join the union. Specifically the companies asked that the unions be forbidden to repeat such notices in the Polish Daily and Weekly "Zogda" as the following, which the unions had inserted:

"We are asking all working men not to go into the shops of the Illinois Malleable Iron Company as there is a strike there. Be sure and keep away from the plant. The conferences with the company are sure to be successful. The meetings take place at Webster Hall, Webster and Robey streets. The committee, Jan Michaley, Stanislas Kazubski, Josef Duda."

What becomes of the freedom of the press if a plain, unthreatening statement like that can be forbidden publication both in a newspaper and by circular?

That assault on the freedom of the press and on free speech and on the right of the workers to address their fellow workers would seem to be as far as corporation employers could go in the use of injunctions. But these Chicago fighters against union labor have tried to use the power of the courts to starve the workers and their families.

The injunction prohibits the American Federation of Labor and the Chicago Federation of Labor and all union men and all other people from helping the strikers with money, or with groceries, or with credit, or with new jobs, or with any other kind of assistance or reward.

#### Is It a Crime to Help Strikers?

If these underpaid foundry workers and molders and other striking workers are hungry or are out of money, after six weeks of heroic struggle and sacrifice for their families, they are to be branded as criminals and put in jail for contempt of court if they accept a loan or a gift from their fellow unionists to help them over into the day of better industrial justice.

If union labor, national, or State, or city, or local, helps these Chicago strikers to win their particular battle in the general fight of the

working people, then all union labor is to be in contempt of court and is to be punished.

Could anything be clearer than is the attempt of these Chicago employers to prevent all co-operation and organization by the workers for the workers' mutual protection? Their challenge in these Chicago injunctions is a challenge to the whole labor movement.

They make the attempt to destroy union labor and this attempt to starve their striking workmen into submission with the bold and unvarnished declaration that they want the courts to guard their profits! They boldly declare, in asking for the injunction, that the strike was keeping them from making a lot of money. They said they had material on hand which would be valueless unless labor would give it a value. And yet, on that admission that their own profits depended on the labor of the workers, they asked that the workers be starved or put in jail for trying to get an eight- or a nine-hour day and an increase in wages less than the increase in the cost of living.

#### Workers Must Not Congregate.

These same workers are told in the same injunction that they must not picket, that they must not congregate in the streets near the companies' plants, that they must not try to induce other workers to leave the plants. They are told not to do these and many other things that are harmless or that they have not attempted to do.

The injunction against the Chicago foundry workers as well as the somewhat earlier tannery workers slyly or directly imputes to the workers acts of violence such as have actually been committed against the workers. For instance, tannery workers who had been getting from ten to fourteen dollars a week and who had been on strike for a 15 per cent. increase in pay and a nine- instead of a ten-hour day, have been tricked into going into the companies' offices and there have been beaten up on their refusal to go back to work at the companies' dictation. There have been too many affidavits of this almost unbelievable brutality on behalf of profits to leave any doubt that it is a fact.

In Chicago at this period, in addition to minor industrial struggles, there are the strikes of the Malleable Iron Company and two International Harvester Company plants, the McCormick and the Deering, involving 2500 to 3000 workers; the strike of the tanneries where 2300 men are still out, six of the 23 employers having already given in to the workers' demands; the strike of the two to three thousand employees of plumbing manufacturers and the strike of from 1500 to 1800 drivers for the express companies. In every case the workers have had the support of organized labor and have proved themselves masters of the situation, able to win their strike. It remains to be seen whether the rush of the employers to the courts with their losing fights can rob the workers of their earned victory and can stamp fraternity and mutual aid among workers as criminal offenses.



### THE FALLEN IDOL.

Just why George W. Perkins was able to betray the Progressive party, and why Colonel Roosevelt helped in this reactionary course was explained with a frankness that was almost brutal by William Allen White in the Chicago Herald of June 11. Said Mr. White:

"Mr. Perkins had paid his good money for the party and in him rested the title of the party. It was natural that Colonel Roosevelt should recognize that title. And when Mr. Perkins spoke in the party councils it was only natural that his judgment should prevail."

There were two elements in the convention—the genuine progressives and the Perkins reactionaries. The genuine progressives, for some unexplainable reason, imagined Roosevelt to be one of them, a misconception which the Colonel deliberately encouraged. Their recent bitter experience should teach them never again to put faith in one who puts such questions as those relating to big armaments before matters relating to social justice. There will be other opportunities for progressivism and the lesson just taught will prove valuable.

With the passing of the Progressive party—and the indications seem to be conclusive that its force as a vital political organization is spent—the question arises, what course will its members take? The answer depends upon the political philosophy of the individual members. Such as have the "third party" habit may attempt to continue the form of the organization, but the party's lack of substance will place it in the rank of minor parties along with the Prohibitionists. But it is the course of those who joined it on principle and in protest against the conservatism of the Republican and Democratic parties that is of interest.

The Progressive party had its being in the active protest of the democratic Republicans who could no longer tolerate standpatism in their party. It was a worthy impulse. It was the spirit that leads one to break the ties of friendship, kindred and association for the sake of principle. Had the action occurred in the natural order there is little doubt that it would have led to success, either in 1912 or in 1916. Two things, however, prevented such a result. One was the triumph of the radical wing of the Democratic party, which placed in the field a man who held the support of the Democrats who but for this naturally would have joined the Progressives; and the other was its submersion in the personality of Mr. Roosevelt.

The disagreeable suspicion must have prevailed among some progressive members of the Progressive party that Roosevelt has little knowledge of or sympathy with true progressive principles. Probably they tried hard to banish this feeling and hoped against hope for an expression from him that would show the suspicion to be unjust. Instead, his actions have continually made clearer willingness to sacrifice progressivism to militarism. He made this unmistakable in suggesting union with the Republican party on so extreme a reactionary as Henry Cabot Lodge. Such a suggestion could come from no man with an elementary knowledge of what progress requires or whose devotion to progressive principles

was sincere. Then when the convention, to please him, had submitted to tyrannical dictation from Perkins, and had even adopted a platform putting social justice in the background, he practically spurned the nomination.

This final act shows what those, not blinded by personal devotion, had clearly seen before. He was determined at any cost to get back into the regular ranks. Lacking the moral courage to say so plainly at the start, he hoped to lead his devoted followers by degrees into the tory camp. Probably he looked for some apparent concession from the regular Republicans that would make his return seem less like a surrender. But when this failed to come his inclination to accept peace at any price prevailed. The price in this case is deliberate abandonment of those who trusted him. He is offering it. It is peace with humiliation and dishonor, but he prefers it to none at all. His undeceived former followers must be disappointed and chagrined. But in time this feeling will be succeeded by one of relief on having finally got rid of so unworthy a leader.—The Public.

### THE NASTY MIND

The nasty mind is one that habitually attributes unworthy motives to others.

It affects us very much as does the unclean person, exciting in us repulsion and a strong desire to escape his presence.

It is usually found in those whose opinions are formed not by reason and an intelligent weighing of evidence, but by prejudice and blind feeling.

Such people fall into ruts of opinion because it is easier than thinking. To condemn a class requires less exertion than to do justice to an individual. Hence whoever wants a clean mind should avoid class condemnations.

For instance, there are certain circles in which you are pretty sure to hear all the clergy, all church members, and all reformers set down as hypocrites; it is a nasty habit of some to refer to all Congressmen, Senators and other office holders as corrupt and venal, and policemen as for sale or brutal or incompetent, all newspapers as under control of the business office, all Socialists and union laborers as anarchists and trouble makers, all people of wealth as heartless, and all successful business men as criminals.

Each class, of course, has its peculiar temptations, and a certain portion of its members yield to them; yet human nature is about the same wherever it may be found, and the average man or woman wants to be decent and straight.

Violent and sweeping denunciations attract attention. The world listens eagerly to scandals and muckrakings. There are certain publications whose circulation is built upon their nasty insinuations; they call themselves bold and fearless advocates of the truth, although they have not the first requisite for a truth lover, which is an open mind.

We have seen nastiness in the Senate of the United States, where politicians of eminence, under the stress of party, do not hesitate to attribute the most sordid motives to the leaders of the opposite faction. Partisanship, indeed, is that

choice breeding ground for dirtiness of mind.

Dr. Ralph Reed emphasizes the fact that the nasty mind as a rule attributes to others the same vice that is in its own sub-consciousness. For instance, "The excessive prude is likely to be at heart a sensualist. The man who can never credit others with telling the truth is likely to be himself a liar. The paranoiac believes he is subject to the hate of those about him because of the hate in his own soul."

The saying of Epictetus is a good one:

"Bear a gentle mind toward any man who may revile you. For, say on each occasion: So it appeared to him."—Dr. Frank Crane.

### LABOR IN NEW ZEALAND.

(From U. S. Consular Reports.)

Since the organization of the Department of Labor in New Zealand in 1908 practical assistance has been afforded to 109,524 workers, with 141,346 dependents. The number assisted during 1914 exceeded those for 1913 by 1970, and the system is very beneficial and popular.

Car fare is often advanced in order to help a person to get where work can be had. During 1914 the Government advanced \$56,767.72 for that purpose, of which \$48,416.81 was refunded. Also small sums are advanced for board, medical bills, etc., to tide over worthy cases.

The department also builds homes for working people when their net earnings do not exceed \$851.63 per annum, which has done much to put the laborer in an independent position and able to take care of himself.

This department also publishes a monthly journal that contains a large amount of useful information for the worker, covering the cost of living in different localities, where work is most plentiful along certain lines, etc.

The laboring man's condition in New Zealand is probably in advance of that enjoyed in any other part of the world. He is protected on all sides, and if he is any good, can make a fair living, and even own a home in a few years.

### THE EFFECTS OF UNIONISM

"The effects of trade unionism on wages are undoubted. Without some form of combination wage workers can not bargain on equal terms with their employers. During the last fifteen years a period of rapidly rising prices, wages in well organized trades have kept pace with the rising cost of living, in contrast to the relative decline of the purchasing power of the wages received by labor generally."—From findings of Commission on Industrial Relations.

### THE HAWAIIAN DICTIONARY.

At last accounts H. H. Parker of Honolulu, who was appointed by the last legislature of the Hawaiian Islands to compile a complete dictionary of the Hawaiian language, had reached the letter K. The Hawaiian tongue has but twelve letters, so that the Honolulu lexicographer has only five more to work through.



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## Exploiters Blamed for Mexico's Troubles.

Carlos Loveira and Baltasar Pages, representatives of Yucatan (Mexico) organized workers, have arrived in New York, and have made public an appeal to American workers for peace between Mexico and the United States signed by officers of the following Yucatan unions:

Electricians, carpenters, seamen, bakers, masons, hotel and restaurant clerks and cooks, commercial clerks, smeltermen, hackmen, railroad men and machinists, blacksmiths and boiler makers.

Next week the Mexicans will visit Washington and present a copy of the proclamation to President Gompers—who is now in the Middle West—and also discuss with the American Federation of Labor executive his proposal that a conference be held at El Paso, Texas, between representatives of the American Federation of Labor and the Mexican trade union movement.

The proclamation signed by the Mexican unionists is a stirring appeal for fraternity and peace between the two countries.

"Until the day on which our social revolution broke out," says this spirited document, "Mexico was, despite its wonderful resources, a land of desolation and misery for the real producer, for the proletarians, because sheltered by the Government—represented first by Porfirio Diaz, the dictator, generally known as the Czar of the Americas, and later by Victoriano Huerta—ignorance, religious intolerance, alcoholism and proletarian slavery in its most terrible form prevailed in the country.

"In shops, mines and manufacturing centers the condition of the toilers, although not so bad as in the 'haciendas,' were still terrible; twelve to fourteen hours daily, poorly paid labor was exacted without the hope of any progressive legislation at all being enacted that would secure their condition as free citizens; at the mercy of their 'owners,' Mexicans or foreigners, who—while the real producers howled, bore the yoke of servilism and suffered starvation—drove through the brilliant streets of the city of Mexico in luxurious automobiles, and built in every corner of the same 'villas' and palaces that gave the capital of the republic universal renown.

"Public instruction, especially in the large rural districts, was entirely abandoned, because it was the dictatorial policy, in this respect, to drive the poor people to the great 'haciendas,' great mine and factory regions, where they could be more easily controlled by the 'rurales' and the soldiers, instead of allowing them to go to school and get an education to become real citizens deserving of such a title.

"Workingmen in Mexico were killed if they attempted to unionize or to strike; the peasants were slaughtered in order to secure their property; the Yaqui Indians were deported or sold into slavery in Yucatan, so that the great landowners of the State of Sonora could sell their lands to American syndicates. Anybody who protested, orally or in writing, was thrown into jail, where imprisonment was worse than death.

"We want to say, very frankly, to the

American toilers that the Mexican people do not hate the real American people, the people who still have in their heart the principles of Washington and Franklin; we do not have any hostile sentiment of any kind against you, American laborers. In the United States we only hate the monopolists, the great oil and railroad kings, all those who have utilized the richness of our land for their personal benefit; impudently stealing from us the fruits of our labor; the same as they do with you in your country, those very same compatriots of yours, whose only interests are their bank accounts, having no love of country, honor, or high ideals of life.

"Be on your guard, workers of the United States. The Columbus raid, all the anti-Mexican agitation of the mercenary press of North America, all the meetings, lectures and publications of our foes in the great American cities, are only for the purpose of drowning in blood the desires of a brother people who have had the courage and the strength to rebel against their oppressors, of giving the workers of the world an example of the only social revolution that honestly deserves such a name.

"Be on watch, North American comrades. Do not allow any one to fool you with the lies of those who, as long as they can make money, do not care very much about the killing of thousands of laborers. Help us to secure that, once and forever, the United States troops be recalled, avoiding the great danger that there is and must be while a khaki uniform remains in Mexican territory."

## Compensation Law Upheld.

The court of appeals at Louisville (Ky.) has ruled that the Kentucky Workmen's Compensation law is constitutional.

In 1914 the court held a former compensation law was unconstitutional and in the present case the court rules that the new law, passed by the last legislature, is in keeping with the court's direction as to how far the legislature might go under the decision on the 1914 act.

In its latest decision, only one provision was left in doubt, that which provides that alien widows and orphans will receive only one-half the amount which the law provides for dependents of workmen killed by accident.

The court declined to pass on this section, but said that if it was later declared unconstitutional, the validity of the act as a whole would not be affected.

The compensation law will become effective August 1. The system provided is the "elective compensation," with provision for positive choice of the measure by the employer by filing a written statement with the State Workmen's Compensation Board and posting a notice of the fact in his establishment. The employe must also file with his employer a signed notice of his acceptance of the act, and employers failing to accept the act are deprived of the common law defenses of contributory negligence, fellow servant and assumption of risk. Public employes are included at their own election.

(Continued on Page 10.)

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

### AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

### GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeld Bldgs., 22 Canning Place, Liverpool.

### BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

### GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

### FRANCE.

Federation National des Syndicats des Inscriptions, Maritimes de France, 33 Rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

### NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

### SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgaten 1 B., Sweden.

### DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

### HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

### ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

### AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

### SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

### URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

### ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

### BRAZIL.

Associação de Marinheiros e Remadores, Rua Barão de São Felix 18, Rio de Janeiro.

Sociedade Unia dos Fogueiros, Largo de São Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

### SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



## World's Workers.

The Welsh Department of the British Board of Education has issued a pamphlet on the teaching of patriotism. Here is an extract: "No nation is great whose patriotism takes the form of hating other nations."

What Connolly, the Irish martyr, thought about the intermonalism of capital: "When our investing classes purchase a share in any capitalist concern, in any country whatsoever, they do so not in order to build up a useful industry, but because the act of purchase endows them with a prospective share of the spoils it is proposed to wring from labor. Therefore, every member of the investing classes is interested to the extent of his investments, present, or prospective, in the subjection of labor all over the world."

A bill to create a bureau or institute of labor has been introduced in the Congress of Uruguay. Under the proposed law, the labor bureau would co-operate with the executive and legislative branches of the Government in the preparation of labor laws and would give attention to the interests of the working classes in all matters. The bill, as published in the Diario Oficial of March 30, proposes that the labor bureau should be a representative body of 34 members, of whom 18 would be appointed by the President, 8 chosen by employers of labor, and 8 by employees, women being eligible for membership, and the elected members being chosen equally from the livestock industry, the agricultural industry, and other large and small industries. The work of the bureau would be divided into three sections, one under the Ministry of the Interior, one under Justice and Public Instruction, and the third under the Ministry of Industries.

The French Socialist organ "L'Humanite" calls attention to the fact that the Italian government has issued a decree by which the continuation of salaries by employers to their employees who are with the colors is regulated in accordance with the number of years of previous service. The first clause provides for the reinstatement in their former positions of all employees having served for at least one year with the firm for which they were working at the entrance of Italy into the war. The clauses relating to salaries during the war are as follows: All workingmen with the colors who have been with a firm for at least five years are entitled to a third of their usual salaries during the continuation of the war. This applies to married men with families. In all other cases the employers shall pay the men at the rate of a quarter of their former salaries. Men with ten years' service to their credit will receive, if married, with families, one-half of their salaries, and if not married a third. The decree only applies to firms employing at least three workmen. "L'Humanite" considers that the French government would do well to follow the example of Italy in this matter. In France, at the beginning of the war, the government announced its intention of paying the salaries of all their officials and employees with the armies during the duration of the war. The departmental authorities, and many of the communes followed the example given by the government, but the firms which did so are in a minority.

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Christiansen, Anton      Nielsen, Harold  
Christiansen, A.      Olander, Ed  
Doris, Geo.      Thomson, John  
Eckart, T. G.

## San Pedro Letter List.

|                        |                     |
|------------------------|---------------------|
| Anderson, Eduard       | Malm, Gustaf        |
| Andersen, John         | Mesak, E.           |
| Andersen, Ernest J.    | Nelson, Dick        |
| Andersen, Martin       | Olsen, Oscar        |
| -1894                  | Olsen, Nick         |
| Andersson, Oskar       | Orling, Gust        |
| Alexander, P.          | Olsen, Andy         |
| Bergh, B.              | Olsen, E. F.        |
| Berg, A.               | Olsen, Olof S.      |
| Berggren, Gust         | Ophaug, W.          |
| Bentsen, Hans B.       | Orwold, Jack        |
| Bein, Hans             | Owen, Fred          |
| Benrowitz, Felix       | Perkins, Paul       |
| Carlson, Gus           | Peterson, Nicolai   |
| Carlera, Peter         | -1234               |
| Danielson, Dave        | Pintz, Johan        |
| Doyle, Wm.             | Peterson, N.        |
| Ellwes, John           | Peterson, Hugo      |
| Eklund, Sven           | Peterson, C. V.     |
| Fjellman, Jonas        | Pedersen, P. -1064  |
| Fugelutsen, Thor       | Pakki, Emil         |
| Fjellman, Karl         | Pajala, Victor      |
| Ginar, Walter          | Pederson, Ole       |
| Gustafson, August      | Pedersen, Harald S. |
| Gronlund, O. -414      | Reuter, Chas. -407  |
| Heesche, Henry         | Rogenfeldt, J.      |
| Holmstrom, Fritz       | Roberts, G.         |
| Haupt, Fritz           | Stolzman, Emil      |
| Hansen, Charley        | Saarnen, H.         |
| Hansen, Ole            | Sanders, Charles    |
| Haave, Norval          | Schmidt, Theodor    |
| Johansson, C. -2497    | Samuelson, Frank    |
| Janson, Dick           | Strahle, Chas.      |
| Janson, Oscar          | Smith, Johan        |
| Jensen, Hans -1555     | Stenros, John       |
| Johansson, J. A. -1659 | Skaanes, Egil       |
| Johansson, Victor      | Soderlund, Anton    |
| Karnup, Edward         | Schmidt, Lauritz P. |
| Lundstedt, Chris       | Shalles, Gust       |
| Lassen, Johan, -1542   | Thorsen, Carl       |
| Larsen, Klaus L.       | Trovik, Harald      |
| Lutton, Theo.          | Uhlir, Richard      |
| Lauritzen, Ole         | Uappa, Kostl        |
| Larson, Max            | Vigon, Elias        |
| Lorenz, Bruno          | Wirak, A.           |
| Lybeck, Thos.          | Winblad, Martin     |
| Lindberg, G. W.        | White, Robert       |
| Lindberg, Ernst        | Warkkala, John      |
| Leideker, Ellth        | Widin, Andrew       |
| Lalan, Joe             | Zunk, Bruno         |
| McNeal, John           | Zayan, G.           |
| Montero, John          | Newspapers and      |
| Malmerez, E.           | Packages.           |
| Monts, Reinolt         | Miller, W.          |
| Makela, N.             | Schmidt, Lauritz P. |

## Honolulu, H. T.

|                      |                   |
|----------------------|-------------------|
| Anderson, John E.    | Neisen, C. F.     |
| Burk, Harry -1284    | Petersen, Carl    |
| Crantly, C. W.       | Peters, Walter    |
| Eugenio, John        | Reither, Fritz    |
| Ekelund, Rickhard    | Solberg, B. P.    |
| Ivertsen, Sigvald B. | Strand, Conrad    |
| Lengwenus, W. L.     | Thompson, Emil N. |
| Möller, F.           |                   |

## INFORMATION WANTED.

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio. 3-24-15

Anders C. Anderson, a native of Norway, who left his personal effects at Port San Luis, Cal., after leaving a ship at that place, is inquired for. Anyone knowing his whereabouts please notify D. R. Jacks, Deputy Collector of Customs, Port San Luis, Cal. 12-22-15

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Anyone knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St. 8-11-15

Olai Ingebrigtsen (Brock), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American bark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469—49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Steuart street, San Francisco, Cal. 8-4-15

Anyone knowing the whereabouts of Peter Murphy, better known as Boatswain McGann, will kindly notify Patrick Kieran, 58 Commercial St., San Francisco, Cal. 4-19-16

Vencelus Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolamo Durbich, Zurich, Switzerland. 7-28-15

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## INFORMATION WANTED.

John Edstrom, alias Brynjulf Edstrom, born in Norway in 1879, was last heard from at Mobile, Ala., where his address was Norwegian Chapell, is inquired for. Anyone knowing his whereabouts please notify his mother. Address, 22 Pilestradet, Kristiania, Norway.—12-22-15

George Alexander Sharman, a native of Brooklyn, N. Y. About 28 years of age, height 5 feet 9 inches,

supposed to have sailed on the Great Lakes in 1907, is inquired for by M. L. Kinvan, 1211 Mosher street, Baltimore, Md. 7-14-15

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15



# Pacific Coast Marine.

The large freighter, now under construction at Moore & Scott's yards for G. W. McNear, had been sold to Norwegian purchasers at a price not made public, but said to run close up to a million dollars.

A \$12,000 motor boat, built at the W. F. Stone shipyards in East Oakland, Cal., left during the week as part of the cargo of the steamer "Lurline," bound for Honolulu. The boat is consigned to Case Deering, a wealthy island resident.

A new half-million-dollar marine hospital for San Francisco is a strong probability at this session. The House Public Buildings and Grounds Committee has favorably reported Representative Kahn's bill appropriating \$500,000 for the new hospital.

Persistent reports heard recently that a Japanese squadron has been sighted in Mexican waters, were "officially" denied by persons in touch with the situation along the west Mexican coast. The latest rumor was that several Japanese warships were anchored at an island in the Gulf of California.

The Luckenbach Steamship Company announced the inauguration of an Australian service via San Francisco and the canal. Three steamers, according to the announcement of the company, will be operated on the line. The first steamer is now en route to this port from New York, and upon her arrival will be dispatched to Australian ports.

Figures compiled by the City Wharfinger of Oakland show that up to June 22 8446 vessels of all kind passed the Webster-street bridge, up and down the estuary, since the first of the year. This is an increase of 1993 vessels over the record for last year for the same period. The figures also represent the number of times the bridge was opened during that time.

Something like 50,000 tons of coal are to be shipped "across the continent" during the next few weeks to the coaling stations at California City, in the lower bay and the San Diego fuel depot, according to information received at Mare Island. Since the orders have been issued for the various men-of-war and auxiliary craft to proceed to San Diego and Mexican waters the fuel supply at the Government plants has rapidly diminished.

Senator Phelan has introduced a bill designed to amend the customs law relating to the compensation of customs employees engaged in the loading or unloading of vessels at night, etc. The bill, as reported to the Senate Committee on Commerce, would allow compensation not to exceed an amount equal to double the rate of compensation allowed for like services rendered by day, the said compensation to be paid to the Collector of Customs by the parties benefiting from night work.

Crude oil engines for the new McCormick vessel nearing completion at the plant of the St. Helens Shipbuilding Company, arrived from Copenhagen last week via New York. The engines are consigned to Henry Lund & Co., of San Francisco. The "City of St. Helens" is a trifle larger than the "City of Portland," which was completed at the same yards a short time ago. The latter's machinery has been installed and in about a week she is expected to begin loading a cargo of lumber for Australia. She will make three other trips to the Antipodes with lumber. In about a month the "City of St. Helens" is expected to be launched. She will have a capacity for something like 2,200,000 feet of lumber.

Salvage operations on the steamer "Bear," which went ashore June 14 on Sugar Loaf Reef, off the California coast, are said to have been abandoned when heavy seas drove the derelict fifty feet inshore and strained the hull to the breaking point. The underwriters have not given up hope of saving the vessel but admitted that the situation was serious and that a new plan of operation would have to be devised for getting her afloat. When the seas swept the steamer further inshore the hull is said to have opened up in places. The cargo still in the vessel, it was stated by the salvors, was practically all damaged by water. The salvors are reported to have commenced stripping the vessel to save whatever possible in case the break-up became complete.

The tug "Reliance," longest and fastest of the Canal tugs and, with the new "Gorgona" and "Tavernilla," the most powerful type in use on the Isthmus, has been practically rebuilt from the hull up. The tug was taken out of commission on April 13, dismantled of smokestack, boilers, masts, and part of the deck house at the repair wharf at Paraiso, and towed to the dry dock at Cristobal on April 17. After varied work on the tug had been done at the dry dock she was towed back to Paraiso on May 22, and the funnel, boilers, etc., which had been taken out prior to her departure for dry dock were replaced. In addition, the electrical work throughout the boat was entirely renewed, and everything required was done to place the tug in first class operating condition.

Recent returns compiled by the United States Bureau of Fisheries show that in 1915 the Alaska

fishery industry made substantial gains over the record for 1914. A summary of these fisheries in 1914 showed a total value of products of \$21,242,975, employment given to 21,200 persons, and a total investment of \$37,038,632. The chief feature of the industry was the canning of salmon. The equivalent of 4,056,653 cases, valued at \$18,920,589, was packed. Returns for 1915 have now been compiled, and it is seen therefrom that the pack of canned salmon in 1915 amounted to 4,500,293 cases, valued at \$18,653,015. This is an increase of 443,640 cases over the pack of 1914, and is the largest in the history of Alaska. The halibut, cod, and whale fisheries all showed a considerable increase in the season of 1915.

A steam whaler, the "Beluga," built in Bath, Me., has been chartered at San Francisco to carry a cargo of case oil to Australia for the American Trading Company at the rate of \$1.25 a case. This is another of the many instances where the amount paid for the shipping of a cargo is far greater than the cost of the ship. The "Beluga" is able to carry 60,000 cases of oil, and her cost when she was built in 1882 is said to have been about \$30,000. Up to three years ago the whaler was engaged in the business for which she was built. The carrying of her cargo of case oil will net her owners not only the cost of constructing her, but quite a sum in addition. During her career as a whaler the "Beluga" had many spectacular experiences. Although her cargo on the return trip is uncertain as yet, it is expected that she will be loaded in Australia with wool.

Tables of tidal currents for the Pacific Coast in the vicinity of San Francisco and Puget Sound have been published in order to make immediately available information relative to currents derived from observations by the United States Coast and Geodetic Survey. Further information is to be added as rapidly as observations are available. In this volume the times of slack water are predicted for every day of 1916 for San Francisco Bay entrance and for Admiralty Inlet, Wash. These tables are followed by a list of differences, by means of which the time of slack water may be obtained from the daily predictions for a large number of other points. The current tables for 1916 may be obtained without charge from the office of the Survey. Beginning with 1917, the current tables will be included in the Pacific Coast tide tables, published by the Coast and Geodetic Survey.

The report of the Pacific Mail Steamship Company for the year ended April 30, 1916, shows gross earnings of \$4,264,447, as against \$5,737,663 the preceding year, and net income amounting to \$1,154,651, as compared with \$888,482 the year before. The surplus was \$502,496, as against \$478,304. This was equal to \$2.51 a share earned on the \$1,000,000 capital stock (par value \$5), as compared with \$2.39 earned on \$20,000,000 stock (par \$100) the preceding year. The company has set up an additional reserve for depreciation amounting to \$549,609. In addition \$100,000 was taken from the surplus as a reserve for the depreciation of securities held by the company and \$200,000 as a reserve for doubtful accounts. Net operating income for the year was \$1,388,080, an increase of \$387,353 over 1915. This increase was effected with a smaller fleet, the transpacific steamers having been sold.

The schooner "Academy," which came into Balboa on November 30, 1915, after a voyage of many hardships and was attached by the United States marshal for the District of the Canal Zone in pursuance of a libel action brought by her former master, was sold in April, after the dismissal of the libel, to a citizen of Peru. She cleared from Balboa for Guayaquil on April 23. On May 23 she came back into the harbor at Balboa, having been at sea thirty days, unable to make her port against the head winds she encountered. The centerboard of the "Academy" is jammed in its raised position, with the result that the schooner is unable to sail by the wind. In the month that the boat was out she encountered contrary winds on the course to Guayaquil, but on the return to Balboa favorable winds prevailed. On May 26 the "Academy" was towed by the gasoline launch "Grace" to the roads of the harbor of Panama City, where she is now lying at anchor.

The "Handbook, Navigation Laws of the United States" contains all the law affecting seamen. It is arranged and indexed so that each feature may be found without trouble. The only book in existence that enables every seaman, ship-master, and ship's officer to know the law in every detail. James H. Barry Co., 1122 Mission St., S. F. Price, \$1. (Advt.)

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

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(Continued on Page 11.)



## Coast Seamen's Journal

Published weekly at San Francisco

BY THE

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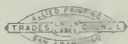
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Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, JUNE 28, 1916.

### THE LONGSHOREMEN'S STRIKE.

During the past week the temporary working agreement arrived at on June 9 between the striking longshoremen and the Waterfront Employers' Union of San Francisco came to a sudden end.

Under date of June 20 the authorized officials of the longshoremen delivered an ultimatum to the before mentioned employers' union, demanding the "discharge and dispersing of all strike-breakers in their employ by June 21, at 5 p. m." The reason which inspired the serving of the ultimatum was the unprovoked murder of a striker by one of the negro thugs imported to San Francisco.

When the Waterfront Employers' Union declined to accede to the longshoremen's demand a second walkout took place at the hour specified in the ultimatum.

Later in the week the employers' union submitted to the Waterfront Workers' Federation certain proposals as a basis for settling the strike. The communication containing these proposals, as well as the reply thereto, are published in full in another column of this issue. The two letters in question indicate plainly that there is still a disposition on both sides to arrive at some settlement without a protracted strike.

As a result of the good offices of the Waterfront Workers' Federation, a meeting, attended by representatives of all parties concerned, was held on Monday of this week, with no immediate result except that the local District Executive Board members of the International Longshoremen's Association decided to submit the employers' proposals to a vote of their colleagues along the coast.

It should be noted that quite a number of shipping and stevedoring concerns are not affected by the second walkout of the longshoremen because they are not members of the Waterfront Employers' Union. Thus approximately fifty per cent. of the longshoremen usually employed by freight carriers are now enjoying the new wages and working conditions.

Some progress has been made also with the lumber carriers. The local association of

employers in the lumber business has expressed a willingness to meet with a committee from Riggers & Stevedores' Union of San Francisco, and the latter organization has appointed a committee for the purpose stated.

At the time of going to press the general situation relating to the longshoremen's controversy appears to be shaping itself for negotiation and peaceable adjustment. Whether or not this is too optimistic a viewpoint, it must be conceded that the outlook for industrial peace on the Pacific Coast has been very substantially improved by the Waterfront Employers' Union's prompt repudiation of the silly and uncalled-for Open-Shop declarations by the San Francisco Chamber of Commerce.

### EMINENTLY APPROPRIATE.

The eternal fitness of things shall rule us at all times. This fact is made evident by the knowledge that a scion of the illustrious Calhoun family is to dominate and conduct the forthcoming preparedness parade in San Francisco. One of Labor's well-known arch enemies of United Railroads fame, Thornwall Mullally, will be the Grand Marshal.

Notwithstanding the fact that all Organized Labor, and a large percentage of unorganized labor, has gone on record against preparedness, as the average business man sees it; every effort is being made by the press, and a few interested parties to give the occasion a modicum of labor coloring. Through the columns of the press we are informed that the Builders' Exchange is gathering together the "hosts of labor" for marching purposes on Preparedness day. We are given to understand that the horny-fisted sons of toil are bursting with eagerness to honor the spirit of militarism, as represented by business instinct and munitions profits. We are led to believe that the workers, especially the organized workers, do not know their own minds for any length of time. In fact, it is insinuated that when Organized Labor "resolutes" against preparedness it means that they are for it. From certain standpoints this also is eternally fit.

If we were able to lose sight of the fact that the two longshoremen recently murdered by hired gun thugs were victims of a system fostered and maintained by such characters as Thornwall Mullally and his tribe of labor crushers; if we were able to blot forever from our memory the miseries of Homestead, the shame of the Coeur d'Alene, and the still smoldering ashes of Ludlow's black ruins, then labor's participation in the parade would be eternally fitting, both to the occasion and ourselves. Our cringing shame would be marshalled before all people, our coward traits would be the wonder of the age.

Labor's would-be seducers know that in order to propagate successfully the red firebrand of patriotism, so broadly professed by liberty-destroying associations, it is necessary to enlist the support of the workers themselves. Knowing these things, they are wise in their generation and exploit any means, legitimate or otherwise, to further their base ends; but in the selection of their Grand Marshal the militarists have made the mistake of being unwise. Owing to the several severe shocks to confiding simplicity, Labor has learned to look with dismay and circumspection upon anything pertaining to militia or militarism. It is fitting, therefore, that all those who live at the sweat of others' brow should march with the hosts gathered by the Builders' Exchange to represent Labor on the

illustrious occasion, and that proper obeisance be given the real proponents of preparedness not to mention its representative Grand Marshal in the person of Thornwall Mullally.

Organized Labor, however, will not do honor to such an occasion, or homage to such spirit. Neither will they follow even for a short time the leadership of a person whose very presence breathes defiance to their hopes and aspirations. It is infinitely fitting that the organized workers repudiate the actions of those deluded aspirants to fame who suffer exploitation as the portrayal of Labor's fundamental doctrine. Any workingman who is possessed of more brains than would be lost in the confines of a diminutive peanut will not be found in the scheduled preparedness parade, neither will he be used by preparedness proponents.

Hence, again, exemplification of the "eternal fitness of things": A successful union-buster for Grand Marshal of San Francisco's preparedness parade.

### PUNISHING "DESERTERS."

It is very difficult for some folks to get accustomed to the new order of things which has been inaugurated by the enactment of the La Follette Seamen's Act.

Many owners and masters of foreign merchant vessels still look upon members of the crew as "personal property."

A case at instance is the libel in the sum of \$100,000 filed against the Russian bark "Procyon" at Norfolk, Va., by Attorney H. George Stewart in behalf of five seamen who were imprisoned at the request of Captain Erickson, master of the "Procyon," charged with desertion. The men were released from Warwick county jail after being confined 18 days. The libel alleges false imprisonment and is based upon the ruling of Judge Charles A. Woods, sitting for Judge Waddill in the U. S. District Court, who held that the men were illegally held.

When a few of these libel cases have been disposed with, the masters of foreign vessels touching at ports of the United States will probably learn the lesson that involuntary servitude of seamen has been actually abolished in at least some ports of the world.

### CAPITAL AND PATRIOTISM.

Jacob H. Schiff, head of the banking firm of Kuhn & Co., recently denounced the proposed American credit loan to Russia as "an insidious piece of financing," since it allies our interests with those of "a master tyrant," guilty of "brutality and inhumanity run riot."

Well, the credit loan has been made. But why expect lofty sentiments in a business transaction of this character?

"Business is business." And capital recognizes no flag or nation. It expects the workers to be patriotic and to worship flags because that helps to keep the workers divided.

But unlike the workers, capital (per se) is a true champion of internationalism. As an authority for this assertion we have none other than the Rt. Hon. A. J. Balfour, who said on September 22, 1909:

You have capital, mobile capital, international capital, ready to move to America, to Germany, to England, wherever it may be that it can get the best investment. . . . If he (the capitalist) gets his interest, it matters little to him whether he gets it by giving employment in America, Britain, or . . . in Germany. To him it is all one.

Who said capital is patriotic?



Realizing that public sympathy is with the striking California bay and river steamboatmen who are only asking for a modest increase of ten per cent., or \$55.00 instead of \$50.00 per month, the Steamboat Owners' Association of California has pressed into service a bright young man who acts as publicity expert and general censor. In a statement given to the press during the week the unsuspecting public is informed that "the deckhands received an average of \$101.81 per month of twenty-six days of six hours per day, in addition to four meals per day." Gee whiz! Who would have dreamed it? Talk about "bankers' hours" and "getting money from home. Why not go steamboating and beat both? We used to think all the champion "figurers" were permanently engaged in fibbing about the Seamen's bill but we were surely badly mistaken. The steamboat owners have them all backed off the board. They have discovered a Munchausen incarnate. His stories should be copyrighted and preserved for future generations!

In the Republic of Uruguay a law providing that eight hours shall constitute a working day has been enacted by Congress. People who are disposed to doubt whether the world really moves might find some food for cogitation in the fact that not so many years ago the officers of the law in certain sections of our own country were arresting and sometimes imprisoning men who had the temerity to mount soap boxes and advocate a division of the twenty-four hours of the day into three equal parts: one for work, one for recreation and one for rest.

"The capitalistic interests of the United States have been well to the fore in the agitation for preparedness, and this, perhaps, is only natural. In the main they would go to extremes in providing men for a great army and navy." This is the viewpoint of a conservative Boston daily. But the calm observer of the situation can hardly avoid sympathizing with Congressman J. H. Davis of Texas, who says, boldly and clearly, "that he is opposed to every method of conscription that does not include the conscription of money."

On the 7th day of June specific complaint was filed with the Collector of the Port of San Francisco, setting forth certain gross violations of Section 13 of the Seamen's Act. Under date of June 8 the complaint was forwarded to Washington for an "authoritative ruling." At the time of going to press (June 27) the "authoritative ruling" is still forthcoming and certain steamboats operating on the bay of San Francisco are still manned by totally inexperienced makeshifts for men.

The British Columbia Federationist says:

The Red Cedar Lumber Company, operating at Potlach Creek, has tightened up its patriotic belt and fired all its white employees, who were being paid only \$1.50 a day. These have been replaced with Orientals at \$1.10 per day.

Well, there are various ways of killing a cat, and it is becoming quite evident that there are different methods in the recruiting business, as well.

In taking advantage of the "spirit of organization," organizers should be guarded against creating elements that tend toward the segregation rather than the cohesiveness of the labor movement.

## OPEN-SHOPPERS REPUDIATED.

**Chamber of Commerce Injects Itself Into Longshoremen's Strike and Is Promptly "Called" by Waterfront Employers.**

True to its past, the San Francisco Chamber of Commerce could not resist the temptation to "butt in" on the Longshoremen's strike and issue some foolish Open-Shop declarations.

The rather lengthy resolutions upon the subject, adopted by the Board of Directors of local Chamber of Commerce, on June 21, contains a flat declaration to the effect that "law and order" and the "Open-Shop" are the only real remedy for industrial evils.

Just how the Waterfront Employers' Union resents the interference of the money-bags in the Chamber of Commerce is made very evident by the following communication:

### Waterfront Employers' Union,

503 Merchants Exchange,

San Francisco, Cal., June 24, 1916.

Waterfront Workers' Federation,  
San Francisco, Cal.

Gentlemen:—You having interested yourselves in adjusting the differences at present existing between the Waterfront Employers' Union and the Longshoremen's Union, we respectfully submit the following for your consideration:

The commerce of the Coast must be moved, and we are engaged in our present preparations reluctantly solely in protection of our own interests and without any effort to disrupt any other organization. At the same time, to clear up any possible erroneous impressions arising through conflicting reports, we wish to state that we have not engaged, nor are we engaged, in any campaign to make the port of San Francisco, or the entire Pacific Coast, non-union or open shop.

In the interest of commercial peace, we make the following proposition:

The longshoremen to return to work immediately in all Pacific Coast ports now affected by the longshoremen's strike and remain at work under the conditions of the agreements effective at San Francisco, Cal., December 31, 1915, Seattle, Wash., September 12, 1915, San Pedro, Cal., November 15, 1915,

with the exception that the wages of longshoremen scheduled under these agreements at 50c regular time and 75c overtime, or less, shall immediately be 55c regular time and 82½c overtime; work for which 55c regular time and \$1.00 overtime were paid under the terms of the agreements will continue on the same basis; that all work on cargo now regarded as "unfair" shall be re-established and work on this class of cargo to be resumed as heretofore under the above mentioned agreements.

The day that work is resumed under the above conditions, a committee consisting of the two members of the Executive Board of the Pacific Coast District International Longshoremen's Association; two members of the Waterfront Workers' Federation; two members of the Waterfront Employers' Union, and Mr. John P. McLaughlin, Labor Commissioner, to be appointed a conference committee to adjust all disputes and misinterpretations of agreements and to confer with representatives of the coastwise steamship companies whose steamers are operated on the routes that are regulated by the Interstate Commerce Commission and the intrastate railroad commissions, with the view of inducing their railroad connections at the ports affected by the strike to increase their rates of handling charges, that the wages of warehousemen and car loaders can be increased accordingly; this increase to be effective on or before September 1, 1916.

If this agreement is accepted by the longshoremen and the Waterfront Workers' Federation, we are agreed that, as soon as the same is accepted and signed by the Pacific Coast District Executive Board of the International Longshoremen's Association, the Waterfront Workers' Federation and the Waterfront Employers' Union, the last mentioned Union will immediately discharge all non-union longshoremen now employed by them.

Respectfully submitted,

WATERFRONT EMPLOYERS' UNION,

(Signed) C. W. COOK, President,

(Signed) S. C. THACKARA, Secretary.

The reply of the Waterfront Workers' Federation to the foregoing communication is also worthy of note, and is therefore published herewith, in full:

### Waterfront Workers' Federation of the Pacific Coast,

San Francisco, June 24, 1916.

Waterfront Employers' Union,  
503 Merchants Exchange Building,  
San Francisco, Cal.

Gentlemen:—The Federation instructs me to acknowledge the receipt of your communication  
(Continued on Page 10.)

## OFFICIAL.

### SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., June 26, 1916.

Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping medium. Voting for officers for the ensuing term was proceeded with and concluded. A Quarterly Finance Committee was elected to go over the Union's accounts for the past three months.

JOHN H. TENNISON, Secretary pro tem.  
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., June 19, 1916.

No meeting. Shipping fair; prospects uncertain.

REGINALD TOWNSEND, Agent.

Room 11, De Cosmos Block, 1424 Government St.

Vancouver, B. C., June 19, 1916.

Shipping good; prospects good.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, June 19, 1916.

No meeting. Shipping fair; prospects good.

H. L. PETERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, June 19, 1916.

Shipping medium.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, June 19, 1916.

Shipping fair; prospects uncertain.

E. J. D. LORENTZEN, Agent pro tem.

P. O. Box 6. Tel. Main 557.

Portland Agency, June 19, 1916.

Shipping dull; prospects uncertain.

JACK ROSEN, Agent.

44 Union Ave. North. Tel. East 4912.

Eureka Agency, June 19, 1916.

Shipping and prospects fair.

OTTO DITTMAR, Agent.

227 First St. P. O. Box 64. Tel. 159.

San Pedro Agency, June 19, 1916.

Shipping good; prospects fair.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, June 12, 1916.

Shipping dull; prospects poor.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

### MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., June 22, 1916.

No meeting. Shipping fair; situation unchanged.

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, June 15, 1916.

All vessels laid up on account of longshoremen's strike.

LEONARD NORKGAUER, Agent.

Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, June 14, 1916.

No meeting. Situation unchanged.

HARRY POTHOFF, Agent.

P. O. Box 54.

Portland Agency, June 19, 1916.

No meeting. Shipping fair; few cooks but no waiters ashore.

THOMAS BAKER, Agent.

89 Second St. N. Phone Broadway 2306.

Japanese are said to be negotiating for the purchase of the Great Northern liner "Minnesota." Should this deal be closed the ship would be placed on a run between Asiatic ports and San Francisco, with a call at Honolulu. The Toyo Kisen Kaisha is pushing repairs and refitting of the steamer "Anyo Maru," which will take the place of the wrecked "Chiyo Maru." The report that all Nippon Yusen Kaisha liners passing through the Panama Canal will call at Honolulu has been received there with great satisfaction. Negotiations for the berthing of the steamers are now under consideration.

The Canal Record reports that the gasoline launch "Sir Francis" arrived at Balboa in the morning of June 3 for transit of the Canal, on the way from Seattle and way ports to Atlantic ports of the United States, and Nova Scotia. The launch is only 32 feet in length by 10 feet beam, with a draft of three feet two inches. Her master, Mr. Thomas Drake, is the only person aboard her, and he is making the long and perilous voyage alone to establish a record in the navigation of small boats. He left Seattle in July, 1915.



## LABOR, WEALTH AND EFFICIENCY.

A sensation was created in scientific circles of Philadelphia recently by the address of J. W. Ledoux, retiring president of the Engineers' Club and chief engineer of the American Pipe and Construction Company.

That Ledoux attacked "preparedness" would have been bad enough; but he went farther, and declared that all natural resources must be owned by the nation. The following are some extracts from his address, entitled "Labor, Wealth and Efficiency":

"It is obvious and natural that the 2 per cent. of the population, which owns nearly 60 per cent. of the total property, should have a controlling influence in its management. Many of our most important and even sacred institutions, are so regulated as to give this class immense advantage. The churches preach humility and make a virtue of bearing the cross of poverty for the lowly, while they fawn upon the power and make obsequious obeisance to the upper class. The great newspapers, the financial institutions, the marts of trade and the laws of the land are guided by policies which perpetuate and make more certain their absolute dominion.

"We listen with admiring satisfaction to silvery-tongued orators prating of the vast and growing proportion of wealth, the favorable balance of trade, the preponderance of exports over imports, the influx of gold and the bountiful crops, until, under the influence of the spell, the average citizen imagines for the moment his personal possessions must have increased many fold, only to find himself as poor as ever and up against hard work to make ends meet. But some, without effort, and even without ability, as ordinarily defined, are piling up untold wealth overnight, and really that is what the orators are glorifying.

"The ownership of land and other natural resources by private individuals is an ancient institution, and with few minor exceptions the practice has been universal and continuous, and so our recognition and acceptance of its justice are so general as to substantially constitute a natural instinct; and yet, in nearly every generation, there have existed men of discernment who have been convinced of its grave menace to social progress and have had the hardihood to publicly proclaim their condemnation.

"As the wealth and capital were controlled by the landed class, it had no difficulty in creating and enforcing laws to perpetuate its supremacy. The churchmen, schoolmen and others to whom the common people went for counsel found it for their interest and even safety to propagate the doctrine of private ownership of natural resources, and the people were too ignorant and benighted to see its injustice.

"Scientific men have avoided political questions because of the sharp practices and intrigue with which they have been so frequently accompanied. However, there is strong evidence of an awakening; more scientific attention is being given to social affairs.

"Let men of science once perceive that the real canker which stunts the development of social advancement and justice is private ownership of the nation's store-

house, from which wealth is extracted by labor, and the problem will be just as certain of solution as was the elimination of yellow fever when the mosquito cause was discovered. Let them agree that justice is the greatest convention ever proposed for the promotion of social efficiency, and the remedies will not be far in the wake."

## TRADE UNION FINANCES.

As a business institution advances and gains in power and influence more money is required for running expenses, and that money, as a rule, is freely forthcoming on the principle that the larger the investment the larger will be the net returns. With labor unions, however, that principle does not seem to apply, at least if we are to judge by the attitude of many union men.

To their minds, the larger and more influential a labor organization becomes the lower should the running expenses be. They combat every attempt to increase the per capita tax on the assumption that such is not really necessary and that an organization of, for instance, 250,000 members, can be run on the same monetary basis as a union of 50,000 or less.

On such a basis they expect benefits entirely out of proportion to the per capita tax paid. They expect strikes to be financed, elaborate organizing campaigns undertaken, and the business of the organization conducted on the most approved, up-to-date lines. Some there are who expect much more but they never stop to figure out by what means such a financial miracle can be performed with the resources available.

These members do not realize that the spread of democracy and the demands of the industrial system of to-day have placed greater responsibilities upon the labor unions and exact more from them. The unions have to meet conditions that were unheard of in the past, administration expenses are much greater and strikes cost thousands where hundreds sufficed in former years.

It goes without saying, of course, that the prime asset of a labor union lies in a strong membership, unitedly striving toward the end for which they are organized, but nevertheless, without a strong treasury to back them up and make their influence felt, numerical power counts for much less than it might. Adequate finances are essential if advances are to be made and the gains obtained in the past defended.

In order to gain results to-day we must put our organizations on a sound financial basis. A labor organization in order to forge ahead must be efficiently equipped to fight its battles; to allow it to be handicapped for want of funds, while the members are enjoying the fruits of organization in higher wages and better working conditions, is a suicidal policy. Cheapness of that kind is in no sense economy, and is dear in the long run.

If the American labor movement is to fulfill its mission in the future, trade-union members must revise their attitude on the question of high dues. We must gain something of the viewpoint of the manufacturer or merchant who is enterprising enough to put more money into his business to protect what he has and to reach out for more. We must realize that in order to receive the full benefits of our

trade affiliation it is necessary for us to give as heartily and as freely as our resources will permit. We must adjust ourselves to the fact that a proportion of the large sums gained in wage increases will have to be added to the union treasury if we desire to retain the advantages we have gained.—The Carpenter.

## THE PONTIFICAL FLAG.

It is announced that when the Papal Nuncio to Argentina leaves Buenos Aires for his new post at Brussels, the ship carrying him will fly the Pontifical flag. This has led some scribes to assert that never before has the Pontifical flag flown on the ocean, inasmuch as the Papal brig "Maria Immacolata," which lay at Civita Vecchia when the Italians took Rome in 1870, had never been outside the harbor. But have the profound scholars referred to ever heard of the battle of Lepanto, where on the memorable day of October 7, 1571, the Papal galleys under the command of Marc Antonio Colonna, in company with those of Venice, Genoa, Spain, Naples and Sicily, helped to destroy the naval power of the Turks? Marc Antonio Colonna, by the way, is now having an Italian dreadnaught named after him. On the other hand, when a few years ago the Papal Nuncio left the mainland to attend the Eucharistic Congress at Malta, he was conveyed thither in a British warship which flew the Pontifical flag at the masthead, so that there are antecedents for the proceeding adopted in the present case.—Shipping Illustrated.

## A BELLIGERENT DONKEYMAN.

The following news item is published in a New York shipping journal:

"The schooner 'Mary E. Palmer' arrived here on Wednesday from Buenos Ayres with the donkeyman in irons. For six weeks he had been locked up, after attempting to destroy the ship by fire. The 'Mary E. Palmer' left Buenos Ayres laden with quebracho wood March 24. Probably crazed by the war, the donkeyman, an Austrian, who signed as John Smith, conceived a deep and outspoken hatred of the Russians and Englishmen on board. On April 25 he dismantled the pumps, drew the water from the donkey boiler and started a fire under the boiler. By the time this discovery was made the ship was in flames. The struggle to overpower the donkeyman is described as having been almost as stirring as the fire itself. When this was accomplished and the fire extinguished, the schooner put into Ceara, Brazil, for repairs."

## FOR NON-THINKERS ONLY.

Workingmen who sometimes think are beginning to ask how it is that the Government has millions to spend for war purposes and never a penny to better conditions and make life easier for those upon whom it must depend to fight the war it is preparing for.—The Queensland Worker.

The efficacy of the labor aphorism depends not so much upon its literal truthfulness as upon the fact that the unbeliever must think to the extent of half a column or so in order to disprove it.



**WHAT IS AMERICANISM?**

(By Congressman Frank Buchanan.)

When we ask "What is Americanism?" we instinctively call to mind the struggle which made this great Republic possible. We ask ourselves why this great sacrifice, why this heroic determination to throw off the yoke of a mother country? The answer is to be found in the preamble of the great instrument of freedom in the history of mankind, our Constitution, and in the immortal words of Thomas Jefferson: "Equality for all and special privilege to none."

True Americanism means upholding the basic principles of humanity, upon which this Government is founded. It means a love and attachment to our institutions and ideals. It means that America shall be held above all other nations and that there shall be no divided allegiance. But this, however, does not preclude a man from loving his native land; it does not mean that he must wipe from his vision the picture of his childhood days, from his mind the memories of his youth, and from his heart the love and associations that grew and were fostered there.

If a man raise his voice in behalf of universal peace, should he be maligned by a venal press and pronounced a traitor? If he lifts his hand in opposition and protest to the manufacture of death-dealing weapons meant to slay men who are our friends, and to widow their wives and orphan their children, should he be condemned and ostracized? Let us hope that our race has not fallen to such a level. Let us hope that the crimson words of our Constitution shall not have been written in vain.

A true American is one who loves the people of America and faithfully tries to serve them, and whose fidelity to their cause will not be swerved by imminent danger to his personal interests or by threats from powerful influences to destroy him. True Americanism exists in him who has the courage to strive for the rights and freedom of humanity under great difficulties. A true and intelligent American understands that he is to a degree a citizen of the world, and while striving to serve the best interests of America, realizes that their interests are best served by directing his influence to serve humanity elsewhere.

There were men—mostly of foreign birth—in the coal districts of Colorado, who, but a few months ago, arose in their might and wrath in protest against the tyrannical and despotic rule of their masters. They fought, they suffered, they died for the principles of humanity and justice. Who dare say that they were not Americans?

Americanism does not mean a locality. Americanism does not mean a family tree. Americanism means liberty, equality, and justice, and he who stands firmest in support of these principles deserves most to be called an American.

**A WAR METAL.**

A Berlin foundry is advertising for sale blocks of a substance called metal-Germania, which is described as a mixture of tin, zinc, and copper. Its advantages are that it is guaranteed to be free from all risks of requisition, and suitable for replacing castiron and tin for water pipes and gas pipes.

Demand the union label upon all purchases!

**DERELICT.\***

(By Young E. Allison.)

Fifteen men on the dead man's chest—  
Yo-ho-ho and a bottle of rum!  
Drink and the devil had done for the rest—  
Yo-ho-ho and a bottle of rum!  
The mate was fixed by the bos'n's pike,  
The bos'n brained with a marlinspike  
And cookey's throat was marked belike  
It had been gripped  
By fingers ten;  
And there they lay,  
All good dead men,  
Like break-o'-day in a boozing-ken—  
Yo-ho-ho and a bottle of rum!

Fifteen men of a whole ship's list—  
Yo-ho-ho and a bottle of rum!  
All of 'em down from the devil's own fist—  
Yo-ho-ho and a bottle of rum!  
The skipper lay with his nob in gore  
Where the scullion's axe his cheek had shore—  
And the scullion he was stabbed times four.  
And there they lay,  
And the soggy skies  
Dripped all day long  
In up-staring eyes—  
At murk sunset and at foul sunrise—  
Yo-ho-ho and a bottle of rum!

Fifteen men of 'em stiff and stark—  
Yo-ho-ho and a bottle of rum!  
Ten of the crew had the murder mark—  
Yo-ho-ho and a bottle of rum!  
'Twas a cutlass swipe, or an ounce of lead.  
Or a yawing hole in a battered head—  
And the scuppers glut with a rotting red.  
And there they lay—  
Aye, damn my eyes!—  
All lookouts clapped  
On paradise—  
All souls bound just contrariwise—  
Yo-ho-ho and a bottle of rum!

Fifteen men of 'em good and true—  
Yo-ho-ho and a bottle of rum!  
Every man jack could ha' sailed with Old Pew—  
Yo-ho-ho and a bottle of rum!  
There was chest on chest full of Spanish gold,  
With a ton of plate in the middle hold,  
And the cabin's riot of stuff untold.  
And they lay there  
That had took the plum,  
With sightless glare  
And their lips struck dumb,  
While we shared all by the rule of thumb—  
Yo-ho-ho and a bottle of rum!

More was seen through the sternlight screen—  
Yo-ho-ho and a bottle of rum!  
Chartings no doubt where a woman had been—  
Yo-ho-ho and a bottle of rum!  
A flimsy shift on a bunker cot,  
With a thin dirk slot through the bosom spot  
And the lace stiff-dry in a purplish blot  
Or was she wench . . .  
Or some shuddering maid . . . ?  
That dared the knife  
And that took the blade!  
By God! she was stuff for a plucky jade—  
Yo-ho-ho and a bottle of rum!

Fifteen men on the dead man's chest—  
Yo-ho-ho and a bottle of rum!  
Drink and the devil had done for the rest—  
Yo-ho-ho and a bottle of rum!  
We wrapped 'em all in a mains'l tight,  
With twice ten turns of the hawser's bight,  
And we heaved 'em over and out of sight—  
With a yo-heave-ho!  
And a fare-you-well!  
And a sullen plunge  
In the sullen swell  
Ten fathoms deep on the road to hell—  
Yo-ho-ho and a bottle of rum!

\*There is somewhat of a history attached to this poem. The first two strophes were appropriated by Stephenson and are to be found in his Treasure Island, and for a long time it was thought it was written by him and that the strophes were the whole poem. However, after a long and somewhat heated controversy among the literati it was finally adjudged to Young E. Allison, but not before the whole poem as it now appears was discovered and printed in a Chicago daily.

If there were no servile men there would be no despotic governments.

**NOTICE TO SEAMEN.****IMPORTANT.**

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,  
V. A. OLANDER, Secretary.

**LAKE DISTRICT, I. S. U. of A.****LAKE SEAMEN'S UNION,**

570 West Lake Street, Chicago, Ill.

**BRANCHES AND AGENCIES:**

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| BUFFALO, N. Y.         | 55 Main Street             |
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| MILWAUKEE, Wis.        | 133 Clinton Street         |
|                        | Telephone South 240.       |
| ASHTABULA, O.          | 21 High Street             |
|                        | Telephone 552.             |
| NORTH TONAWANDA, N. Y. | 152 Main Street            |
|                        | Telephone Bell 2762.       |
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|                        | Telephone 3724.            |
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**MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.****HEADQUARTERS:**

71 Main Street, Buffalo, N. Y.  
Telephone Seneca 48.

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| CHICAGO, ILL.     | 406 N. Clark Street     |
| MILWAUKEE, Wis.   | 151 Reed Street         |
| DETROIT, MICH.    | 27 Jefferson Ave., East |
| SUPERIOR, Wis.    | 1814 Fourth Street      |
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**MARINE COOKS AND STEWARDS' UNION.****HEADQUARTERS:**

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**UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.****MARINE HOSPITALS:**

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

**RELIEF STATIONS:**

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|----------------------|-------------------------|
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| Ashtabula Harbor, O. | Oswego, N. Y.           |
| Buffalo, N. Y.       | Port Huron, Mich.       |
| Duluth, Minn.        | Manitowoc, Wis.         |
| Escanaba, Mich.      | Marquette, Mich.        |
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| Green Bay, Wis.      | Saginaw, Mich.          |
| Houghton, Mich.      | Sandusky, O.            |
| Ludington, Mich.     | Sault Ste. Marie, Mich. |
| Manistee, Mich.      | Sheboygan, Wis.         |
| Erie, Pa.            | Superior, Wis.          |
| Menominee, Mich.     | Toledo, O.              |



## WEEKLY NEWS LETTER.

(Continued from Page 3.)

The administration of the act rests with the Workmen's Compensation Board and the State is divided into three districts for convenience of administration.

Employers accepting the act must insure in a stock or mutual company or a special organization created by the act or they may be relieved of this obligation on giving proof of financial ability. Self insurers, however, must furnish bond or other security.

## Federal Unions Urged.

American Federation of Labor Secretary Frank Morrison has issued a circular to all organizers to take advantage to the fullest extent of the increasing sentiment for unionism among unorganized.

"In order that there shall be opportunity," he says, "for persons employed at unorganized crafts and callings to take care of their interests pending the time when they can join the separate union of their trade, the laws of the American Federation of Labor make provision for the formation of a federal labor union, or union of mixed crafts and callings, in which those who are not members of a union already in existence or eligible to membership in a trade union can hold membership. When there is a sufficient number of members of any particular craft or calling in a federal labor union the officers are required to form a trade union and affiliate it to its national or international body."

## Trainmen Resent Evasion.

At the eight-hour conference between railroad managers and their train service employees, the former were notified in plain language that no dodging tactics would be tolerated. The fireworks started when Grand Chief Stone of the engineers asked Elisha Lee, the railroad chairman, about the application of a proposed rule which the latter said would not reduce the workers' pay. The answer was not satisfactory and A. B. Garretson, the conductors' executive, turned to the railroad manager and said:

"We want you to lay your cards on the table as to what you mean in your proposition."

"Our cards are on the table," replied the railroad executive.

"If so, they are all blank cards," said the unionist.

"For two days you have fired questions at us," broke in Mr. Stone. "You have asked us about cases that might come up once in a hundred years. We have given you straight answers. Now we ask you one question and we get no satisfactory reply."

"For three days you have run a question box," said Mr. Garretson, "and we have run to the whole gamut of what our proposals mean. There has never been an iota of hesitation in our answering your question and there has never been a refusal to reply—our answers have been in good faith. Now, when you are on the grid-iron, the first thing met with is a failure to give us any specific application of what we intend to arrive at—that is, comparative cost."

It was then decided that the unionist

could later ask all the questions they wished to be answered.

"All right," said Mr. Garretson, "we intend to give you a series of questions like you gave us. We are going to draw our conclusions therefrom, the same as you drew conclusions from our answers."

## Secession vs. Revolution.

Seceders from the United Garment Workers' Union point to the American Revolutionists of 1776 to justify their action, and are answered as follows by the Garment Worker, official organ of the boni fide union:

"The basic difference between revolution and secession is that in one instance an attempt is made to establish a form of government wherein all are assured of equal rights and opportunities, while in the other an attempt is made to withdraw from a form of government in which all who participated in it enjoyed equal rights and opportunities, and an attempt made to establish a dual or opposition form of government.

"This being true, it naturally follows that when a revolution is successful, all who participated in it are benefited, as the people are united for a common purpose and ideals, while a secession movement, successful or otherwise, is bound, to have the opposite effect, as the contending parties, instead of acting in unison, are antagonistic to each other, and disruption, disorder, and chaos is the best that can be hoped for while the seceders persist in their mistaken ideas."

## Immigration Figures.

The federal Department of Labor reports that 36,999 immigrants were admitted during April of this year, against 31,755 during the same period last year, and 142,207 during April, 1914, which was prior to the European war.

Of the April, 1916, arrivals, Italy contributed the largest number, 4703, followed by Greece, with 4031. Out of the Balkan States—Bulgaria, Servia and Montenegro—came but 54, against 35 in April, 1915, and 2433 in April, 1914.

During April, 1916, the laborers admitted were 6195, and the farm laborers, 4208.

New York State secured the largest number of these arrivals, 7660; followed by Massachusetts with 3572; Michigan, 2581; Pennsylvania, 1926, and California, 1202.

Few of these immigrants were destined to the Southern States. But 5 were ticketed to Tennessee, 6 to Kentucky, 7 to Arkansas, 14 to Mississippi, 17 to North Carolina, 24 each to Alabama and Georgia, and 13 to South Carolina.

## Compensation Bill Reported in Senate.

The United States Senate Judiciary committee has made a favorable report on the Sutherland bill which provides compensation for civilian employees of the Federal government who are injured in the line of duty. Compensation shall be based on the monthly wages, which shall be 26 times the day's pay. In case of death the widow shall receive for eight years 40 per cent. of the wages paid the deceased. The per cent. varies where the widow has children. Benefits for permanent total disability shall be 50 per cent. of the monthly wages for life. Temporary partial disability shall

be 66 2-3 per cent. of the monthly wage, to continue during the disability.

Payments under the act are not subject to claims of creditors and any assignment of payments due under the act is void. The Government is not to exempt itself from liability by contract or agreement, and the Secretary of Labor is empowered to make rules to make the act effective.

The report says the theory of compensation is now so generally accepted "that further argument is unnecessary," and that "a government should be willing to deal with those who do its work as generously as it compels private employes to deal with those who do their work."

Senator Sutherland, the author of the bill, is a student of compensation for workers. He served as chairman of the Senate committee that investigated this question.

Another compensation bill, drawn along somewhat similar lines, known as the Kern-McGillicuddy bill, is pending. In the House it has been reported favorably by a committee.

## OPEN-SHOPPERS REPUDIATED.

(Continued from Page 7.)

of even date submitting certain proposals as basis for settlement of the strike of the longshoremen formerly in the employ of members of your Union, and to advise that same has been laid before the members of the District Executive Board of the International Longshoremen's Association and the members of the Riggers & Stevedores' Union's conference committee, which latter bodies have considered same in joint session with the Executive Committee of the Federation.

The Executive Committee duly appreciates the spirit in which your proposals are made, and is especially pleased to have your assurance that "you are not engaged, nor have you engaged, in any campaign to make the port of San Francisco, or entire Pacific Coast, non-union or open shop."

It is the opinion of the joint meeting that speedier and more satisfactory results can be attained by meeting with the representatives of your Union and discussing terms of settlement verbally, having in mind that Mr. White, Conciliation Commissioner of the Department of Labor, has arranged for a continuation of negotiations where they were left off on June 8. We are advised that Mr. White will be in this city to-morrow (Sunday, June 25).

With the approval of the longshoremen's representatives the Executive Committee of the Federation offers for your consideration the following:

That a joint conference committee be organized, as follows: Mr. White, Chairman; such number of employers as the Waterfront Employers' Union may designate; five members of the District Executive Board of the International Longshoremen's Association; five members of the Riggers & Stevedores' Union; and five members of the Waterfront Workers' Federation; such joint committee to meet at the call of the Chairman to consider terms of settlement of the strike.

I am also instructed to advise that the Federation has appointed the following gentlemen to act as members of the proposed joint conference committee: John P. McLaughlin, Paul Scharrenberg, R. P. Corrie, J. D. Barnes and J. F. Clark.

Respectfully,  
(Signed) E. ELLISON,  
Secretary-Treasurer.

For subsequent developments in the longshoremen's strike see editorial comment in this issue.

The aggregate of the world's sailing and steam tonnage in 1850, the earliest year for which statistics have been compiled, amounted (so far as can be ascertained) to about 9,450,000 tons (net), of which 4,233,000 tons (net), or 44.8 per cent., were registered in the British Empire. In 1911 the aggregate tonnage of the world, so far as statistics are available, was 34,886,000 tons (net), of which 13,533,000 tons (net), or 38.8 per cent., were registered in the British Empire.

Demand the union label upon all purchases!



**"THE DOUBLE STANDARD"**

(By John H. Walker.)

According to the double standard, the workingman, no matter what his trade or calling, may not ask from his employer a wage or return for his labor that exceeds the employer's conception of the value of his labor. Indeed, it is accepted generally that he must not ask even all that his labor service was actually worth.

If the worker demands a wage equivalent to the value of his labor he is immediately told by his employer that he is unreasonable. The people generally agree that the employer is right under these circumstances. If the worker, by any chance, under any circumstances, presumes to ask a wage in excess of the value of his service rendered, and the employer can show that to be true, then everybody universally condemns that worker for being nothing short of a thief. That is one side of the present double standard—the side used to judge the worker.

The other side of the present standard, the method by which the employer is judged, is exactly opposite. When the remuneration of the employer, his wage or profit, is under consideration, the value of his labor or of the actual service he renders is not given much thought. In fact, all the employer concerns himself about is: "How can I, by hook or crook, perform my function in a manner that will enable me to get the largest possible returns for myself, regardless of the value of the services I render?"

The more an employer, or business man of any kind, is able to get for the least service or work performed the more successful he is considered. Instead of being condemned and branded as a thief (like a workingman who asks more than his labor is worth) the business man is given credit for being exceptionally shrewd and smart. To be considered a shrewd and smart business man, even under such circumstances, is, in the estimation of our people, a high honor, instead of a mark of dishonor.

When a boy is being trained to start in life as a business man the question of the exact value of his services, and teaching him to ask for that amount and no more, and how to get it, is not even considered, let alone taught. He is told that being successful in business means that he shall accumulate wealth. The question of the value of his actual services in relation to the amount of wealth that he accumulates is not thought of. He is taught the different methods by which men make money through business manipulation.

He goes to school to get a training to fit him for the express purpose of becoming an expert in all the different methods of manipulation, so that when opportunity offers itself he may get the largest amount of money or wealth possible, regardless of the value which he gives in return.

He is taught that failure to get wealth is disgrace; that it is evidence of his failure as a man. The moral phase of the matter is not considered. The question of whether or not he is entitled to that wealth, on the basis of the merit of the

services he actually performed, is not given a thought.

It is inculcated in him that the man who works and only receives pay commensurate with the actual value of his services (that pay being determined with a comparison with what other workers get) is on a lower level in our civilization than the business man who gathers wealth by manipulation.

On the other hand, the worker is taught that, above all things, he must be honest, and that beyond and above everything else he must do no dishonest act to bring disgrace upon himself and on the name of the family. He must not ask for anything he is not entitled to. He must not take anything that he has not actually earned.

His school books teach him this lesson. His school teacher repeats it to him, and the minister and priest never fail to bring it home to him. Newspapers, books, his fraternal society, every civic organization, every influence that reaches his life from boyhood up, remind him of it. It becomes a sort of religion—with the worker.

With the business man or employer, however, it becomes almost a religion to take everything that he can get hold of, just so that the law is not violated and that accepted business methods are used. The actual honesty of the methods used, or the value of the services rendered, have nothing to do with it.

Because this double standard has become accepted as being right, not alone by the employers and business men, but by a considerable portion of the workers themselves, and because these are the ethical laws governing business and economic life, the never-ending conflict goes on. No business man or employer can get wealth that they did not actually and honestly earn without taking it from some man or woman who had earned it. As long as that kind of thing obtains there can be no peace—there should be no peace. Honest men must fight.

**FISHERIES ON FILMS.**

The work that the United States Bureau of Fisheries is doing in the interest of the fishing industry of the country is soon to be illustrated by the use of motion pictures. In connection with its fish-cultural operations, the Bureau of Fisheries has secured temporarily the service of an expert operator, who has been assigned to duty on the upper Mississippi River, to take views of the rescue operations and the activities in connection with the propagation of the fresh-water mussel.

The film maker will later go to the Great Lakes to take views illustrating the whitefish and lake-trout operations. On the completion of this duty he will be assigned to other fields.

The entire work of the Division of Fish Culture of the Bureau of Fisheries will be fully illustrated when the motion-picture tour is completed, and the results will be available for exhibition wherever there is an interest in this branch of the work of the Department of Commerce.

Every additional function vested in the Government is a step backward toward despotism.

**Labor's Economic Platform**

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

**International Seamen's Union of America**

(Continued from Page 5.)

**MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.****Headquarters:**

SAN FRANCISCO, Cal., 58 Commercial St.

**Branches:**

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.

PORTLAND, Ore., 242 Flanders St.

SAN PEDRO, Cal., 613 Beacon St., P. O. Box 571.

**MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.****Headquarters:**

SAN FRANCISCO, Cal., 42 Market St.

**Branches:**

SEATTLE, Wash., Room No. 203, Grand Trunk Dock, P. O. Box 214.

PORTLAND, Ore., 89 Second St. N.

SAN PEDRO, Cal., P. O. Box 54.

**ALASKA FISHERMEN'S UNION.****Headquarters:**

SAN FRANCISCO, Cal., 49 Clay St.

**Agencies:**

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

**DEEP SEA FISHERMEN'S UNION OF THE PACIFIC.****Headquarters:**

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**Branches:**

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PRINCE RUPERT (B. C.), Canada, P. O. Box 968.

**UNITED FISHERMEN OF THE PACIFIC.**

ASTORIA, Oregon, P. O. Box 138.

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**The Coast Seamen's Journal**

Can be procured by seamen at  
any of the above-mentioned places;  
also at the headquarters of the

Federated Seamen's Union of Australasia  
29 ERSKINE STREET, SYDNEY, N. S. W.



## Labor News.

The Massachusetts State Board of Arbitration has ruled that striking shovelers employed by contractors in Springfield, Mass., shall be paid 30 cents an hour for a forty-eight-hour week.

Teamsters' Union No. 470 of Philadelphia defeated the Lumbermen's Association and has won the right to organize every yard in the city. Wages are increased and better working conditions assured.

Bottle Sorters and Handlers' Union No. 11,759, of Kansas City, Mo., affiliated with American Federation of Labor, has secured a two years' agreement. Wages are raised \$3 a week—to be paid at the rate of \$1.50 each year.

Painters in Greater New York have won their May 1 strike for \$5 a day. About 12,000 workers are benefited. Brooklyn contractors accepted the new rates three weeks ago and this week the Master Painters' Association of New York City proper hoisted the white flag.

The San Francisco Labor Council has instructed its organizing committee to give all possible aid to public school teachers in San Francisco in their effort to form a union and affiliate to the American Federation of Teachers. Members of the municipal fire department are awakening to the advantages of unionism and the Labor Council's committee will assist them also.

A grand jury at Tiffin, Ohio, has indicted David P. Graham and Gus Peterson, strike guards, for second degree murder. They are held responsible for the death of Albert Latonia, a striker at the plant of the Webster Manufacturing Company, whose iron molders are on strike to enforce better working conditions. The grand jury recommended the withdrawal of imported guards at the plant and their replacement with not to exceed three local men.

Striking employees of the Stetson Hat Company at Philadelphia have voted to return to work, accepting the agreement made possible by Robert McWade, representing the Federal Department of Labor. The strike started March 16 and was the culmination of continued dissatisfaction because of working conditions. About 1000 employees are directly involved. The company agrees to improve conditions and receive committees to adjust grievances. As an indication of conditions that formerly existed, President Cummings of the company says "the men will not be required to pass the usual physical examination."

The Washington (D. C.) Terminal Company, owner of the Union Railroad station, has granted the demands of its 400 striking employees, who were recently organized by Vice-President Nolte of the Brotherhood of Railway Car Men and officials of the local Electrical Workers' Union. The station employees include air brake inspectors, steam heat men, car repairers, safety appliance men, car cleaners and electrical workers. The principal complaint at this time was grafting foremen, who collected money from employees. Under the agreement these foremen are dismissed, fifty employees who were dismissed because of union activity are reinstated, as are all strikers. Provision is made for grievance committees and the company promises to recognize same.

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## Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

|                      |                     |
|----------------------|---------------------|
| Abrahamsen, John     | Lalme, A. V.        |
| Andersen, And.       | Larsen, Nels        |
| Anderson, J. -1048   | Leonard, Geo.       |
| Anderson, Alf. -1638 | Le Meus, Aug.       |
| Anderson, K. E.      | Mathison, Nils      |
| Ackerson, A. R.      | Macfarlane, Jas.    |
| Augustin, Herman     | Madsen, Brynol      |
| Backman, Thorsten    | Mostad, Leonard     |
| Bekker, G. J.        | Morrisay, James     |
| Bjerke, Ole          | Mynkmeyer, H.       |
| Caleen, A.           | Naro, H.            |
| Christoffersen, John | Nelson, A. W.       |
| Cottlingham, F.      | Nielsen, Estwan     |
| Connouton, T. H.     | Ness, John          |
| Doran, Eugene        | Nilson, H. P. L.    |
| Duncan, Geo.         | Nygard, Oluf        |
| Eaton, I. N.         | Nelson, Ed.         |
| Erdman, Paul         | Nielsen, J.         |
| Eriksen, Nils        | O'Keefe, P.         |
| Evertsen, Olaf       | Olsen, C. -1303     |
| Erikson, Otto        | Olsen, Ernest       |
| Eugh, I.             | Olsen, Herman       |
| Fenes, I.            | Olsen, A. M. -944   |
| Forslund, V.         | Olsen, Johan Gre-   |
| Frisolt, J.          | garlsen             |
| Gardner, W.          | Olsen, Andy         |
| Graae, C.            | Olsen, C. -584      |
| Haas, W.             | Oseberg, A.         |
| Hansen, Oscar        | Petersen, P.        |
| Harjes, H.           | Petersen, Hugo      |
| Hangerud, H. O.      | Petersen, A. -1720  |
| Hillborn, J. A.      | Petterson, C. -1486 |
| Haug, G. H.          | Pedersen, Louis     |
| Holm, C.             | Pedersen, Thomas    |
| Holten, E.           | Paulson, A.         |
| Harling, A.          | Quigley, R. E.      |
| Halvorsen, John L.   | Rieter, Otto        |
| Hernes, John         | Reiley, R. T.       |
| Hansen, Charlie      | Schram, Albert      |
| -967                 | Shaukat, Hans       |
| Hellison, H.         | Seggala, E.         |
| Iversen, Ole         | Selrin, T. R.       |
| Jacobsen, M.         | Sorensen, Geo.      |
| Jacobsen, Anton      | Sundt, Albert       |
| Jacobsen, Oscar      | Strand, Chas.       |
| Johnson, Andrew      | Swanson, Reuben     |
| Johnson, C. R.       | Samuelsen, W. L.    |
| Johansen, H. C. L.   | Schaerman, W.       |
| Johanson, Aug.       | Tho, J.             |
| Jensen, Hans         | Taft, Hans          |
| Jones, J. H.         | Thostrup, L.        |
| Jorgensen, Fred      | Thominen, J.        |
| Junge, Hanwick       | Thorsen, Andrew     |
| Kjorsvik, Johan      | Trabaut, M.         |
| Kristiansen, Nils    | Wetland, John       |
| Koske, Juko          | Weklund, W.         |
| Kroon, Zlon          | Westerlund, Albert  |
| Kylander, H.         | Werner, Paul        |
| Krohn, Heinrich      | Wlek, John          |

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|                      |                  |
|----------------------|------------------|
| Adolfsson, Gottfrid  | Magnusson, Chas. |
| Busch, Hans          | -718             |
| Farrell, William     | Marks, Thorvald  |
| Hoseth, Kristian     | Murphy, Daniel   |
| Hunter, Gilbert H.   | Olsen, Martin E. |
| Iceberg, T.          | Olsson, Per      |
| Jensen, Hans -1555   | Paterson, John   |
| Johannsen, Christian | Rimmer, C. M.    |
| Johnson, Hans        | Sater, Erik      |
| Linea, W.            | Ullman, Emil     |
| Line, Wiktor         | Vigen, Elias     |

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## INFORMATION WANTED.

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

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ED. SWANSON, Prop.

## Eureka, Cal., Letter List

Contreras, Julio  
Kyrkslatt, Lars  
Lawrence, Harry  
Melander, G. L.

Kustel, Victor J.  
Klnowsky, A.  
Ingebretsen, Alf.

## SPECIAL NOTICE.

Hotel with Restaurant for sale on water front. On account of sickness will sell at a sacrifice, half or whole, hotel of eighty-two rooms and restaurant with liquor license, doing a business of three thousand a month. For particulars address this office.

## INFORMATION WANTED.

Ingvald Andreas Hansen, alias Andrew Hansen, a native of Norway, age about 36; tall, dark; last heard of July, 1905. His address then was, Andrew Hansen, Karluk, Kodiak Island, Alaska. He is inquired for by his mother. Anyone knowing his whereabouts please notify Staff Captain Robert Smith, district officer, native work, Alaska, Box 925, Wrangell. 4-13-15

Olof Pedersen, a native of Norway, age about 60, supposed to be sailing on the Pacific Coast, is inquired for. Anyone knowing his whereabouts please notify J. T. Miles, 761 Greenwich St., New York, N. Y. 2-16-16

Anyone knowing the whereabouts of Thomas Rowe (now aged about 74), who was at one time a seaman and longshoreman on the Pacific Coast and also served in the Pacific Coast Navy Yards, will greatly oblige inquiring relatives by supplying such information. Address, Editor, Coast Seamen's Journal. 1-5-6



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H. SORENSEN, Proprietor  
CIGARS, TOBACCO,  
CONFECTIONERY, FRUIT AND  
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ing, Trunks, Valises, Etc.

23 N. 3d St., nr. Burnside, Portland, Ore.  
Tel. Main 8295 ROSENSTEIN BROS.

**Portland, Or., Letter List.**

|                    |                     |
|--------------------|---------------------|
| Andreasen, N. S.   | Jonsson, Karl       |
| Anderson, N. P.    | Jensen, Henry       |
| Anderson, Nils     | Johansen, Nikolai   |
| Anderson, Rasmus   | Johansen, R.        |
| Anderson, Hans     | Karlsen, Ingvald    |
| Adolfson, John     | Kronstrand, H. T.   |
| Anderson, John E   | Kjer, Magnus        |
| Andreson, Hans     | Kristensen, Wm.     |
| Belle, Ernest      | Kroon, L.           |
| Benson, S.         | Kaskinen, Albert    |
| Bartells, Otto     | Lindberg, A. C.     |
| Bernahrdsen, Chas. | Lange, Peter H.     |
| Bugge, Mr.         | Loscher, Joseph     |
| Bernadt, H. W.     | Munchmeyer, H.      |
| Carty, Carl        | Molen, Derk von     |
| Dahlstrom, Gust    | Ohlsson, J. W.      |
| Dybdal, Olaf       | Oglive, Wm. A.      |
| Erickson, Eric     | Paulson, Herman     |
| Edstrom, John      | Palm, P. A.         |
| Eriksen, O. H.     | Petersen, John      |
| Fisher, Fritz      | Peltoma, Werner     |
| Gundersen, F. M.   | Roos, Oscar         |
| Gundersen, Fredrik | Reskran, George     |
| Hoten, J.          | Ross, Chas.         |
| Henriks, Waldemar  | Rensmand, Robert    |
| Hecker, Wm.        | Rosenberg, Adolf    |
| Hansen, Hans P.    | Shalles, K. G.      |
| Hagen, Arthur      | Smith, John         |
| Helnanen, Kustaa   | Swanson, John L. V. |
| Hein, M.           | Schroder, Paul      |
| Jespersen, Martin  | Tuhkanen, J. J.     |
| Johnsen, A.        | Westengren, C. W.   |

**Aberdeen, Wash.****When in Aberdeen Trade at  
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Very best union made Hickey Shirts,  
Oil Clothing, Eureka Boots, Hats,  
Shoes, Underwear, Beddings, Tobac-  
cos, and notions for seafaring men.

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Union Made Goods

Orders Taken for Made-to-Measure  
Clothing

**Huotari & Co.**

320-322 So. F. St., Aberdeen, Wash.  
212 Eighth Street, Hoquiam, Wash.  
209 First Street, Raymond, Wash.

**INFORMATION WANTED.**

Wilhelm Ekelund, a native of  
Sweden, is inquired for by his  
brother, Axel Ekelund, New Harbor  
Hotel, Drumm street, San Francisco,  
Cal. Anyone knowing his where-  
abouts please notify the above ad-  
dress. 3-10-15

Patrick McFee, who was cook on  
board the schooner "Robert Henry"  
on a voyage to Mexico last year, is  
inquired for by the U. S. Shipping  
Commissioner, at San Francisco, Cal.  
9-15-15



Named shoes are frequently made in  
Non-Union factories

**DO NOT BUY ANY SHOE**

no matter what its name, unless it bears  
a plain and readable impression of this  
UNION STAMP.

All shoes without the UNION STAMP  
are always Non-Union.

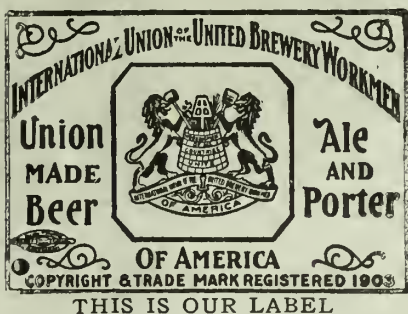
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of the UNION STAMP.

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John F. Tobin, Pres.

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PERSONAL LIBERTY**

IN CHOOSING WHAT YOU  
WILL DRINK

Ask for this Label when  
purchasing Beer, Ale  
or Porter,

As a guarantee that it is  
Union Made

**Aberdeen, Wash., Letter List.**

|                            |                     |
|----------------------------|---------------------|
| Andersen, Andrew           | Magnusson, Ernst    |
| Burmester, T.              | W.                  |
| Bjorklund, G.              | Malkoff, Peter      |
| Benson, W. J.              | Malmberg, Ellis     |
| Bowman, C.                 | Nilsen, Harry       |
| Brogard, N.                | Nleisen, C.         |
| Christiansen, Did-<br>rich | Nordman, Karl       |
| Crantz, F.                 | Paaso, Andrew       |
| Carlson, Walter            | Pettersen, Karl     |
| Davis, Frank               | Peterson, Nels      |
| Debus, Friedrich           | Palmqvist, Albert   |
| Fottlinger, Aug.           | Peters, Walter      |
| Gronros, Oswald            | Quiroga, Juan       |
| Gueno, Pierre              | Risenius, Sven      |
| Holmroos, W.               | Rudd, Walter        |
| Hansen, Ove Max            | Schmidt, Heinrich   |
| Hylander, Gustaf           | Scheffner, Bernhard |
| Hansen, Jack               | Sandqvist, Gunnar   |
| Hansen, Thorleif           | Skottol, A.         |
| Johnson, Alex              | Stenwall, Sigurd    |
| Johnsen, Carl              | Scaraboslo, M.      |
| Johnsen, F. -1723          | Schmidt, Emil       |
| Johnsen, Hilmner           | Toves, H. C.        |
| Jonsson, E.                | Toren, Gustaf A.    |
| Krause, Otto               | Williams, T. C.     |
| Kuldsen, John              | Waalder, Edgar      |
| Kustel, Victor J.          | Wagner, Ed.         |
| Ludtke, Emil               | Wedqvist, Axel      |
| Lindholm, John             |                     |
| Lindgren, Ernst            | <b>Packages.</b>    |
| Lindholm, Sallar           | Gorgensen, Olaf     |
| Lindroos, A. W.            | Hansen, J. -2123    |
| Lundkvist, Alarick         | MacGuire, O. F.     |
| Munsen, Fred               | Stanners, W. S.     |
|                            | Wendt, Walter       |

**INFORMATION WANTED.**

Hans Nilson, a native of Tons-  
berg, Norway, was last heard from  
at Mobile, Ala., is inquired for by  
his mother. Anyone knowing his  
whereabouts kindly notify Louis  
Donald, Norwegian Vice Consul, 77  
St. Francis St., Mobile, Ala. 12-22-15

Oscar Olsen, age 37, a native of  
Hallarna, near Gothenborg, Sweden,  
who was sailing on the Great Lakes  
about three years ago, is inquired  
for by John V. Olsen, Sun Com-  
pany, Marcus Hook, Pa. 5-26-15

Hugo Carlson Ljung, age 29, a  
native of Gothenborg, Sweden, was  
last heard from in a Cable Boat on  
the Atlantic Coast, is inquired for  
by his brother. Anyone knowing his  
whereabouts please notify John Carl-  
son Ljung, Jungmansgatan 5, Goth-  
enborg, Sweden. 1-12-16

Knut Jensen, No. 5018, a member  
of the Lake Seamen's Union, a  
native of Denmark, is inquired for  
by his wife, Lieschen Jensen, of  
Tangemunde, A/Elbe Ostenerweg,  
No. 7, Germany. Anyone knowing his  
whereabouts please notify the Lake  
Seamen's Union, 133 Clinton street,  
Milwaukee, Wis. 4-14-15

Fred Marjama, a native of Russia,  
age 36, has not been heard from  
since 1908, at Buffalo, N. Y. Anyone  
knowing his whereabouts please  
notify his brother, J. Marjama, 51  
South St., New York, N. Y. 9-1-15

**Port Townsend, Wash.****FRANK STHEVENS**

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CIGARS, TOBACCO, ETC.

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Water Street, Port Townsend  
Next door to Waterman & Katz

**INFORMATION WANTED.**

Paul Laux, American, age 23, 6  
feet tall, who was last heard from  
about 4 years ago at San Jose, Cal.,  
supposed to be a sailor, is inquired  
for. Anyone knowing his where-  
abouts please notify his father, Carl  
Laux, 112 E. 28th St., Los Angeles,  
Cal. 6-21-16

Adolph Krakan, last heard of at  
Port Pirie, January, 1912, and again  
in March, 1913, from Warumbo, 118  
miles from Adelaide, South Australia,  
is inquired for by his mother at  
Hamburg, Germany. 8-25-15

Peder Bjorback, supposed to be a  
sailor on the Pacific Coast, and a  
native of Norway, is inquired for.  
Anyone knowing his whereabouts  
please notify Mrs. Mildred Baxter,  
Box 27, R. F. D. No. 5, Seattle,  
Wash. 2-2-16

John Thomas Gowland, age 28,  
height 5 feet 10 inches, fair com-  
plexion and fair hair, blue eyes and  
stout, who was discharged from the  
steamship "Waitemala" on March 1,  
1915, is inquired for. Anyone know-  
ing his whereabouts, please notify  
the British Consulate-General at San  
Francisco, Cal. 5-5-16

Otto E. Bickel and John Sherman  
Bickel, brothers, who have not been  
heard of for many years, are in-  
quired for by their sister. They are  
both tall, light complexioned, and  
blue eyes. Any information regarding  
their whereabouts will be highly ap-  
preciated. Please address Miss Laura  
Bickel, 1591 East Ninety-third street,  
Cleveland, Ohio. 4-14-15

A. Hestad, K. Lindblad, Thomas  
F. Hunt, John Anderson and G. Geel-  
neyden, members of the crew of the  
barkentine "Jane L. Stanford," who  
were discharged Jan. 13, 1916, on  
Puget Sound, are inquired for. Any-  
one knowing their whereabouts please  
notify the S. E. Slade Lumber Co.,  
112 Market St., San Francisco, Cal.

**Home News.**

Complete unofficial returns from  
the Iowa election of June 5 show  
that suffrage was defeated by 4655.

The United States Supreme Court  
has upheld the Michigan law which  
requires employment agencies to  
take out licenses to conduct their  
business.

A Quaker immigrant applying for  
naturalization papers to Judge Boyle  
of Camden, New Jersey, was refused  
citizenship because, in accordance  
with his religious principles, he re-  
fused to promise to enlist in case of  
war, or to fight.

The number of vessels arriving at  
New York in May was 591. This is  
said to be the greatest number in  
the history of that port and shows an  
increase of six vessels over the ar-  
rivals in June, 1915, when the total  
was 585 vessels, and up to that time  
the largest number reported.

A bomb contained in a package  
in one of the mail pouches that was  
being transferred from the Burling-  
ton train to the Oregon Short Line  
on June 15 exploded and wrecked the  
Oregon Short Line mail car. The  
package, it is believed, was addressed  
to the Governor of Utah.

Attorneys in the receivership case  
of the Chicago & Milwaukee Elec-  
tric Railway were asked by Federal  
Judge Landis to tell the Court what  
fees they expect. One attorney re-  
plied that he considered \$25,000 a  
fair remuneration—or a "fair wage,"  
as workingmen would say.

By a vote of 235 to 136 the House  
approved the \$11,000,000 in the Naval  
Appropriation bill for the con-  
struction of a Government armor  
plate plant. This proposal has been  
accepted by the Senate. The Bethle-  
hem Steel Company has conducted an  
advertising campaign in the public  
press against a Government-owned  
plant.

From January 1 to June 1 of this  
year 862 men were killed in in-  
dustrial establishments in Pennsyl-  
vania. As a result of this slaughter,  
537 women were made widows, 1109  
children were robbed of a father and  
37 dependent parents lost a bread  
winner. Of the 862 men killed, 315  
were unmarried. The total compen-  
sation awarded is \$742,962.75.

Samuel Gompers, President of the  
American Federation of Labor, has  
telegraphed labor leaders in Mexico  
assuring them that American labor  
would do all it could to prevent  
a break between the two countries.  
The message went forward after  
Gompers had seen delegates from  
Yucatan labor organizations who de-  
sired to arrange a conference be-  
tween labor representatives of the  
two countries.

Baltimore has relegated Phila-  
delphia, Boston, New Orleans, Gal-  
veston and other ports to the back-  
ground in the amount of grain that  
is being exported and is pushing  
New York hard for the first place.  
The New York Produce Exchange  
shows that last year Baltimore ex-  
ported 18.8 per cent. of the whole  
amount of grain sent abroad, the  
volume of business being 104,255,753  
bushels, as compared with 39,680,761  
bushels exported in 1911. Last year  
Philadelphia exported only 69,711,972  
bushels, as compared with 39,921,575  
bushels in 1911. In other words, in  
1911 Baltimore and Philadelphia did  
practically the same volume of grain  
business abroad, but last year Balti-  
more beat Philadelphia by more than  
35,500,000 bushels.



## Domestic and Naval

The first vessel to be built by the Texas Company at the old Sewell shipyards at Bath, Me., which it now owns, will be an oil barge 416 feet long. Two others will soon be started that will be 430 feet long. Two 105 feet harbor craft are also to be begun in the near future.

A four-masted schooner is to be built to the order of C. C. Mengel & Brothers Company, Louisville, Ky., by Percy & Small, Bath, Me., to engage in the mahogany trade between Pensacola and the west coast of Africa. The new vessel will be a duplicate of the "Charles D. Loveland" launched at Bath, April 6.

The Argonaut Salvage Company has been incorporated in Hartford, Conn., with \$3,000,000 capital to develop the inventions of Simon Lake for the location and recovery of sunken vessels and cargoes at depths of 300 to 500 feet without the use of divers. The incorporators are R. J. George, of Woodmont, Conn.; Cecil P. Ford, of Hartford, and J. Hoffman, of New York.

The Rockland & Rockport Line Company's barge "No. 7" is reported to have been chartered for an off-shore trip after discharge at New York. She is expected to load machinery at New York for Cuba, getting therefor \$16,000, which a return cargo of sugar is likely to increase to \$25,000. She will tow both ways, the time occupied, barring accidents, being set at about six weeks for the round trip.

The following letter has been sent by the Secretary of Commerce to collectors of customs: "You will please bring to the attention of the masters and owners of seagoing merchant vessels of the United States that the general custom of the sea prescribes that merchant ships generally, and especially in time of war, show their national colors in the presence of a man-of-war. Compliance with the custom is in the interest of the merchant shipping and commerce of the United States."

Another coastwise boat has come to grief in the deep sea trade. The Savannah line steamer "City of Savannah" which put in at Lourenco Marques with forehold on fire, while bound from Calcutta for Boston and New York, is in a critical condition. The captain of the vessel and the surveyor have agreed to the tender of \$15,000 to have the steamer pumped dry on the basis of "no cure no pay." The "City of Savannah" is 5654 tons, built in 1907 and owned by the Ocean Steamship Company of Savannah, which is controlled by the Illinois Central Railroad.

The British steamship "Dunrobin" has succeeded in passing through the Sound on the way to England. She had been lying in the Swedish port of Lulea since the beginning of the war and presumably started on her journey immediately after the battle in the North Sea. The "Dunrobin" was pursued by armed German trawlers but the Swedish torpedo boat destroyer "Castor," is said to have convoyed her safely through the narrow waters. Danish newspapers commenting on the "Dunrobin's" escape say it is apparent German destroyers are not patrolling the Baltic. The "Dunrobin" is 3671 tons gross, owned by the Sutherland Steamship Company, Limited, of Newcastle.

## White Palace Shoe Store



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Call or send for your Advertised Mail and Packages as early as possible.

#### San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify 1. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abrahamson, Anton Anderson, A. -1447  
Abrahamson, Berner Anderson, Albert  
Abrahamson, Half- Anderson, E. -504  
tan Anderson, Ernst  
Addicks, Henrich Anderson, Gustav  
Ahl, Einar T. W.  
Ahlfors, Arthur Anderson, Hilding  
Ahlstrom, Ellis Anderson, S.  
Ahluquist, E. Anderson, C. E.  
Albright, Emil Anderson, Erick  
Alexanderson, Char- -1781  
ley Andersson, G. -1109  
Alksen, Charlie Andersson, G. -1229  
Amundsen, Albert Andstrom, Ivar  
Andersen, A. C. Andersen, J. A.  
Andersen, Edward Andrensen, A. -1635  
Andersen, Gotfred Antonsen, Marius  
Andersen, Harry Arndt, Paul  
Andersen, H. V. Arnesen, Kristian  
Andersen, O. -1594 Athanaseie, Michael  
Andersen, Otto Austin, Tom  
Andersen, S. P. Avellin, Oscar  
Andersen, Victor Aylward, James  
Andersen, W. J.

Backstrom, Folke Black, John  
Bassen, George Blum, M. B.  
Belser, Jens Robba, Romolo  
Berg, Charles Bohm, August -1421  
Berg, H. J. Boyes, Allen K.  
Bergholm, Edward Boyse, Al.  
Bernsten, Julius Boylan, C. J.  
Bertelsen, B. J. Brekke, Hans  
Berthelsen, Charley Brennen, Wm.  
Beschoner, Robert Brismann, Charles  
Bickstrom, F. Brosford, E.  
Billstein, Karl Brunvald, Henry  
Bitterman, A. M. Bulgars, Lazaus  
Bjorkholm, A. M. Bye, Sigurd  
Bjork, R. -2206 Byglin, O. O.

Campbell, Donald Catt, Frederick  
Capel, Heinrich Cavanagh, J. E.  
Carlsen, Frank Christensen, B.  
Carlsen, Hans Christensen, Eiling  
Carlsen, Jacob Christensen, H. M.  
Carlsen, Peter Christensen, Louis  
Carlsen, Alex. Christensen, N.  
Carlsen, Gustaf -1093  
Carlsen, H. Clark, J.  
Carlsen, John Clausen, Ingeman  
Carlsen, O. P. Comstedt, Ernst  
Carroll, John J. Conolly, Ohlert  
Cateches, Constan- Cragg, E.  
tino Crosiglio, Giuseppe

Dahlkvist, Fred Danieisen, D.  
Dahlman, Adolf Dauguel, Gust  
Didricksen, Martin Doring, G.  
Dolan, Charles Dougherty, P. J.  
Domquist, Otto

Edgerton, J. C. Engstrom, Edward  
Egeland, Arn Frank S.  
Egshoff, Fred Erlsen, Eric  
Eggers, J. O. V. Erikson, Karl J.  
Eichler, Gus Erikson, E. -38  
Eklund, Karl Erikson, Nells  
Ellason, C. Eriand, Hans  
Ellifsen, Otto Ertunan, Eskild  
Engelhardt, F. Evensen, Louis

Fagerll, Ott. Fredholm, Chas. J.  
Fagerstrom, Oscar Fredriksen, B. D.  
Fahlberg, Ivar Fredriksen, Frank  
Figved, Sigurd Fredriksen, F. M.  
Fiellman, George Freeman, Chas.  
Finneley, W. A. Fricke, W.  
Franke, Karl Frick, Harry O.  
Fraser, James Fugelutsen, Th.

Gabrielsen, Peder Grant, Otto  
Garcia, L. B. Glass, Wm.  
Gardell, Jho Grabover, Martin  
Gartman, Herman Grass, Chas.  
Gaupeth, Sigurd Graugaard, L. J.  
Gerner, Hans Graves, Edw. L.  
Geschwendt, Walter Gregersen, John  
Gibson, Geo. Grundman, I.  
Gillgren, Tom Gustavsen, Olaf.  
Gilljere, I. Gutman, Paul  
Gjasdal, Eiling

Hagman, Jalk Hering, A.  
Hallowes, L. N. Hermannsen, H.  
Hannus, Alex. Hermannsen, C. P.  
Hans, Peter -1622  
Hannut, A. Hernes, Lars  
Hansen, Erick Herzer, A.  
Hansen, John -2156 Hohr, Carl  
Hansen, John Holbeck, J. O.  
Hansen, M. -968 Holman, W.  
Hansen, Nikolay Holm, Arthur  
Hansen, Thom Holstrom, F. E.  
Harris, Francis Hoose, Frank  
Haugen, H. C. Hubertz, Emil  
Haveness, Emil Hubner, Carl  
Helde, Tom Huhlman, Louis  
Hellman, H. W. Hunter, G. H.  
Henriksen, Georg Huotari, J.  
Henry, H. A.

Illig, Gustav Isberg, Wiekto  
Jackson, August Johansen, Nikolai  
Jacobson, H. Johansen, Louis  
Jacobson, I. Johansen, Sigurd  
Jacobson, Martin Johanson, N. A. -280  
Jacobs, Fred Johanson, J.  
Jakobsen, Valdemar Johanssen, A. -2385  
Jansson, Wilhelm Johansson, C. -2407  
Jensen, Jack Johansson, Carl  
Jensen, John F. Johansson, Bernard  
Jensen, J. K. Johansson, John  
Jensen, Just Johansson, J. R.  
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-1487 Johnson, Charlie  
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Nelson, Andy Nilsen, W. -1291  
Nelson, J. B. Nilsson, Reinhold  
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Nikand, Heini

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Pedersen, C. A. Pettersen, Robert  
-1653 Pettersen, Wiktor  
Pedersen, H. -1263 Pettersson, Carl J.  
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-269 Voight, W.  
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| Assets                     | \$61,849,662.02 |
| Deposits                   | 58,840,699.38   |
| Capital paid up in Cash    | 1,000,000.00    |
| Reserve & Contingent Funds | 2,008,962.64    |
| Employees' Pension Fund    | 211,238.93      |
| Number of Depositors       | 67,406          |

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### INFORMATION WANTED.

Edward Beahan, a native of California, supposed to be sailing on the Lakes, is inquired for by his brother, J. J. Beahan, 2003 Chestnut street, Oakland, Cal.

5-10-16

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash.

1-27-15

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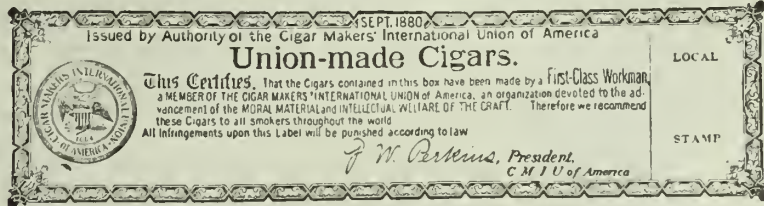
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### INFORMATION WANTED.

J. F. Joseph, supposed to be sailing mate on some schooner on the Pacific Coast, is inquired for by his sister. Anyone knowing his whereabouts, please notify Mrs. Josie Jantzen, nee Langhorne, 196 Tenth street, Oakland, Cal.

3-29-16

## News from Abroad.

The Swedish Government has submitted to the Riksdag a bill imposing certain taxation on shipping. The measure is expected to realize 5,250,000 kroner.

The cost of the principal shipping losses during April is estimated by the Liverpool Underwriters' Association at £5,909,150. This total compares with losses of £2,129,525 in April of last year and £323,000 in April, 1914.

The most valuable Italian steamer lost in consequence of the war is the "Principe Umberto," submarined by Austrian boat while serving as a troop transport in the Adriatic. She was a twin-screw boat of 7929 tons, built at Palermo in 1909 and was engaged in the mail service between Genoa and Buenos Ayres before the war.

The American Museum of Natural History, it is announced, has contracted with Knud Rasmussen, the Danish explorer, to bring out of Greenland the members of the Donald B. MacMillan expedition, which went three years ago to explore Crockerland, and also the members of the E. O. Hovey party, which went to the relief of the MacMillan expedition last year.

Hipolito Irigoyen was chosen President of the Argentine Republic by the electoral college on the 12th. He will assume office October 12, 1916, when he will succeed Dr. Victorino de la Plaza, who as Vice-President succeeded to the office on the death of the President, August 9, 1914. The new President is said to be the first radical to hold the office. Pelagia Luna has been chosen as Vice-President.

Germany is said to have booked up enormous orders for coals for delivery over the last six months of 1914 and over 1915 at ridiculously low prices, thereby filling up the French buyers' requirements, and in June, 1914, bought anything she could lay her hands on in France for delivery in Germany over June and July, 1914, with the result that when war was declared France had no coals, and over 40,000 French railway cars were in Germany, and are still there.

Whatever the future may bring forth, the past week will certainly be memorable for its striking demonstration of the might of Germany. Faced by the combined strength of France, England, Belgium and Canada on her western front, and by the hosts of Russia on the east, she was yet able to launch new and successful offensives in France, capturing important positions nearer to the heart of Verdun, to smash at the Czar's forces in Volhynia, and for the second time come to the rescue of her ally, who was being rapidly demoralized by triumphant Slavic advances.

The German government has refused to pay Chile the expenses of the crew of the German cruiser "Dresden," interned by Chile following the engagement off Juan Fernandez Island, in which the "Dresden" was sunk by British warships. Germany alleges that the crew of the "Dresden" are not interned under the definition of international law because the "Dresden" was sunk within the territorial limits of Chile and in violation of Chilean neutrality. She holds that the German sailors are entitled to the same treatment as if they had been shipwrecked on the Chilean coast.

### INFORMATION WANTED.

Any information regarding Wilhelm Kuhme, age 27, a native of Germany, who was supposed to have been drowned in the wreck of the steam schooner "Francis H. Leggett," September 18, 1914, will be thankfully received by the German Consul, San Francisco, Cal.

1-19-16

Adolph Godfred Eriksen, born in Moss, Norway, is inquired for by his brother, Herman Eriksen. Anyone knowing his whereabouts please notify W. Nielsen, 206 Moravian St., Philadelphia, Pa.

5-26-15

Asking Too Much.—According to the following anecdote our blockade of Germany has been much more effective than certain newspapers will admit. At a recent banquet the Belgian Consul, H. L. de Givé, said: "I have just heard an anecdote about the German food-famine."

"A regiment of Landsturm men were setting out for the front from Berlin. The usual crowd were seeing the old boys off—an anxious, silent crowd. But finally there was one chap who screwed up spirit enough to shout, 'Long live Germany!'"

"At this a gray-whiskered Landsturm man turned round and yelled reproachfully at the shouters, 'What on?'"—Tit-Bits.

Desperate Case.—"What might of proved fatal had Mr. Sam Willard not gotten up just when he did Wednesday morning when on hearing a peculiar noise in his son's bed room and on going in found his oldest son William in an unconscious state and but for the prompt assistance of them and Dr. Kurkham of Ithaca who was called he might not of rallied."—From the Gratiot County (Mich.) Herald.

Try This—"Beg pardon, ma'am," said the butler, "but your son has just eloped with the cook."

"Yes, I put him up to it," replied Mrs. Uppson. "She's the best cook we ever had, and I didn't want to lose her."—Indianapolis Star.



### With the Wits.

Sincere.—She—He never even mentioned the price of gasoline!  
Her Mother—That's love, all right or else he's tongue-tied.—Judge.

Reform.—"Can you alter that gown to fit me, do you think?"

"Certainly not, mademoiselle. That isn't done any more. You must be altered to fit the gown."—Life.

His Need.—For three successive nights Newpop had walked the floor with the baby. On the fourth night he became desperate and bought a bottle of soothing syrup.

"Why, James," exclaimed his wife when she saw the bottle, "what did you buy that for? Don't you know it is very dangerous to give a child anything like that?"

"Don't worry," was her husband's reply. "I'm going to take it myself."—Wisconsin State Journal.

Waiting.—The man getting his hair cut noticed that the barber's dog, which was lying on the floor beside the chair, had his eyes fixed on his master at work.

"Nice dog, that," said the customer. "He is, sir."

"He seems very fond of watching you cut hair."

"It ain't that, sir," explained the barber. "You see, sometimes I make a mistake and snip off a little bit of a customer's ear."—Boston Transcript.

His Taking Ways.—Not long ago the editor of an English paper ordered a story of a certain length, but when the story arrived he discovered that the author had written several hundred words too many.

The paper was already late in going to press, so there was no alternative—the story must be condensed to fit the allotted space. Therefore, the last few paragraphs were cut down to a single sentence. It read thus:

"The Earl took a Scotch highball, his hat, his departure, no notice of his pursuers, a revolver out of his hip-pocket, and, finally, his life."—Everybody's Magazine.

### An Invitation

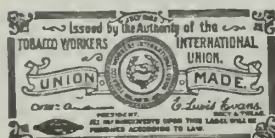
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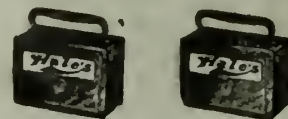


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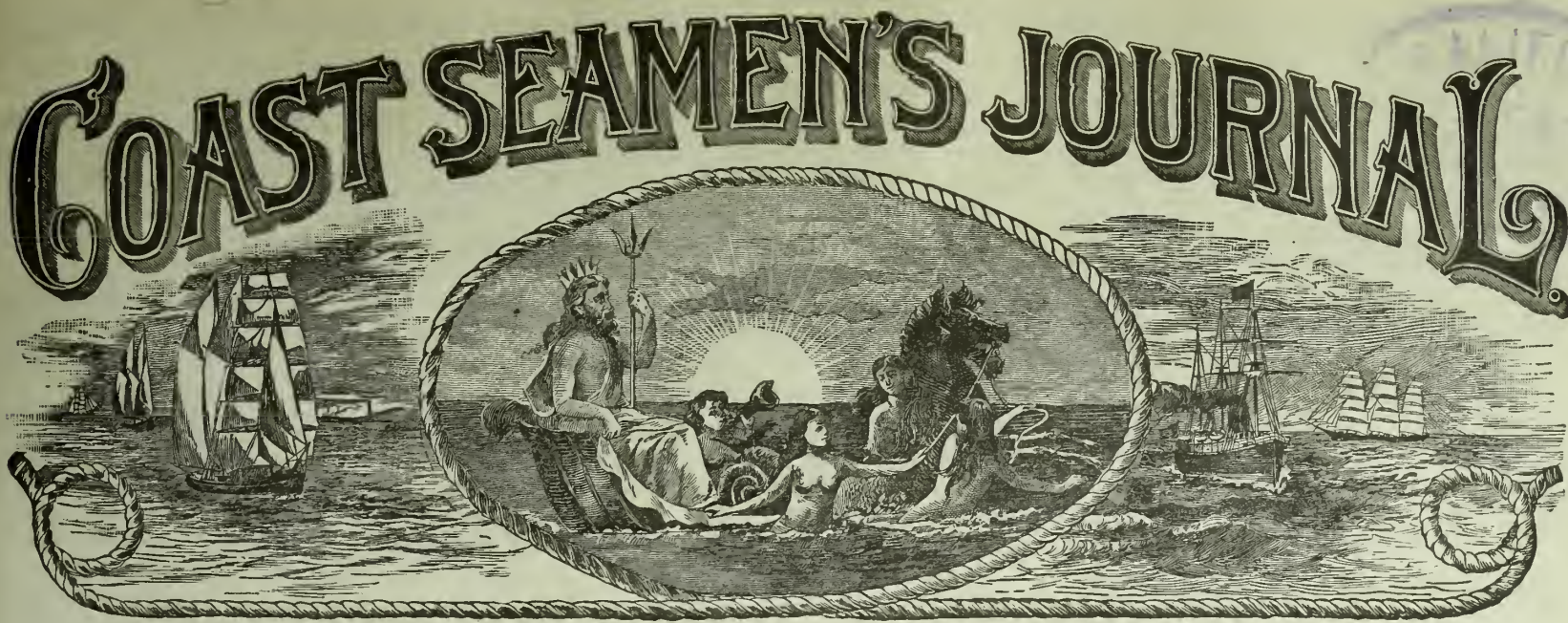
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VOL. XXIX, No. 43.

SAN FRANCISCO, WEDNESDAY, JULY 5, 1916.

Whole No. 2389.

# GOVERNMENT AID TO SHIPPING.

## The Different Methods of Assisting Merchant Shipping.

American shipping now has an opportunity such as England had fifty years ago, according to a report on "Government Aid to Merchant Shipping" just made public by the Bureau of Foreign and Domestic Commerce. This opportunity, says the report, comes at a time when American citizens owning foreign-built ships can ply them under the American flag, when interest in foreign trade is widespread, the necessity for foreign markets clearly recognized, and the profitableness of shipping under present conditions is alluring.

The report was written for the bureau by Special Agent Grosvenor M. Jones, author of several recent works on shipping, and is the only recent work which covers the subject completely. It is one result of the present widespread discussion of ways and means of building up an American merchant marine. It aims to make clear just what the several governments have done to assist shipping. The information presented covers all forms of State aid to shipping, attention being called not only to subsidies and subventions, but to the various forms of indirect Government assistance, such as the reservation of the coasting trade to national ships, exemptions from import duties, port dues, and taxation, the privilege of using foreign-built ships, preferential railroad rates, and loans to shipowners.

### Coasting Trade a National Monopoly.

The reservation of coasting trade to national ships is one of the effective ways in which governments have helped their merchant marine, says the report. The United States, France, Italy, Austria-Hungary, Spain, and Belgium, among the more important maritime countries, have long reserved their coasting trade, while Japan has reserved all of its coasting trade only since 1910. Russia has long reserved the trade between Russian ports on the same sea, but it was not until 1897 that the trade between all Russian ports was restricted to Russian ships.

For many years no country of importance other than the United States has required that ships flying the national flag shall be of domestic construction, although practically every country has made this requirement in the case of steamships receiving postal subventions. England has granted registers to foreign-built ships, in other words has pursued the free-ship policy, since about 1850. At that time, it is interesting to note, wooden sailing vessels were predominant and these could be secured more cheaply in the United States, which had larger supplies of timber and naval stores and a more efficient shipbuilding industry. As a result of this free-ship policy the merchant marine of England received large accessions during the Civil War, when more than 750,000 tons of American shipping secured English registers to avoid capture or destruction.

Assistance in the form of lower rail rates on goods shipped over specified steamship lines is a practice that has been followed in Germany in the case of the German Levant and the German East Africa lines. These differentials have a double purpose, since by enabling German manufacturers to sell their products at lower

prices in the countries reached by these lines they develop German trade and at the same time increase the traffic on the preferred steamship lines. France also has made use of differential export railroad rates to assist the development of certain steamship lines as well as to increase the country's foreign trade.

### Loans to Shipowners.

The policy of granting loans to shipowners at low interest or without interest was begun, it is believed, by Austria. The only instance of such a loan by the British Government was that made to the Cunard Steamship line under the mail and admiralty subvention contract of 1903. Under this contract the British Government loaned the steamship company \$12,652,900 for building two steamers that would be suitable for use by the admiralty and be the fastest afloat. This loan brought into being the "Lusitania" and "Mauretania." The loan was made at the rate of 2½ per cent, which was about 2 per cent. lower than the rate at which the company could have borrowed a similar amount in the open market.

Denmark and Belgium are the only important countries that have extended aid to shipping by granting exemptions from port dues or making reimbursement for them, although Denmark withdrew this privilege from the favored lines in 1910. It is interesting to note that Belgium for many years previous to the war reimbursed the North German Lloyd, the Kosmos line, and the United Steamship Company of Copenhagen for all pilotage fees, port dues, etc., paid to the Belgium and Dutch officials.

The policy of granting indirect aid to shipping by reimbursement of canal dues was instituted by Russia in 1879. This practice has been extended from time to time and now provides for the reimbursement of the full amount of the canal dues paid by Russian steamers bound for or sailing from any Russian port in the Far East and for a reimbursement of two-thirds of the full dues paid by Russian steamers bound for or sailing from ports on the Indian Ocean and non-Russian ports on the Pacific Ocean. In the period from 1879 to 1906 the Russian Government expended about \$4,400,000 in reimbursement of Suez Canal dues. The Austrian Government makes a reimbursement of Suez Canal dues paid by steamers of the Austrian Lloyd. The Swedish Government is under contract to reimburse the Swedish East Asiatic Company for 60 per cent. of the Suez Canal dues paid in 1915, 55 per cent. of those paid in 1916, and 50 per cent. of those paid in 1917. Italy refunds all Corinth Canal dues paid by the ships of the Societa Nazionale di Servizi Marittimi. The French Government reimburses the Compagnie des Messageries Maritimes for Suez Canal dues.

### Exemption from Taxation.

Exemption from taxation is a form of indirect assistance granted by only Austria-Hungary and by a few of our own States. A notable law in New York State exempts from all taxation for State and local purposes all American-owned ships registered at any port in the State if engaged in the foreign trade of the United

States. Corporations owning such ships are exempt until December 31, 1922, from all taxation upon their stock, franchises, and earnings. Alabama exempts all ships engaged in foreign commerce from taxation, while the State of Washington exempts all ships built or in process of construction in the coastwise as well as in the foreign trade of the United States.

The granting of postal subventions to steamship lines antedates the bounty or subsidy system and is in more general use throughout the world. Great Britain was probably the first to pay subventions of this kind, the first contract of the sort being made in 1838. The United States and France soon followed suit—the United States in 1847 and France in 1851. Germany did not adopt the policy until 1886, when a contract with the North German Lloyd was concluded. The purpose of mail subvention contracts is primarily to encourage the maintenance of fast mail services on regular routes and schedules. In many instances a motive of almost equal weight is that of maintaining the fastest possible communication between the mother country and her colonies. Incidentally a third object is commonly achieved, namely, that of providing vessels suitable for auxiliary cruisers and transports in time of war, and, in many cases a fourth object, namely, that of fostering the domestic shipbuilding industry by requiring that the subventions shall be paid only to domestic-built ships.

### Postal and Admiralty Subventions.

The principal purpose of the large grants made by the British Government was not, however, merely to assist in the establishment of a steamship line for the line's sake, but more particularly to promote rapid communication between England and her American and Australian possessions. With only two important exceptions, all financial aid extended by the British Government has been in the form of postal and admiralty subventions. The United States and Germany, whose merchant navies rank next to that of Great Britain, have extended financial aid to shipping only in the form of mail subventions. The largest of the German companies—the Hamburg-American line—has received comparatively little financial assistance from the German Government.

The system of paying direct general bounties or subsidies to shipping lines may be said to have been instituted by France, which entered upon this policy in 1881, and has made a more extensive use of bounties than any other country, although as a whole the results have not been satisfactory. Italy, Austria-Hungary, Japan, and Spain have followed the French plan, with indifferent success in the case of Japan. Unquestionably the merchant marine of Japan has developed more rapidly during the last thirty-five years than that of any other nation, although the report calls attention to the fact that this development is in part due to the phenomenal development of Japanese industries in recent years.

There is much interesting matter in the report relating to Government-owned steamship lines, State control of privately-owned steamship lines,



and State participation in profits of steamship lines. For each country included in the report there is a complete history of government relations with the merchant marine, with statistics to show the results of the various policies. Modern tendencies are discussed at length. Attention is called to some specific opportunities that now exist for American shipping. For example the west coast of South America imports large quantities of coal from Australia and Wales. Since the construction of the efficient coal-carrying railroads, such as the Norfolk and Western, the Chesapeake and Ohio, the Virginian, and the Carolina, Clinchfield and Ohio, Virginia steam coal of excellent quality can be delivered at low cost at the Atlantic seaboard ports of Norfolk, Newport News, and Charleston, where it can be delivered to vessel quickly, efficiently, and at low cost. It is believed that increasingly large quantities of this coal can be sold in Chile and Peru at lower cost than Australian or Welsh coal. If this proves to be the case, the vessels carrying coal from the United States can return with nitrates from Chile, copper from American-owned mines and smelters in Chile and Peru, tin ore from American-owned mines in Bolivia, and iron ore from American-owned mines in Chile. The development of coal exports would cause reductions in return freights (a factor which goes far toward accounting for the maritime supremacy of Great Britain) and an extension of American shipping.

The report is entitled "Government Aid to Merchant Shipping," Special Agents Series No. 119. It contains in all 255 pages and is sold at the nominal price of 25 cents by the Superintendent of Documents, Washington, and by the District Offices of the Bureau of Foreign and Domestic Commerce.

### BEWARE OF CONSCRIPTION.

For close upon two years the world has been chiefly occupied with matters, either directly or indirectly related to the art of human butchery, commonly termed war. The minds of men have been filled with war philosophy, and their attention has been principally given to the consideration of war problems, possibilities and probabilities. It is not altogether a figure of speech to say that the world has gone war mad, for it is a fact that little consideration has been given to anything that has not had a direct bearing upon the struggle now going on in Europe. Everything has been turned to the purpose of winning this war. This seems to have been the case, not only with the people of the countries directly involved, but by the people of all other countries as well, and whatever sacrifice has been asked has been cheerfully granted, as though the victorious conclusion of the present struggle was the only thing worthy of consideration by those in any manner interested, no matter upon which side their services might be enlisted. It is a well-known fact that the workers of Great Britain (with the exception of Ireland) have waived practically all of the privileges they have so laboriously wrung from their callous and brutal rulers during the past, in order to aid those rulers to successfully prosecute the present war. At least that is what they have been led to believe, through the sophistry of the spokesmen of British class rule. That they have been weak enough to waive these privileges upon the mere assurance that their masters would return them at the end of the war, indicates a weakness closely bordering upon stupidity. Surely they should know that the word of no ruling class was ever worth anything where any material interest was at stake.

As painful as it may be to think of these workers voluntarily waiving their rights and privileges in deference to ruling class interests, the most amazing and painful part of it is to be found in the circumstance of their meek submission to the conscription scheme foisted upon them by the Government. To show how weak they

were, it is but necessary to mention a few facts in regard to the passage of this precious act. The full membership of the House of Commons is 670. The vote stood: For the bill, 250; against, 35. It may be seen from this that 385 members did not vote. Apparently the most of these feared the political consequences. At the manner in which the Labor movement as a whole laid down in the matter, and meekly submitted to being made an enforced part of a "Prussian militarism," the fears of these politicians were, evidently, unwarranted.

Ireland is exempt from conscription. The reason is that the Irish would not lay down and the political tools of British capitalism knew it. The trades unionists of Australia, by a majority of 250,000 decided last month that they would have no conscription. The unions of New Zealand are one by one taking similar action. The New Zealand government is, evidently, determined to push the matter through regardless of consequences. The Australian government will probably be more diplomatic and careful, as it is in the hands of the working class, although some of its working class members are of doubtful loyalty to labor. To go outside the empire for a moment is, perhaps, permissible. Tremendous efforts are being put forth in the United States to lead or force the people of that country into a governmental military machine. All sorts of specious arguments and scaremongering is being indulged in to force the issue. As the country is in no manner threatened by war (outside of that threat which may be found in the Mexican embroglio, and which could in no case develop into anything demanding great military preparation) it would be a matter of much interest to know just what really lies behind this world-wide and sudden frenzy for the acquirement of means and machinery for human butchery. Surely any one must know that if Great Britain has already raised an army of more than 5,000,000 men, and that outside of her colonies and without conscription, there can be no reason for resorting to conscription now unless there is some hidden or ulterior motive behind it. If one-half of what we have been told of the Teutonic situation be true, there must already be armies in the field sufficiently powerful to bring matters to a successful conclusion, without going beyond voluntary enlistment for the maintenance of that strength. In addition to the 5,000,000 mentioned above, the colonies have furnished over a half million. In view of all that has occurred, and is occurring, this military enthusiasm bordering upon frenzy, that is manifested by the ruling class, has a sinister significance to the workers, not only of Britain, but of the whole world.

It is as well-known to the rulers and masters as anything can be, that right upon the heels of this war of theirs will come a day of reckoning with the enslaved and disinherited working class of all countries. It does not require any remarkably keen vision to see that. The rapid growth of political and economic intelligence among the workers during recent years has not been overlooked by the masters. That this has been forced by economic pressure they well know. That the result of this war will be to greatly increase and intensify that pressure and thus speed up this

education of the workers, is also known to them. Unless they have at their disposal a military establishment sufficiently powerful to cope with the difficulty, their regime of industrial and commercial marauding and piracy may come to an end. There never was yet a slave that did not have a soldier for a shadow. There never was a military establishment except for the purpose of holding slaves in subjection to their masters. It is now as always, that the military must be recruited from the ranks of the slaves themselves, for the reason that there is no other source from which recruits can come. Unless Great Britain and these other countries have at the end of this war large forces under arms, and to be kept under arms, there will be no assurance of the rulers being able to withstand the upthrust of labor in the direction of a greater liberty and wider participation in the control of industry and the enjoyment of its fruits. The masters of wealth in the United States realize this as well as do those of Britain. That is why there is such a frenzy for preparedness. They, too, are preparing their slaves in uniform, to hold their fellows in overalls in due meekness and docility to continued exploitation and misery. Let the workers everywhere beware of falling for any of these military schemes of the masters. If the workers give up any of their privileges or relinquish any of their liberties, they may rest assured they will be gone forever unless they win them back again by the same process of struggle by which they were first gained. The ending of this war is not the only thing in view with the rulers of these empires. To be able to successfully cope with the struggles of the working class that are to follow is of more consequence and that is what they have in mind. Do not forget that, when you are asked to stand for conscription.—British Columbia Federationist.

### "AMYREL OF THE SE."

One of the commonest words in the English language, especially at present, is the word admiral. Yet few people seem to have any knowledge that it was imported into the language from the Arabic. The word, in short, is only the modernized form, through Latin transition, of the word amir or emir, which means a commander. The amir-al-bahr was the commander of the sea, and was one of the many variations of the title Amir-al-muminin, or Commander of the Faithful, assumed by the Caliph Omar. Medieval Europe appropriated the word and Latinized it as admiralis, from whence it came into the English language through the old French admirail. Its first appearance in English prose is in the chronicle of Layamon, that famous monk of Eynley, on the Severn Sea, who took a book-skin, and wrote on it his famous chronicle. Layamon talks of an admiral of Babiloine. This was in 1205, but it was not until two and a half centuries later that the word appeared, for the first time, in the chronicle of Capgrave, in the form "amyrel of the se." From thence it has descended to us in the form popularly known.

The reformer who advances beyond sight of his fellows frequently doubles on his tracks and heads backward without knowing it.



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## Value of Unionism Shown.

Street-car men employed on the municipally-owned lines in Brantford, Ontario, have been compelled to resort to trade unionism to improve working conditions. These workers organized an Amalgamated Street Car Men's union, but the venture was not looked upon with favor by the railway commission.

The unionists then applied to the Department of Labor at Ottawa to appoint a committee of investigation and conciliation under the Canadian Industrial Disputes Act, which applies to public utilities. The railway management finally agreed to meet representatives of the union and a contract was signed which provides for wage increases of 2½ cents an hour, the municipality to pay one-half of the cost of uniforms, and furnish stools for motormen, and other betterments. The railway commission agrees not to discriminate against unionists, and all charges against employees shall be open to appeal.

Commenting on this incident, the Toronto Industrial Banner says:

"It is said that the meeting between the railway commission and the representatives of the union was a very satisfactory one, and both claim to be pleased at the outcome. It is a safe bet, however, that the employees can thank their organization for the consideration and better treatment they now enjoy. Had they been without an organization that was in a position if necessary to accord them ample protection it is an absolute certainty that they would not have received either the higher wages or the better work conditions under which they now labor.

"As has already been remarked, it is only the workers who are in a position to demand their rights who get them, and it makes very little difference whether the enterprise for which they work is privately or municipally controlled; in fact, it may be said that many international organizers claim it is more satisfactory to deal with private concerns, although the contrary ought to be the case."

## Unions' Wires Are Tapped.

The Thompson New York legislative committee turned over to a committee representing organized labor a list of the telephones of trade-union headquarters which have been tapped by the police. Secretary Brady of the Allied Printing Trades Council asked the committee if the police had tapped the wires of employers and strikebreaking agencies for the purpose of learning their methods to suppress strikes.

The unionists were told that no telephones of employers, strikebreaking agencies or detective bureaus engaged in strike work were listed.

The workers demanded a transcript of conversations taken down by the police. "If our unions have members under suspicion of committing crimes and of using the union wires for that purpose, we want to know it," they said. The unionists further requested that:

"We also want your committee to make public the relationship between the police

department and the so-called private detective agencies and make public the private understandings that permit the police department to allow these private detective agencies to tap wires and install dictographs and detectophones, break into offices, smash desks, and copy private correspondence. The public ought to know to what extent the private detective agencies and strikebreaking companies are supervised by the police department; what reports they furnish to the police department of their activities. It is a well-known fact, and your committee should give it the most careful attention, that the employees of those agencies are ex-convicts and people of such depraved moral standing in the community that decent people will not associate with them, and that they could not pass the character test to become members of our unions, and the people who employ them are not any better."

## Award to Ruptured Worker.

The Pennsylvania Workmen's Compensation Board, in an opinion filed by Commissioner Leech, rules that hernia constitutes an "injury by accident." A coal company resisted payment on the ground that while the worker sustained a rupture his injury was simply an aggravation of a condition that had previously existed. In this connection Commissioner Leech said:

"The Workmen's Compensation law does not prescribe any standard of health or physical condition to which the workman must conform to qualify for compensation, nor does it imply a warranty on the employee's part that he is free from latent disease or physical defect which may develop into serious injury."

The commissioner points out that it has been a settled law in England since 1903 that nothing more is required to constitute an "injury by accident" than that the harm which the workman sustains is unexpected."

## Wants to "Investigate."

The Chamber of Commerce of the United States has made public the result of its referendum on the question of asking Congress to direct the Interstate Commerce Commission to investigate the eight-hour demand of the four railroad brotherhoods.

The referendum methods of the chamber are peculiarly their own and differ from those employed by trade unions. The chamber appointed a committee to consider the question of asking Congress to take action. The committee reported favorably and the question was submitted to the various affiliates, 981 organizations voting for and 30 against. There was no attempt made to present the negative side of the question, or to show that this plan means an indefinite postponement of the employees' claims.

The resolutions provide that both the railroad managers and employees "defer pending controversies" until the Interstate Commerce Commission is able to complete its investigations and make its report—a suggestion that will be eminently satis-

(Continued on Page 10.)

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

## AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

## GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekland Bldgs., 22 Canning Place, Liverpool.

## BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

## GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

## FRANCE.

Federation National des Syndicats des Inscriptions, Maritimes de France, 33 Rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

## NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

## SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgaten 1 B., Sweden.

## DENMARK.

Somandenes Forbund, Toldbodgade 15, København.

Sofryboderes Forbund, St. Annaplads 22, København.

Dansk So-Restauration Forening, Nyhavn 17, København.

## HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

## ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S. Marzellino 6-2, Italy.

## AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

## SPAIN.

Sociedad Sindicate de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

## URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

## ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

## BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

## SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



## World's Workers.

Strikes are proceeding in nearly every industrial centre in Norway. A state of rebellion exists.

To relieve the labor crisis the Ministry has elaborated a scheme of public works through Spain, which will give employment to 100,000 men. The scheme provides for the construction of schools, colleges, hospitals, barracks and similar institutions.

The total number of claims to unemployment benefit made at Labor Exchanges in the United Kingdom and other local offices of the Unemployment Fund during the four weeks ended April 28th, 1916, was 10,388, as compared with 17,676 during the five weeks ended March 31st, 1916, and with 33,538 during the five weeks ended April 30th, 1915. Of the total of 10,388 claims, 6,078 (or 59 per cent.) were claims for the direct payment of benefit, and 4,310 (or 41 per cent.) were claims for payment of benefit through associations of workpeople in the insured trades having arrangements with the Board of Trade under Section 105 of the National Insurance Act. The number of claims made during each of the four weeks was 2,809, 2,705, 2,209 and 2,665, the average being 2,597, as compared with 3,535 in the five preceding weeks and with 6,708 in April, 1915.

By the attitude he took during a recent tram strike, with regard to licenses for those who took the places of the strikers, a London magistrate has approved the irregular conduct of the substitute as being necessary in the public interest. Police summonses had been taken out against the manager of the South Metropolitan Tramways for allowing four drivers and thirty conductors to act without licenses, and those so employed were called upon to answer for doing so. The defendants included the assistant manager, and the wife of the manager. The manager, on the outbreak of the strike, acquainted the police with the means he had taken to cope with the emergency, and the licenses were all taken out at the earliest possible opportunity. The bench were unanimous in dismissing the summonses, the chairman stating that the company acted properly in the interests of the community.

The wage agreement entered into between the Provincial Workmen's Association and the Dominion Coal Company (Canada), which expires December 31, 1916, has been renewed for a further period of two years commencing January 1, 1917. The company, taking into consideration the increased cost of living, has in the new agreement advanced all wages 10 per cent. and has, as a further concession, allowed 6 per cent. of the increase to date from June 1, 1916. The Dominion Iron & Steel Co. (Limited) on May 27 posted the following notice: "Effective May 16, 1916, an increase of 10 per cent. has been authorized on all tonnage and day rates as existing on April 30, 1916. The rate for common labor will be 17½ cents per hour." The voluntary granting of this 10 per cent. increase, together with that of the Dominion Coal Company—both companies being under the general management of the Dominion Steel Corporation—involves a large addition to the cost of production of both coal and steel, as it covers nearly 10,000 workers.

## SAN PEDRO, CAL.

C. B. CANNON

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### REMOVAL ANNOUNCEMENT.

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Note—Clothes also cut, trimmed and made from your own cloth with the Union Label too. The new woollens are now ready for your inspection, how about your order?

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### ALASKA FISHERMEN.

San Francisco.

Bergman, John      Johnsen, Aug.  
Blom, Ernest      Konlg, D.  
Christiansen, Anton      Nielsen, Harold  
Christiansen, A.      Olander, Ed  
Doris, Geo.      Thomson, John  
Eckart, T. G.

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| Lutton, Theo.        | Stalt, Aksel        |
| Lauritzen, Ole       | Sandblom, Konrad    |
| Larson, Max          | Schallies, Charlie  |
| Lybeck, Thos.        | Svenson, Nicolaus   |
| Lindberg, G. W.      | Thorsen, Carl       |
| Lindberg, Ernst      | Thomssen, Peter     |
| Ledeker, Elith       | Tho, John           |
| Lalan, Joe           | Uhlle, Richard      |
| Lidsten, Chas.       | Uappa, Kostl        |
| Lane, Frank          | White, Robert       |
| Lundin, C. -1054     | Warkkala, John      |
| Lill, Karl           | Wichman, Karl       |
| McNeal, John         | Wartila, Anton      |
| Monterro, John       |                     |
| Monts, Reinolt       | Newspapers and      |
| Makela, N.           | Packages.           |
| Malm, Gustaf         | Schmidt, Lauritz P. |

### Honolulu, H. T.

Anderson, John E.      Nelsen, C. F.  
Burk, Harry -1284      Petersen, Carl  
Crantly, C. W.      Peters, Walter  
Eugenlo, John      Relther, Fritz  
Ekelund, Rickhard      Solberg, B. P.  
Ivertsen, Sigvald B.      Strand, Conrad  
Lengwenus, W. L.      Thompson, Emil N.  
Möller, F.

### INFORMATION WANTED.

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio. 3-24-15

Anders C. Anderson, a native of Norway, who left his personal effects at Port San Luis, Cal., after leaving a ship at that place, is inquired for. Anyone knowing his whereabouts please notify D. R. Jacks, Deputy Collector of Customs, Port San Luis, Cal. 12-22-15

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Anyone knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St. 8-11-15

Olai Ingebrigtsen (Brock), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American bark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469-49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Steuart street, San Francisco, Cal. 8-4-15

Anyone knowing the whereabouts of Peter Murphy, better known as Boatswain McGann, will kindly notify Patrick Kieran, 58 Commercial St., San Francisco, Cal. 4-19-16

Vencelus Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolamo Durbich, Zurich, Switzerland. 7-28-15

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### INFORMATION WANTED.

John Edstrom, alias Brynjulf Edstrom, born in Norway in 1879, was last heard from at Mobile, Ala., where his address was Norwegian Chapell, is inquired for. Anyone knowing his whereabouts please notify his mother. Address, 22 Pilestradet, Kristiania, Norway.—12-22-15

George Alexander Sharman, a native of Brooklyn, N. Y. About 28 years of age, height 5 feet 9 inches,

supposed to have sailed on the Great Lakes in 1907, is inquired for by M. L. Kinvan, 1211 Mosher street, Baltimore, Md. 7-14-15

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15



# Pacific Coast Marine.

The schooner "Salem," chartered by Balfour, Guthrie & Co., to load lumber at a North Pacific port, will probably take her load on the Columbia River, according to reports. She is expected for July-August loading.

The St. Helens Shipbuilding Company, Portland, owned by the Charles R. McCormick interests, has incorporated with a capital stock of \$100,000. Heretofore the concern had been operated as a partnership.

A wireless message has been sent broadcast to ships at sea warning them not to be guided by lighthouses on the Mexican coasts. A few have been extinguished and the characteristics of others changed so that dependence cannot be placed on them.

The "City of Sydney," which has been at the Moore & Scott (Oakland) shipyards for the past month, being converted into a six-masted schooner, is about completed. She will load a general cargo in San Francisco and proceed to Melbourne, Australia.

The British steamer "Wellington," 1964 tons gross, 1267 net, owned by the Canadian Collieries (Dunsmuir) Limited, Vancouver, B. C., has been sold to New York buyers. She was for many years employed on this coast as a collier and is now on the Atlantic coast. She was built of iron in 1883.

The 300-ton arctic power schooner "Great Bear," owned by Captain Louis Lane, of Seattle, and John Borden, of Chicago, in which a party of sportsmen will go to Banksland, in the Arctic Ocean, to take off Vilhjalmur Stefansson, the Canadian explorer, was launched June 14 at Port Blakeley. She will start northward as soon as completed.

The Dollar line has leased the Great Northern dock at Vancouver, B. C., for the handling of transpacific traffic. The dock embraces the eastern section of the Balfour-Guthrie docks. Captain Gow, formerly marine superintendent of the Dollar line, has returned to Vancouver as superintendent of loading for the Canadian Pacific Railway.

The Moore & Scott Shipbuilding Company of Oakland has been awarded the contract for the construction of a freighter for the Pan-American Petroleum and Transport Company of New York City. The keel will be laid within two weeks and will form the third of a fleet of vessels being built at these yards. The ship will be 125 feet long and have a tonnage of 10,000.

The British steamer "Barrister" went on drydock at Victoria to undergo repairs as the result of going ashore in Active Pass. According to a Victoria dispatch, divers succeeded in plugging rivet holes, but two plates between the forepeak and No. 1 hold are cracked. The vessel, however, was making but little water.

Finding of a twenty-eight-foot boat by the United States life-saving crew at Fort Point caused considerable excitement along the water front. After investigation it was found to have belonged to the Mexican steamer "General Y. Pesqueira," sold several months ago to the Russian government and which is now in Vladivostok. The boat was probably lost overboard when the steamer was operating on this Coast.

Failing to pull the steamer "Bear" off the rocks near Cape Mendocino, the steamer "Iaqua" of the Union Iron Works has returned to port. The "Bear," according to word received by the San Francisco-Portland Steamship Company recently, is still in the same position. Further effort to salvage the steamer is being made by the steamer "Salvor" from Victoria, which has done considerable salvage work for Lloyd's.

Kruse and Banks at their North Bend (Or.) ship yards are building two vessels. One will be ready by July 1. It is for the Bixby-Clark Company of San Francisco, and will be named the "Stanwood," in honor of the son of W. E. Creel, president of the C. A. Hooper Company. Mr. Creel, together with W. R. Chamberlain, president of the Bixby-Clark Company, made a visit recently to Coos Bay to investigate the shipbuilding situation.

The steel steamer "John A. Hooper," owned by Sudden & Christenson, has been purchased by W. R. Grace & Company, delivery to be made at New Orleans subject to usual inspection. The vessel is now on the West Coast for the purpose of loading a cargo of nitrate for an Atlantic port. The steamer has been operated under time charter on the Atlantic seaboard ever since the canal was closed to traffic. She is a vessel of 1321 tons net, built at Wilmington, Del., in 1912.

The Hawaii Harbor Commission has made a number of important changes to the wharfage regulations, among which is a charge of 3 cents a barrel for the use of the fuel oil pipe line at Hilo. They also exempt rowboats and small pleasure craft from mooring charges at all ports, while a provision directs the harbor master to see to the removal of all livestock from the territorial wharves within a period of twenty-four hours. Any animal left on the docks for a longer time shall be sold by the harbor master at the expense of the consignee.

The steamer "Melmore" has been sold to Dingwall & Company by the Union Steamship Company of British Columbia and the vessel will be dispatched by the purchasers to a Peruvian port, where she will ply in the service of a sugar refinery. The "Melmore" was brought out here three years ago by the All Red Line and had a go at the famous Cocos Island treasure on her way under Captain Polkinghome. She was of late laid up at North Vancouver and is of steel, 424 tons gross, built in 1892.

The coal hulk "Rufus E. Wood," one of the few lying in the Oakland estuary, will follow her other veteran sisters back into active service again. Formerly a schooner, she will be altered into a lumber-carrying barge at a cost of about \$20,000. The remodeling will be done at the Hanlon shipyards. The "Rufus E. Wood" was purchased some time ago by the Sunset Lumber Company from the Pacific Coast Steamship Company, which used her as a coal hulk, and was towed into the upper estuary from the yards of Moore & Scott several months ago.

Contracts for the building of two barges for the Western Fuel Company have been given to the Hanlon Shipyard in Oakland. The barges will have a capacity of 3500 tons each and will be completed in December. With the completion of the two barges a barge service between Nanaimo, B. C., and San Francisco will be begun by the Western Fuel Company. At present the chartered Norwegian steamer "Thor" plies between San Francisco and the north. It is expected that another steamer or two will be added to the company's fleet to tow the barges.

Chief Engineer Jerome Newman of the State Board of Harbor Commissioners at San Francisco is out of his \$5000-a-year job because he failed to attend the fire that destroyed pier 46 early in the morning of June 4. He has resigned, by request, and will leave as soon as his successor has been appointed. President J. J. Dwyer of the Harbor Board says Newman showed such a decided lack of interest in the safeguarding of the water front that it was decided he should resign. Newman says the charge is foolish, and intimates that back of it is something interesting—something that is not likely to be revealed.

The American schooner "San Ramon," built three years ago at Coos Bay by Kruse-Banks & Co., has been sold by the Parr-McCormick Company to an Eastern syndicate for \$250,000. This is said to be the largest price paid for a wooden steam schooner of the capacity of the "San Ramon" in the history of the port. The "San Ramon," which has been engaged in the coastwise lumber trade, has a capacity of 950,000 feet of lumber. Her engines were built by the United Engineering Works. She will be delivered to her new owners, whose identity the local company refuses to reveal, the latter part of next month.

The wreck of the old steamship "Clara Nevada," which went down between Skagway and Juneau in 1898, taking fifty persons to death in one of the first marine tragedies of the North, still lies 3000 feet from the Eldred Rock Lighthouse. Diver C. E. Stagger, of Seattle and Port Townsend, descended to the wreck recently. Stagger reports that the sides of the old ship are falling in and can be torn away like paper. It is believed that between \$30,000 and \$50,000 in gold dust still remain in the hulk. The diver intends to charter a schooner and return to the wreck to save the "Clara Nevada's" brass and copper. He says he also may be able to save the boilers and engines and other equipment.

Arrangements are being completed by Phillip Morrison, representing the Seaborn Shipbuilding Company, a subsidiary corporation owned by H. F. Ostrander, for the construction of a shipbuilding plant in Tacoma and the construction of two large lumber schooners at once. The entire order for the lumber to build the schooners has been placed with the St. Paul & Tacoma Lumber Company. It amounts to 1,250,000 feet. Each of the two schooners will have a lumber-carrying capacity of 1,250,000 feet. Their dimensions will be 237 feet overall, 42½ feet beam and 18 feet depth of hold. They will have five masts and auxiliary engine power. Charles Seaborn of Eagle Harbor is president of the subsidiary corporation.

The "Handbook, Navigation Laws of the United States" contains all the law affecting seamen. It is arranged and indexed so that each feature may be found without trouble. The only book in existence that enables every seaman, ship-master, and ship's officer to know the law in every detail. James H. Barry Co., 1122 Mission St., S. F. Price, \$1. (Advt.)

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

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(Continued on Page 11.)



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Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, JULY 5, 1916.

### OPEN SHOP—NON-UNION SHOP.

That handmaid of plutocracy, the San Francisco Argonaut, exults in the open shop declaration recently made by the Board of Directors of San Francisco Chamber of Commerce. Notwithstanding the pitiful efforts to begot the issue by two columns of meaningless phrasiology the Argonaut knows full well what is meant by the term "open shop." So does every employer who is frank and bold enough to call a spade a spade.

An open shop is a non-union shop; and a closed shop (so-called) is a union shop.

This definition is fully understood and recognized by all practical men. For a further definition of these terms we have the unanimous "findings of fact" by the late Federal Commission on Industrial Relations, as follows:

The union shop is a shop where the wages, the hours of labor, and the general conditions of employment are fixed by a joint agreement between the employer and the trade-union.

The non-union shop is one where no joint agreement exists, and where the wages, the hours of labor, and the general conditions of employment are fixed by the employer without cooperation with any trade-union.

It is public knowledge, of course, that neither the Argonaut nor the Chamber of Commerce hold a brief for the people of San Francisco.

The vast majority of the people residing in this metropolis have time after time in no uncertain voice declared their preference for the union shop.

Los Angeles and Milpitas may have better climate and more second-hand shops, classed as prosperous "industries," but San Francisco is quite content with her union shops.

The union shop stands for prosperity "all around"—in the humble wage-earner's cottage as well as in the banker's mansion.

The union shop stands for a living (American) wage, a work day with reasonable hours, and establishes mutually satisfactory conditions by collective bargaining.

The non-union shop, on the other hand, stands for the interest of the boss, first, last and all the time. Its standard demands the imposition of the shortest wages and the

longest hours under which human beings can be found to work.

For these reasons and others too numerous to mention all real San Franciscans have always favored the principle of the union shop; i. e., collective bargaining and democratic rule in shop and industry.

### THE MEXICAN EMBROGLIO.

During recent weeks events have followed incidents in Mexico with a speed and regularity that bids fair to involve the United States in bloody warfare with our neighboring republic. Inasmuch as the working people are the ones upon whose shoulders the burden of war will fall the heaviest, it might be well to investigate the why and wherefore of present conditions.

Those who have traveled in any of the South American republics know that Americans have been an anathema upon the tongues of the natives for several decades, while citizens of other countries have been welcomed and treated with utmost hospitality. To the initiated it is unnecessary to enter into discussion of this phase of the situation, and space will not permit a recount of events which have led up to the present embroglio.

Perhaps it will suffice to call attention to a few of the intrigues which have been practiced upon the unfortunate people of Mexico. To begin with, we are unable to down the impression that monetary interest of Wall Street have been largely responsible for the constant change of governments; not only in Mexico but other South American Republics. We know that for every change of government certain Wall Street magnates obtained concessions of rich and immense properties which rightfully belonged to the people. We know that if it were not for Wall Street interference, the degrading peonage system would long ago have been abolished. Quite recently the clash between Pearson and Cowdray interests of England, and the Rockefeller interests of the United States for control of the rich oil fields of Mexico, has done much to make conditions more chaotic than ever in that distressed nation.

These concessions wrested from the helpless people by intrigue and piratical practices very naturally require holding and maintaining in the same ruthless manner. When unable to subvert the powers of the United States Government to their nefarious purposes; it has been common practice of mercenary concessionaires to employ privately-controlled bodies of armed men to protect these unstable properties. This has resulted in a reversion to conditions bordering on those of the feudal ages, in sections where such practices endure.

As a matter of fact, Mexico to-day is suffering from the same malady as inflicts certain sections of the United States. Like the hook-worm, this moral disorder is most pronounced in those domains directly under the influence of predatory wealth. It could be termed gun-thug-itis. The working people of American who have been entertained from time to time by the activities of privately hired gun fighters can only sympathize with the unfortunate exploited peons of Mexico, especially so with the knowledge that their circumstances are more desperate than ours. To the excited minds of these privately chartered soldiers of the Hearsts, Rockefellers, etc., every inoffensive peon out of bounds constitutes a whole

bandit brigade, and many of these poor devils have been shot down from fear, or by individuals who gratify their lust for murder in this particular way.

Peon hunting has become an attractive sport to a number of bloodthirsty adventurers who have hired themselves out to the American interests across the border, and when they happen by accident to run against peons who are inclined to resist such strenuous recreations, the United States is called upon to protect the honor and rights of American citizens in Mexico.

If war would result in the establishment of a stable government, by the people and for the people; that could punish with an iron hand those ruthless capitalists who are plundering the nation's resources; that would obliterate the peonage system; that would guarantee to the humblest citizen his or her right to the pursuit of happiness; that would end the desecration of churches, and guarantee religious liberty to all, and protection in those rights—then war with all its attendant miseries would not be in vain. However, from past experiences and knowledge of external circumstances, we are inclined to believe that it is not for the honor or welfare of American citizens that this war is urged; but for the protection of Wall Street capital invested in Mexico, and the maintenance of their private armies of gun fighters.

### FOR POLITICAL PROFITS.

The quadrennial national guessing contest is in full swing.

In the presidential election of 1912 Woodrow Wilson (Democrat) received 6,293,019 votes; William H. Taft (Republican) received 3,484,956 votes; Theodore Roosevelt (Progressive), 4,119,504; Eugene V. Debs (Socialist), 901,873; Eugene W. Chafin (Prohibitionist), 207,928; Arthur E. Reimer (Socialist Labor), 29,259. Wilson's plurality was 2,173,512. His vote of 6,293,019 as compared with the total vote of Taft and Roosevelt was 1,411,441 shy. That is, leaving out the minor candidates, Wilson's vote was less by 1,411,441 than the combined Republican and Progressive vote. In each of thirteen States in the last election the Democratic plurality was less than 10,000 votes. More significant still is the fact that in twenty-seven States the combined Roosevelt-Taft vote exceeded that of Wilson. In Illinois, for example, the combined Republican and Progressive vote exceeded that of the Democrats by more than 150,000; in Indiana, by 40,000; in New York, by 175,000, and in New Jersey by approximately 50,000. These States all gave their electoral votes to Wilson in 1912.

The question for the political prophets is: How will the common people, who inhabit these "doubtful" States, vote in 1916?

Except for undue police activity at San Francisco there is no material change in the longshoremen's strike. At the time of going to press the Bay and River Steamboatmen's strike is also in very much the same condition, although new and important developments are likely to bring about a settlement almost any moment.

Organized labor has need to distinguish clearly between its friends and its mere favorites.



## MODERN TRUST BUSTING.

The Standard Oil Company was "dissolved" by the Supreme Court in 1911. The corporation was put out of business because of its being a combination in restraint of trade and unlawful under the provisions of the Sherman Anti-Trust law. Since that time its constituent companies have paid dividends of three hundred million dollars in cash and one hundred and seventy million dollars in stock, and the stock of the parent company—the Standard Oil Company of New Jersey—has increased in value from \$650 to \$1770 a share.

This is the way it worked when the law was applied to Rockefeller's business.

But note the remarkable contrast when the same law was put in "operation" against a labor organization.

As a climax to many years' struggle with unfair hat manufacturers, long sieges in courts, final judgment was entered some time ago in the United States Supreme Court against the Danbury hat workers calling for about \$250,000.00 and the right to attach the homes and other belongings of these men to satisfy the court judgment rendered against them under the same Sherman Anti-Trust law.

As a result of this court decision, several old workmen who had spent their long lives at this trade have been levied upon and will lose their homes unless organized labor comes to their rescue. It was to save those families from being cast adrift, after fighting the heroic, long battles they have, that the American Federation of Labor issued the appeal to contribute one hour's pay to them. At this day the amount collected is still short of the sum required to save them, and there is still grave danger of their being driven out of their homes unless aid is promptly sent to them.

All in all, it is a sickening recital of justice cruelly perverted; the only ray of light being the knowledge that this infamous law has been so amended as to make a repetition of the hatters' affair a practical impossibility.

Open shop enthusiasts who are in the habit of making comparisons between the "enslaved" industries of San Francisco and the "free" industries of Los Angeles should be reminded that the lone "free" shipbuilding plant of Southern California has been closed down "tight" for quite a while. The reason is to be found in the deplorable (?) fact that practically all the mechanics employed in that non-union plant went on strike some time ago in order to establish at least some union shop conditions. The free and independent management, being imbued with the true Los Angeles spirit, naturally declined to submit to such "dictation" with the result that most of the former "free" employees of the only Southern Californian shipyard are now happily enslaved in the various magnificent (union shop) shipbuilding plants located about the bay of San Francisco. In the meantime an ominous graveyard silence has settled over the "free" shipyard down South. The moral of this tragedy seems to be that open shop mechanics will sometimes run away from "freedom," travel hundreds of miles to break into a closed shop and voluntarily accept the "slavery" which goes with it.

## THE UNEMPLOYMENT PROBLEM.

The Problem of Unemployment and Some Fundamental Reforms Advocated by the Organized Workers of California.

To begin with I want to take exception to the statement made here by a previous speaker that there must always be an excess of workers, i. e., that there will always be many unemployed. I am optimistic enough to believe that some day when organized labor has sufficient strength all men and women who want to go to work, will be able to find work.

The organized workers of California regard unemployment within our State as a wholly unnecessary evil.

It may be contended that it is very difficult and even impossible to do away with unemployment in the thickly populated industrial centers. But somehow no one has been found who can show good reasons why unemployment has become an issue in our own rich and fertile State which by comparison with other countries should comfortably support many, many times her present population.

To eradicate this unnecessary evil in California organized labor has for years advocated certain fundamental reforms.

First, in order of importance, is the proposal to shift the burden of taxation from labor and industry to privilege and monopoly. In other words to make it unprofitable for the land speculator to "hold on" to thousands upon thousands of idle and unimproved acres. For, unfortunately for the unemployed, the investment in land does not need the assistance of labor or require the payment of wages, nor does it compel owners of wealth to bid against each other for labor. Wealth may thus be invested and large gains realized from it by merely waiting, without its owners paying out one dollar in wages or contributing in the slightest degree to the success of any wealth-producing enterprise, while every improvement in the arts and sciences and in social relations, as well as increase of population, adds to its value. By this means we foster unemployment, yet it is considered legitimate business to purchase land for the avowed purpose of preventing capital and labor from being employed upon it until enormous sums can be extracted for this privilege.

Second, but perhaps equally as important as "freeing the land," is the reduction of the working hours.

Working hours have been reduced by organization and by legislation. California has done well by enacting the eight-hour law for her working women but much remains to be done in reducing the daily hours of our male working population.

The organized workers in California demand a reduction of the hours of labor because it would give a due share of work and wages to the reserve army of labor and eliminate many of the worst abuses of the industrial system now filling our poorhouses and jails. The movement for the reduction of the hours of labor is contemporaneous with the introduction of labor-saving machinery and has been the most faithful of all reformatory attempts of modern times, since it has clearly revealed the power of the working people to realize an improved industrial system and raises the hope that we may yet be able to stem the tide of economic, social and moral degradations, robbing those who work of a great part of their natural wages and keeping the whole of society within a few months of destitution.

Finally, organized labor believes that there should be a greater restriction of immigration. It is all very well to talk about America as the haven of the oppressed. For all I know it may be quite true that America is "big enough" to provide homes for all the teeming millions of Europe. But the fact is that we seem to be unable to properly care for those now here. Certainly this conference would not make unemployment a topic for discussion if there were work for all. So it is submitted that greater restriction of immigration is one of the important and essential steps for the solution of the unemployment problem of our country.

Much has been said here about palliatives, and I agree that a great part of the discussion on unemployment may be well taken up with palliatives. The State Immigration Commission, of which I am a member, has laid down a plan for emergency relief work. I will not go into details upon that subject but state that in the judgment of our Commission, California with her undeveloped resources, can supply abundant projects meeting all requirements for emergency relief work. Among these are: (1) Irrigation projects, (2) levee work in the Sacramento Valley, (3) drainage canals, as in the Fresno section, (4) road building, work on State highways could be so arranged as to make it applicable wherever possible for unemployment emergency purposes, (5) forestry work, such as tree-planting, construction of fire-breaks and certain forms of lumbering.

Unemployment insurance has been most ably dealt with by a previous speaker, the Secretary of the State Commission on Social Insurance, and when the European custom of State and municipal contributions for trade-union treasuries was mentioned, I was reminded of Harrison Gray

(Continued on Page 10.)

## OFFICIAL.

## SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., July 3, 1916.  
Regular weekly meeting came to order at 7 p. m., O. B. Holmberg presiding. Secretary reported shipping medium. The Quarterly Finance Committee reported having examined the accounts of the Union for the past three months and found same correct.

JOHN H. TENNISON, Secretary pro tem.  
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., June 26, 1916.

No meeting. Shipping good; prospects uncertain.

REGINALD TOWNSEND, Agent.

Room 11, De Cosmos Block, 1424 Government St.

Vancouver, B. C., June 26, 1916.

Shipping good; prospects good.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, June 26, 1916.

No meeting. Shipping fair; prospects uncertain.

H. L. PETTERSON, Agent.

2218 North 30th St. Tel. Main 808.

Seattle Agency, June 26, 1916.

Shipping and prospects poor.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, June 26, 1916.

Shipping and prospects poor.

E. J. D. LORENTZEN, Agent pro tem.

P. O. Box 6. Tel. Main 557.

Portland Agency, June 26, 1916.

Shipping dull; prospects uncertain.

JACK ROSEN, Agent.

44 Union Ave. North. Tel. East 4912.

Eureka Agency, June 26, 1916.

Shipping and prospects fair.

OTTO DITTMAR, Agent.

227 First St. P. O. Box 64. Tel. 159.

San Pedro Agency, June 26, 1916.

Shipping good; prospects fair.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, June 19, 1916.

Shipping dull; prospects poor.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

## MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., June 29, 1916.  
Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping fair. Shipwreck benefits were ordered paid to eight members of the steamship "Bear." A Quarterly Finance Committee was elected to go over the finances of the Union for the past quarter.

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, June 22, 1916.

No meeting. Shipping fair.

LEONARD NORKGAUER, Agent.

Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, June 21, 1916.

No meeting. Shipping slow; few lumber vessels arriving.

HARRY POTHOFF, Agent.

P. O. Box 54.

Portland Agency, June 26, 1916.

No meeting. Shipping fair; no members ashore.

THOMAS BAKER, Agent.

89 Second St. N. Phone Broadway 2306.

## DIED.

Walter Emmett Lee, No. 1741, age 26, a native of Colorado, died on board the steamer "Clautsham," July 16, 1915.

A direct steamship connection between San Francisco and the West Indies, principally Cuba, via the Panama Canal, will be inaugurated by W. R. Grace & Co. with the steamer "Pennsylvania," sailing hence about July 16. This vessel, which is now loading at Hongkong for this port, will have as cargo mostly Asiatic rice and California canned goods. Heretofore most of the California products sold to the West Indies have been sent by rail to New Orleans and thence by steamer to destination. The "Pennsylvania" may be followed by the steamer "Cacique" (10,000 tons capacity), the end of August with a cargo of about 6000 tons of Asiatic rice, which she will load at Hongkong, completing at San Francisco with California staples.



## EVOLUTION

There are many important questions that arise in human affairs; questions that vitally affect the whole mass of mankind. In answering these questions, men are prone to base their replies upon the effects they desire to produce that will result in their own advantage. In the scheme of human affairs, it is necessary that we consider all causes that act upon the whole body of mankind; what the effects are or will be upon the race as a whole, which is of more importance than the promotion and advancement of individuals.

In order that we may be better qualified to answer these important questions that arise, which are of such vital importance, it is necessary for us to consider humanity as a whole. What is human life? What are its necessities? What is its destiny? These are the basic questions that must be correctly answered before we can hope properly to answer those minor questions that, while of secondary consideration, are of vital importance, in that they affect the every-day conditions under which the whole race must exist.

To enter into the consideration of these questions, in this relative order of importance, we must first consider what is human life? In doing this it is not necessary to enter into a discussion of the origin of man, whether man, as he exists, as we know him, is the product of evolutionary laws, or the being of divine creation, are matters of no consequence, and in reality have no real bearing upon the fact that must be weighed in the balance of reason.

Antecedents, with all this formative influence, have produced man, as we must consider him; that he is the product of evolutionary causes, none will deny, that these causes have operated to influence his physical appearance and his mental development is beyond question. These facts being clearly established, prove conclusively that under the right influences, under properly operating causes, man can be changed to a large degree, and it rests with man himself whether he shall continue to evolve into a higher order of being or sink back into a lower order of mentality and physical imperfection.

As all evolutions result from an operative cause, it will be wise to consider what causes are operative now to influence man's life, and if those causes are found to be detrimental, that they are repressive and distorting, then it is the duty of mankind to remove the causes that are retarding the growth and development of the race.

Human life is largely made up of our mentality. Our mental development gives us greater perception, enables us to conceive bolder and broader ideals. It permits us to judge more equitably what is absolutely right between man and man, and allows us to perceive the injustice of many things called legally right.

Human evolution has always been along the lines marked out by those whose perceptions enable them to see a higher and more equitable adjustment of social life. The race has progressed only as the majorities become conscious of their greater needs, as pointed out by those of greater perception. The ideals conceived by these

leaders of thought have formed the ideas of the mass justice which becomes the basis of action.

Thus we see that ideas are the causes responsible for man's advancement. A higher order of intelligence makes for the conception of higher ideals, and, therefore, for greater advancement of the race. In order that we may attain greater intelligence, every influence should be used that will aid to intellectual growth. Mental growth does not end with school instructions; schools are only the primers of life, and fit the mind to receive the greater lessons that are taught by contact with the world. To the end that men may attain and assimilate these lessons, it is necessary that they be not required so to exhaust themselves in physical labor that they lack the vital energy necessary for mental action.

Nor is clear, deductive thought possible when the mind is beset with worrying thoughts of how to meet the needs of the physical body for food, clothing and shelter. Under the spur of their needs they are often led to acts of violence in protestation against conditions that deprive them unjustly of an opportunity to acquire the things they require to sustain life.

Thus we see that intellectual growth requires not only proper condition of the physical, but of mental conditions, that will permit men to enter into a calm yet energetic analysis of the causes that operate to influence his life, and that will enable him to grasp the full import of the ideas that have been put forth as ideals that will lead men to a more perfect social and industrial life.

The necessities of man can not be confined to the needs of the physical alone. The mere satisfaction of the animal requirements for food, clothing and shelter no longer suffices. We have evolved to higher planes; we are conscious of other needs in order that we may more fully enjoy our lives. This is purely a mental position, but as all of our sensations are purely mental, there is no other means of our measuring the good or the bad; we must judge all things from their effects upon our mentality.

We desire the things that add to our pleasurable sensations and seek to avoid the things that give us pain. Our being demands these pleasures; they have become real needs of which we are always conscious. These needs are not for physical pleasure, but for those things that are beautiful in form and coloring, for things that create thoughts of greater achievement, that carry us out from ourselves and make us a part of the universal brotherhood.

The laboring people are becoming more and more intelligent. They are becoming conscious of their need, and they are also awakening to a full realization that their labor creates enough to give them all that their physical and mental needs require. They are beginning to realize that they are deprived of the means of satisfying their needs, through the operation of unjust laws. Their acts will be governed by their ideas as to justice and right. That they will follow the lead of those whose ideals are built upon the broad foundations of human progress, whose ideas are typified by the statue of justice with the blindfold removed, that she may see how to strike

behind the shield of gold, is the logical conclusion of reason.

That men will continue to advance to higher planes of civilization is dependent upon the ideals conceived, and accepted by the minds of the majority, as embracing a more exact and perfect form of justice between the component parts of society. That the leaders of thought, the philosophers, the real reasoners of the race, have given the masses a new ideal of what is right and just between men, is the great factor that must be considered in connection with the evolution of humanity.

This ideal is slowly being accepted by the masses as their just rights. Their minds have conceived the greater truth; they are becoming conscious of an unjust condition. They are giving physical evidence of that consciousness, and thereby propagating and enlarging the growth of the idea in the minds of others. Soon the necessary majority will have accepted this ideal, and mankind will move forward to a new position in social existence.

The rule of chiefs, kings and other potentates has been rejected as against the best interests of the masses. Men are beginning to measure laws by their action upon the lives of the majority. They are beginning to judge all things by the results, manifested in conditions under which the masses exist. They are conscious of their needs; they are growing conscious of their power in mass action. They only await the full revelation and realization of that power.

With the coming of perfect understanding of their power, they will move forward with that irresistible force that crushes all opposition. This is the inevitable result of the action of the mass mind as opposed to the individual mind, the larger, greater force will predominate in human affairs just as surely as it governs in physical matters. It is the unavoidable law of cause and effect.

Thus we can conceive that human society of the future shall be based upon the philosophical ideal of the present. The ideal is that the welfare of the majority shall not be sacrificed longer to the selfishness of individuals. The human endeavor produces enough to supply the needs of all mankind, and that conditions or causes that prevent the masses from obtaining the satisfaction of this requirement will be removed by the mass action. —The Railroad Trainman.

The United States investment of \$7,200,000 in Alaska thirty-nine years ago, it is estimated, is now paying annual dividends amounting to more than forty-two times the cost of the territory. Yet Alaska's resources have been scarcely touched. Under the crudest and most superficial development it has yielded over \$300,000,000 in wealth since 1880. The great problem now is to prevent its resources from being squandered.

The work of reform succeeds or fails in proportion as it is shaped to conform with conditions as they are or with conditions as they might be—in proportion as it is practical or speculative.

Demand the union label upon all purchases!



## POSTAL SAVINGS DEPOSITS.

Larger postal savings deposits will now be accepted at the postoffice. This is made possible by an important amendment to the Postal Savings Act approved by President Wilson. A postal savings depositor may now have an account amounting to \$1,000 upon which interest will be paid. Formerly \$500 was the maximum amount he could have to his credit. This enlargement of postal savings facilities will be very gratifying to thousands of depositors who have already reached the old \$500 limit and are anxious to entrust more of their savings to Uncle Sam. Another feature of the amendment that will avoid further embarrassment to the public and to postal officials is the doing away with the limit on the amount that could be accepted from a depositor monthly. Under the old law only \$100 could be deposited in a calendar month. The amendment abolishes this restriction. While the Postal Savings System has already proved a signal success as is shown by the fact that more than half-a-million depositors have over eighty million dollars standing to their credit, still it has fallen short of meeting the full demands of the public because of the restrictions which have now been eliminated. Postmaster General Burleson and Third Assistant Postmaster General Dockery have been tireless in their efforts to secure a modification of the limitations and the new liberalizing legislation is particularly gratifying to them.

## WHAT GOOD CAN MONEY DO?

A professor of the University of Chicago has been given \$1,000 to be used within the next twelve months in whatever way he may think best to accomplish the greatest amount of good.

Naturally the professor is puzzled. Without making known his identity, a special writer for the Chicago Herald, William L. Chenery, has put the problem up to the readers of his column. In presenting the matter Mr. Chenery says that the professor is a democrat, not in the party sense, but in the proper meaning of that much-abused term. He already knows all the opportunities that charity offers, but also knows that there must be better ways of using the money. As Mr. Chenery says:

"He does not aspire to do things for people. He does wish to aid in building up a system that will enable people to do things for themselves. He wishes to release new human abilities, to liberate capacities which are being submerged under the stress of to-day."

After all, the professor is putting the same question that Henry George answered in his open letter to Pope Leo XIII. The question was, "What can the rich man do to improve the conditions of labor?" George reviewed, in answer, all possible ways of spending money philanthropically, such as giving alms, building churches and schools, establishing hospitals, building model tenements, encouraging science, helping emigration, selling or renting land below the market price, and beautifying the city. In each case his unanswerable logic led him to the same conclusion. None of these suggestions touched the fundamental cause of poverty and distress, monopolization

of land. The result in each case would consequently be to injure some as much as others were helped. So, in the end, he could only say this of what the rich man could do:

"He can do nothing at all except to use his strength for the abolition of the great primary wrong that robs men of their birthright. The justice of God laughs at the attempts of men to substitute anything else for it."

The professor may look a very long time, but it is much to be feared that he can find no better answer than Henry George.

## DANISH FISH REFRIGERATION.

A new method of fish refrigeration has been invented and patented in Denmark. It is claimed by the inventor that the method of freezing fish in air but slowly imparts the cold to the inside of the fish and that the tissues of the fish are often broken by the formation of large ice crystals. At the same time the fish is dried up and its flesh becomes porous so that it may easily be permeated by the air and thereby rendered less durable when thawed. This air-freezing process, moreover, which is carried on by a number of tubes through which cold air or cold fluids circulate, necessitates the operation of expensive plants, as a number of well-insulated freezing chambers is essential. Further, the thorough freezing of a fish in such chambers takes place very slowly and lasts 30 to 40 hours for fish of ordinary size.

The refrigeration of fish by packing in ice is also claimed to be unsatisfactory, as the fish are adversely affected by the melting ice. Moreover, when the fish are to be transported a considerable distance, almost the same amount of ice must be used as the weight of the fish, and the price to the consumer is increased by the extra freight cost of the ice.

The important invention was made by a Dane of freezing the fish by direct submersion in a fluid cooled off to 15° below zero centigrade. The fish are frozen in two to four hours, smaller fish being frozen in less time. The inventor claims that by this quick method of freezing, the fish tissues are not broken, the fish keep their fresh and natural appearance on being thawed, and the slime is not dried up as when the freezing is done in air, but forms a protective layer around the outside of the fish, which prevents any adverse atmospheric attacks.

As the saline solution used in this process of fish refrigeration generally contains 15 to 19 per cent. of salt, it might be supposed that such a solution would salt the fish during the freezing. It is claimed, however, that no such action takes place, and that through the action of the cold a fresh fish may be submerged without receiving salt from the solution. The saline solution used may be made of pure common salt dissolved in clean water.

No special freezing room is required for treating the fish by this process. The container holding the fluid, in which the fish are directly submerged, may, together with the freezing machine, be mounted in any room, and even in the open air if necessary. The freezing plant may also be used in fishing boats. The fluid is cooled by a specially constructed freezing machine.

## NOTICE TO SEAMEN.

### IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,  
V. A. OLANDER, Secretary.

## LAKE DISTRICT, I. S. U. of A.

LAKE SEAMEN'S UNION,  
570 West Lake Street, Chicago, Ill.

### BRANCHES AND AGENCIES:

BUFFALO, N. Y. ....55 Main Street  
Telephone Seneca 936 R.  
CLEVELAND, O. ....1401 W. Ninth Street  
Telephone Bell Main 1842.  
MILWAUKEE, Wis. ....133 Clinton Street  
Telephone South 240.  
ASHTABULA, O. ....21 High Street  
Telephone 552.  
NORTH TONAWANDA, N. Y. ....152 Main Street  
Telephone Bell 2762.  
DETROIT, MICH. ....15 Twelfth Street  
Telephone 3724.  
SUPERIOR, WIS. ....1721 N. Third Street  
Telephone, New, Broad 385.  
BAY CITY, MICH. ....108 Fifth Avenue  
OGDENSBURG, N. Y. ....70 Isabella Street  
CONNEAUT, O. ....922 Day Street  
SOUTH CHICAGO, Ill. ....9142 Mackinaw Avenue  
PORT HURON, MICH. ....517 Water Street  
ERIE, PA. ....107 E. Third Street

### MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

#### HEADQUARTERS:

71 Main Street, Buffalo, N. Y.  
Telephone Seneca 48.

#### BRANCHES:

CLEVELAND, O. ....1185 W. Eleventh Street  
CHICAGO, ILL. ....406 N. Clark Street  
MILWAUKEE, Wis. ....151 Reed Street  
DETROIT, MICH. ....27 Jefferson Ave., East  
SUPERIOR, Wis. ....1814 Fourth Street  
OGDENSBURG, N. Y. ....70 Isabella Street  
BAY CITY, MICH. ....108 Fifth Avenue

### MARINE COOKS AND STEWARDS' UNION.

#### HEADQUARTERS:

406 N. Clark St., Chicago, Ill.  
Telephone Main 365.

#### BRANCHES:

Buffalo, N. Y. ....Toledo, O.  
Cleveland, O. ....North Tonawanda, N. Y.  
Milwaukee, Wis. ....Superior, Wis.  
Ashtabula, O. ....Erie, Pa.

### UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

#### MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

#### RELIEF STATIONS:

Ashland, Wis. ....Ogdensburg, N. Y.  
Ashtabula Harbor, O. ....Oswego, N. Y.  
Buffalo, N. Y. ....Port Huron, Mich.  
Duluth, Minn. ....Manitowoc, Wis.  
Escanaba, Mich. ....Marquette, Mich.  
Grand Haven, Mich. ....Milwaukee, Wis.  
Green Bay, Wis. ....Saginaw, Mich.  
Houghton, Mich. ....Sandusky, O.  
Ludington, Mich. ....Sault Ste. Marie, Mich.  
Manistee, Mich. ....Sheboygan, Wis.  
Erie, Pa. ....Superior, Wis.  
Menominee, Mich. ....Toledo, O.



## WEEKLY NEWS LETTER.

(Continued from Page 3.)

factory to the railroads, as the commission would be instructed to "go thoroughly into the question of minimum, maximum, and average wage paid, with hours of service to each class of railroad employes in the United States, and so far as they are comparable, the minimum, maximum, and average with hours of service paid in other industries where similar skill and risk are involved, the relation of wages to railroad revenues, the question of whether railroad revenues based on existing rates for transportation will admit of equally favorable terms of all classes of railroad employes, and any other matter in this connection that the commission may deem relevant."

## Injunction Rule Opposed.

President Gompers was the principal speaker at a mass meeting of trade unionists at Detroit, Mich., called for the purpose of agitating against injunction rule in times of strike. Organized workers in Michigan are circulating petitions to place on the ballot a constitutional amendment against this evil, which was summarized by President Gompers as follows:

"It is all for one purpose—that is, to endeavor to clothe tyranny and injustice of employers in the form of law, to break the spirit of protest, to prevent the workers from organizing, to prevent the workers from the constitutional right of ownership in themselves and to try to tie them to their task."

A parade preceded the mass meeting and these inscriptions on banners indicated the spirit of protesting unionists:

"Help put Michigan in the free State line. Sign a petition."

"Let us kick back into the constitution what the judges kicked out."

"We want the right to talk."

"A murder and a horse thief get a jury trial. Why not you?"

"We are not trying to chain the future, but free the present."

## Anti-Unionists Shriek.

The Michigan Manufacturers' Association has issued the following shriek and appeal for strong-arm methods to the business men of Michigan:

"To-day the Michigan Federation of Labor begins an aggressive campaign to secure the 45,000 signatures to the initiative and referendum petition for the law robbing the courts of the right to issue injunctions to restrain violence in time of strike, prevent picketing and boycotting, etc. These petitions need 45,000 signatures and must be completed by July 1. They will doubtless be circulated in your plant. We hope your employes can be warned of the vicious nature of this proposal.

"Do they believe you should not have the right to petition the court for protection of your person and property?

"Do they want to say to the court of your community that it cannot be trusted to judge fairly between you?

"We appreciate that many workmen may believe in this extraordinary demand, but we are confident that the great mass of your employes will not support so revolutionary and unfair a proposal.

"The danger is, however, immediate and

acute. The law, if passed, legalizes strikes, no matter how violent, absolutely protects boycotts, justifies and protects picketing and encourages labor war.

"Will you not look out for these petitions? Please advise us of any information as to this movement which may come to your attention."

## Bad Light Causes Accidents.

In a "service letter" to manufacturers in Wisconsin the Industrial Commission of Wisconsin says:

"The investigators of the commission reveal the fact that many accidents which have been attributed to carelessness of workmen were really caused by the absence of proper light; the workman could not see what he was doing."

The commission quotes the findings of a well-known insurance company, which made a study of 90,000 accidents occurring in industries, and found that 23.8 per cent. or nearly one-quarter, were directly or indirectly caused by inadequate light.

"Apply this experience to Wisconsin," says the commission, "and about 3000 accidents would be prevented each year if adequate light were provided in factories. This would mean a saving of \$300,000."

## A Penitentiary "Harmony."

At meetings of officials of the Colorado Fuel and Iron Company and delegates representing the Rockefeller "union," held at Rouse and later at Sopris, it was reported that there was not a single complaint of any kind, and that "the men seemed to be entirely satisfied with conditions." One newspaper gleefully announced: "The fact that the men have nothing to object to and are inclined to feel that things are working out in good shape is a victory for the Rockefeller plan in all its aspects."

This is the ironical comment of Editor O'Neill of the Trinidad Free Press:

"There is harmony behind the walls of a penitentiary, and there are few complaints or protests in institutions where men wear the stripes of the convict.

"There was harmony at Rouse and Sopris, but it was the harmony of the slave who is powerless to rebel until he and his associates come together under the flag of real unionism and into the sanctuary of the labor movement, where that democracy prevails which clothes every member with the right and authority to express his honest convictions."

## Low Wages in Porto Rico.

Justica, official newspaper of Porto Rican trade unionists, gives this insight into island conditions:

"During the past week the chief of the Bureau of Labor made several trips around the island with a view of making investigations as to the conditions under which the workers are living and working. Notwithstanding the unprecedented price of sugar in many instances men were found working for practically the same wage that they received when sugar was selling at about half the present price.

"In the mountainous districts where the people are engaged in making hats many families are on the verge of starvation, the workers claiming that they receive so little for their labor they find it impossible to buy the bare necessities of life. Upon

investigation a family of five made on an average of 18 hats a week, for which they received \$3.50, but after paying \$1.75 for the straw the 18 hats only netted the family of five \$1.75, 35 cents for a week's work for each member of the family."

## Unionist Assaulted.

Organizer Gilmour of the International Association of Machinists was almost fatally assaulted by W. J. Oliver and a crowd of his strike guards on the street in front of the Oliver machine shop at Knoxville, Tenn. Gilmour, President Lackey of the local Machinists' Union and two other members of that organization were in an automobile at the time and when the former began talking he assumed a characteristic position of placing his hands on his hips. Oliver pointed a rifle at him and commanded him not to shoot. The organizer laughingly turned his pockets inside out and assured him he was not armed. Immediately water was thrown on the party from a hose attached to a fire plug in the Oliver plant. President Lackey was almost strangled and had to leave the machine. Gilmour was then dragged from the automobile by the strike thugs and clubbed into insensibility. He was then "arrested" by the police and, although unconscious, held for over an hour before taken to a hospital.

At a mass meeting, attended by 3000 organized workers and sympathizers, resolutions of condemnation were adopted and these Knoxville citizens are determined that free speech shall prevail. The police were also grilled for their action in this disgraceful proceeding.

## THE UNEMPLOYMENT PROBLEM.

(Continued from Page 7.)

Otis, and I was wondering what he would think of an unemployment relief plan whereby public funds are to be turned over to our trade-union treasuries. Can you imagine the howls of indignation that would arise, in certain circles here in California at the very suggestion of such a tried and approved method of assisting the unemployed?

At present organized labor in California proposes to abolish all employment agencies operated for profit. Many years ago Congress passed a law which made it illegal to collect a fee for furnishing employment to seamen. This drove the crimps out of the business. And in view of the fact that in this State upward of \$500,000 is now paid annually into the coffers of the employment agents by men who can least afford it, because they are out of work, it seems evident that we badly need legislation which will drive these land crimps out of business.

I sincerely hope that the social workers of California will aid the labor organizations in bringing about at an early date a condition in every line of business where it will be impossible to extract a fee from the poor fellows who only seek the privilege of working.

California State employment bureaus as they are now operated and conducted, have accomplished a great deal, but as long as private bureaus exist, and for reasons that have been made so very clear and plain here, they will never receive the patronage of a large number of employers. As a pleasing contrast to this, I beg to call your attention to the fact that in the shipping business on the Pacific Coast, men have been hired for a great many years without the aid of any bureaus, public or private. The employment bureaus for the shipping industry of the Pacific Coast, are maintained by the Seamen's organizations, to the satisfaction of workers and employers. Neither side pays a fee for this service, and if this state of affairs is possible for 10,000 men in one of the principal industries of the Pacific Coast, then I submit to you that we may well apply the same system to other industries in our State.—Address delivered before the California State Conference of Social Agencies, at Los Angeles, Cal., on May 3, 1916, by Paul Scharrenberg.

For fair products of all kinds consult the JOURNAL's ad columns.



## A RAID ON "FREEDOM."

The following interesting account of a raid upon the office of "Freedom," a radical monthly, published in London, England, appears in the June issue of that publication:

"The raid on our office on May 5, arranged by the 'competent military authority' for the London district, was carried out with great success. Though not such a brilliant military operation as the retreat from Mons, or the retreat from Antwerp, or the retreat from Gallipoli, or the retreat from Serbia, or the retreat from Bagdad, yet as a minor military operation, it will take its place amongst the glorious victories achieved at the offices of 'Forward,' the 'Worker,' the 'Globe,' and the 'Labor Leader,' not forgetting Liberty Hall, Dublin.

"Following a reconnaissance by two warriors from Scotland Yard a few days previously, a party of five detectives swooped down on our office and took charge of the place for about two hours. No warrant was produced, the sergeant in charge saying none was necessary, as he was authorized to search the place by Sir Francis Lloyd, the competent military authority, under Section 51 of the Defense of the Realm Regulations. They immediately set to work and packed up about 10,000 books and pamphlets, many leaflets, copies of 'Freedom' and 'Voice of Labor,' correspondence, ledgers, address books, manuscript articles, proofs, daily papers, weekly papers, etc. No discrimination was shown; books which can be purchased at any bookshop—'Mutual Aid,' 'Conquest of Bread,' 'Fields, Factories and Workshops'—were tied up and bundled into the van with the other things. They also seized all standing type, some cases of type, and a few packets of stereos. Fortunately, a form containing four pages of 'Freedom' was not in the office at the time and was thus saved from the raiders. Everything seized was taken to Scotland Yard.

"The strangest part about the whole affair is that so far no reason has been given for the raid. Two letters have been sent to the Home Office, and their receipt briefly acknowledged. A visit to the same place was no more successful, a nervous young man saying they knew nothing about it, but advising me to write another letter as a gentle reminder. He thought that perhaps the War Office had the matter in hand. When it was suggested that perhaps it had reached the Circumlocution Office, he looked very scornful. I almost expected that classic remark, 'Wait and see.'"

He would have been a rash man who, when Augustus was changing the Rome of brick to the Rome of marble, when wealth was augmenting and magnificence increasing, when victorious legions were extending the frontier, when manners were becoming more refined, language more polished, and literature rising to higher splendors—he would have been a rash man who then would have said that Rome was entering her decline. Yet such was the case.—Henry George.

About the only argument (?) left the non-unionist is that of the fox who had lost his brush, to-wit, that brushes are altogether too common.

## LIFEBOATMEN ON FOREIGN SHIPS.

Under date of June 12 the Department of Commerce issued the following self-explanatory circular regarding certificated lifeboatmen on foreign vessels touching at ports of the United States:

To Collectors of Customs, Supervising and Local Inspectors, Steamboat-Inspection Service, and Others Concerned:

Section 14 of the Seamen's Act of March 4, 1915, provides for the number of certificated lifeboat men required to be carried as follows:

### Manning of Boats.

"There shall be for each boat or raft a number of lifeboat men at least equal to that specified as follows: If the boat or raft carries twenty-five persons or less, the minimum number of certificated lifeboat men shall be one; if the boat or raft carries twenty-six persons and less than forty-one persons the minimum number of certificated lifeboat men shall be two; if the boat or raft carries forty-one persons and less than sixty-one persons the minimum number of certificated lifeboat men shall be three; if the boat or raft carries sixty-one to eighty-five persons, the minimum number of certificated lifeboatmen shall be four; if the boat or raft carries from eighty-six to one hundred and ten persons, the minimum number of certificated lifeboat men shall be five; if the boat or raft carries from one hundred and eleven to one hundred and sixty persons, the minimum number of certificated lifeboat men shall be six; if the boat or raft carries from one hundred and sixty-one to two hundred and ten persons, the minimum number of certificated lifeboat men shall be seven; and, thereafter, one additional certificated lifeboat man for each additional fifty persons; provided, \* \* \* that one-half the number of rafts carried shall have a capacity of exceeding fifteen persons."

Section 14 also defines the status of a certificated lifeboat man and the manner in which a certificate may be obtained, as follows:

"By 'certificated lifeboat man' is meant any member of the crew who holds a certificate of efficiency issued under the authority of the Secretary of Commerce, who is hereby directed to provide for the issue of such certificates.

"In order to obtain the special lifeboat man's certificate the applicant must prove to the satisfaction of an officer designated by the Secretary of Commerce that he has been trained in all the operations connected with launching lifeboats and the use of oars; that he is acquainted with the practical handling of the boats themselves; and, further, that he is capable of understanding and answering the orders relative to lifeboat service."

In accordance with the law the Secretary of Commerce has designated the following officers to examine applicants for certificates as lifeboat men:

Any commissioned or warrant officer of the United States Navy who may be detailed for such duty by the commandant of any navy yard or the commanding officer of any vessel of the United States Navy.

Commissioned officers of the line and warrant officers of the rank of boatswain or keeper in the United States Coast Guard.

Deck officers of the vessels of the Lighthouse Service, Coast and Geodetic Survey, and the Fisheries Service.

Local and assistant inspectors of hulls in the Steamboat-Inspection Service.

Certificate of efficiency for lifeboat men on foreign vessels issued by competent authorities of the countries to which such foreign vessels belong will be accepted as evidence that lifeboat men so certificated comply with the requirements of Section 14 of the Seamen's Act.

Such foreign certificates should certify that the lifeboat man has been examined in accordance with the provisions of the Seamen's Act and found competent.

WILLIAM C. REDFIELD, Secretary.

Labor's discontent is primarily due to economic causes. It is due to low wages and long hours of toil. It is due to unfair conditions in the workshop, factory and mine. It is due to a lack of steady employment at fair wages. It is due to an inequitable distribution of wealth produced. It is due to the poor and insanitary housing conditions in the large cities. It is due to the large influx of immigrants without any education and a low standard of living.—Cigar Makers' Journal.

The solution of the Temperance problem is to give a man something to work for. The solution of the religious problem is to give a man something to live for.—Dan Beard.

## Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

## International Seamen's Union of America

(Continued from Page 5.)

### MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

#### Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

#### Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.

PORTLAND, Ore., 242 Flanders St.

SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

### MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

#### Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

#### Branches:

SEATTLE, Wash., Room No. 203, Grand Trunk Dock, P. O. Box 214.

PORTLAND, Ore., 89 Second St. N.

SAN PEDRO, Cal., P. O. Box 54.

### ALASKA FISHERMEN'S UNION.

#### Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

#### Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.

ASTORIA, Ore., P. O. Box 138.

### DEEP SEA FISHERMEN'S UNION OF THE PACIFIC.

#### Headquarters:

SEATTLE, Wash., 84 Seneca St.

#### Branches:

VANCOUVER (B. C.), Canada, 437 Gore Ave.

PRINCE RUPERT (B. C.), Canada, P. O. Box 968.

### UNITED FISHERMEN OF THE PACIFIC.

ASTORIA, Oregon, P. O. Box 138.

### BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.

SAN FRANCISCO, Cal., 10 East Street.

SACRAMENTO, Cal., 200 M Street.

## The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia  
29 ERSKINE STREET, SYDNEY, N. S. W.



## Labor News.

Through the efforts of the United Garment Workers' Union cutters employed in Utica, N. Y., reduced hours to forty-eight per week and increased wages 10 per cent.

River front machinists, boiler-makers and blacksmiths at Mobile, Ala., have secured the eight-hour day without resorting to strike. Nine-hour wages will prevail.

Painters' Union No. 502 of Rock Island, Ill., has won its strike, which started May 1 last. Employers have signed a two years' contract at 55 cents an hour, Saturday half holiday, time and one-half for overtime, and double time for Sundays and holidays.

The Jewelry Workers' Union of Boston has voted to present these demands to their employers: A forty-eight hour week in place of 53 hours, time and a half for overtime, abolition of piece work and recognition of the union. It is stated that the jewelry workers are about 90 per cent. organized.

In a letter to the chairman of the New York Legislative Investigating Committee, Secretary Brady of the Allied Printing Trades Council charges that telephone wires leading into the headquarters of a number of unions have been tapped by the police department. He asks that the committee set aside a day to consider this question. The police are charged with aiding employers in their strikebreaking work.

At a conference attended by President Gompers and representatives of the International Brick, Tile and Terra Cotta Workers' Alliance and the United Brick and Clay Workers of America it was agreed that all hostilities between the two organizations cease and that a meeting of both parties be held prior to the Baltimore convention of the American Federation of Labor "for the purpose of drafting a definite plan of amalgamation and for the further purpose of carrying same into effect." The conference was held in compliance with instructions of the San Francisco convention of the American Federation of Labor. At the present time the United Brick and Clay Workers of America are not affiliated to the American Federation of Labor.

On complaint filed by the State Commission of Immigration and Housing, Superintendent Ball of the L. F. Gerdtz Company's camp near Delevan, Colusa county, Cal., has been convicted of maintaining an insanitary labor camp. Never before has the foreman of a labor camp been fined for failure to provide sanitary equipment and housing facilities. However, as the camp sanitation act may be enforced against a superintendent as well as an owner, the Commission chose to prosecute the man directly in charge as the Gerdtz Company had issued orders to comply with the law. Ball has been dismissed as superintendent. This is the second conviction recently secured by the Housing Commission, the other being that of Clint Miller at Woodland. Noticeable improvement has already resulted in both cases. These communities have emphatically gone on record for better and more sanitary living conditions in labor camps, realizing the important bearing of these conditions on public health in rural communities.

## SEATTLE, WASH.

Office Phone  
Elliott 135

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DAY AND NIGHT

Up-to-date methods in Modern Navigation and Nautical Astronomy  
Compasses Adjusted

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Established 1890 SEATTLE, WASH.

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Best Line of Men's Suits

Overcoats, Raincoats, Shoes, Hats  
and Men's Furnishings

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Near Yesler Way SEATTLE

## Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

|                      |                    |
|----------------------|--------------------|
| Abrahamson, John     | Laine, A. V.       |
| Andersen, And.       | Larsen, Nels       |
| Anderson, J. -1048   | Leonard, Geo.      |
| Anderson, Alf. -1638 | Le Meus, Aug.      |
| Anderson, K. E.      | Mathison, Nils     |
| Ackerson, A. R.      | Macfarlane, Jas.   |
| Augustin, Herman     | Madsen, Brynol     |
| Backman, Thorsten    | Mostad, Leonard    |
| Bekker, G. J.        | Morrisay, James    |
| Bjerke, Ole          | Myrnes, H.         |
| Caleen, A.           | Naro, H.           |
| Christoffersen, John | Nelson, A. W.      |
| Cottingham, F.       | Nielsen, Estwan    |
| Connouton, T. H.     | Ness, John         |
| Doran, Eugene        | Nilson, H. P. L.   |
| Duncan, Geo.         | Nygard, Oluf       |
| Eaton, I. N.         | Nelson, Ed.        |
| Erdman, Paul         | Nielsen, J.        |
| Erikson, Nils        | O'Keefe, P.        |
| Evertsen, Olaf       | Olsen, C. A. -1303 |
| Erikson, Otto        | Olsen, Ernest      |
| Eugh, I.             | Olsen, Herman      |
| Fenes, I.            | Olsen, A. M. -944  |
| Forslund, V.         | Olsen, Johan Gre-  |
| Frisolt, J.          | garlsen            |
| Gardner, W.          | Olsen, Andy        |
| Graae, C.            | Olsen, C. -584     |
| Haas, W.             | Oseberg, A.        |
| Hansen, Oscar        | Petersen, P.       |
| Harjes, H.           | Petersen, Hugo     |
| Hangerud, H. O.      | Petersen, A. -1720 |
| Hilborn, J. A.       | Petersen, C. -1486 |
| Haug, G. I. E.       | Pedersen, Louis    |
| Holm, C.             | Petersen, Thomas   |
| Holten, E.           | Paulson, A.        |
| Hurling, A.          | Quigley, R. E.     |
| Halvorsen, John L.   | Rietler, Otto      |
| Hernes, John         | Reiley, R. T.      |
| Hansen, Charlie      | Schram, Albert     |
| -967                 | Shaukat, Hans      |
| Hellison, H.         | Seggala, E.        |
| Iversen, Ole         | Seirin, T. R.      |
| Jacobsen, M.         | Sorensen, Geo.     |
| Jacobsen, Anton      | Sundt, Albert      |
| Jacobsen, Oscar      | Strand, Chas.      |
| Johnson, Andrew      | Swanson, Reuben    |
| Johnson, C. R.       | Samuelsen, W. L.   |
| Johansen, H. C. L.   | Schaurman, W.      |
| Johansen, Aug.       | Tho, J.            |
| Jensen, Hans         | Thostrup, L.       |
| Jones, J. H.         | Tuominen, J.       |
| Jorgensen, Fred      | Thorsen, Andrew    |
| Junge, Hanwick       | Trahaug, M.        |
| Kjorsvik, Johan      | Wetland, John      |
| Kristiansen, Nils    | Weklund, W.        |
| Koske, Juko          | Westerlund, Albert |
| Kroon, Zion          | Werner, Paul       |
| Kylander, H.         | Wick, John         |
| Krohn, Heinrich      |                    |

## INFORMATION WANTED.

J. F. Joseph, supposed to be sailing mate on some schooner on the Pacific Coast, is inquired for by his sister. Anyone knowing his whereabouts, please notify Mrs. Josie Jantzen, nee Langhorne, 196 Tenth street, Oakland, Cal. 3-29-16

Phone Main 1202

## L. V. WESTERMAN CLOTHIER

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ALASKA OUTFITTER

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Squire-Latimer Block, Seattle, Wash.

## Tacoma Letter List.

|                      |                  |
|----------------------|------------------|
| Adolfsson, Gottfrid  | Magnusson, Chas. |
| Busch, Hans          | -718             |
| Farrell, William     | Marks, Thorvald  |
| Hoseth, Kristian     | Murphy, Daniel   |
| Hunter, Gilbert H.   | Olsen, Martin E. |
| Iceberg, T.          | Olsson, Per      |
| Jensen, Hans -1555   | Paterson, John   |
| Johannsen, Christian | Rimmer, C. M.    |
| Johnson, Hans        | Sater, Erik      |
| Linea, W.            | Ullman, Emil     |
| Line, Wiktor         | Vigen, Elias     |

## HARRY W. LEVY

CLOTHING AND FURNISHINGS

Union Made Goods, Hats, Shoes,

Trunks and Suitcases

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TOBACCO, ETC.

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Pool in Connection

(OLD TOWN) Tacoma, Wash.

## INFORMATION WANTED.

Anyone knowing the whereabouts of John Burke, No. 2, a member of the Marine F. O. and Watertenders' Association of the Great Lakes, last heard of in Chicago, will please communicate with Mrs. Julia Noonan, 276 Twelfth street, Jersey City, N. J.

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

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## Teddy & Hağan

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ED. SWANSON, Prop.

## Eureka, Cal., Letter List

Contreras, Julio  
Kyrkslatt, Lars  
Lawrence, Harry  
Meland, G. L.

Kustel, Victor J.  
Kinowsky, A.  
Ingebretsen, Alf.

## SPECIAL NOTICE.

Hotel with Restaurant for sale on water front. On account of sickness will sell at a sacrifice, half or whole, hotel of eighty-two rooms and restaurant with liquor license, doing a business of three thousand a month. For particulars address this office.

## INFORMATION WANTED.

Ingvald Andreas Hansen, alias Andrew Hansen, a native of Norway, age about 36; tall, dark; last heard of July, 1905. His address then was, Andrew Hansen, Karluk, Kodiak Island, Alaska. He is inquired for by his mother. Anyone knowing his whereabouts please notify Staff Captain Robert Smith, district officer, native work, Alaska, Box 925, Wrangell. 4-13-15

Olof Pedersen, a native of Norway, age about 60, supposed to be sailing on the Pacific Coast, is inquired for. Anyone knowing his whereabouts please notify J. T. Miles, 761 Greenwich St., New York, N. Y. 2-16-16

Anyone knowing the whereabouts of Thomas Rowe (now aged about 74), who was at one time a seaman and longshoreman on the Pacific Coast and also served in the Pacific Coast Navy Yards, will greatly oblige inquiring relatives by supplying such information. Address, Editor, Coast Seamen's Journal. 1-5-6



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CIGARS, TOBACCO,  
CONFECTIONERY, FRUIT AND  
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Boots, Shoes, Rubber and Oil Cloth-  
ing, Trunks, Valises, Etc.

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Tel. Main 8295 ROSENSTEIN BROS.

**Portland, Or., Letter List.**

Andreasen, N. S. Johansson, Chas.  
-2407  
Anderson, Nils Jarvinen, John  
Anderson, Rasmus Karlson, Ingvald  
Adolfson, John Kjer, Magnus  
Andreson, Hans Kristensen, Wm.  
Anderson, Gotfrid Lindberg, A. C.  
Benson, S. Lange, Peter H.  
Bernhardsen, Chas. Larsson, Ragnar  
Bernadt, H. W. Ljungstrom, John  
Brien, Hans Larsson, C. -1632  
Bosse, Geo. Molen, Derk von  
Carlson, Gustaf Nygren, Gust  
Dybdal, Olaf Ohlsson, J. W.  
Erickson, Eric Oglive, Wm. A.  
Edstrom, John Paulson, Herman  
Eriksen, O. H. Palm, P. A.  
Fisher, Fritz Roos, Oscar  
Hoten, J. Rensmand, Robert  
Henriks, Waldemar Rosenber, Adolf  
Hagen, Arthur Ryberg, S.  
Hein, M. Smith, John  
Hylander, Gust Swanson, John L. V.  
Jespersen, Martin Schroder, Paul  
Jonsson, Karl Sward, A.  
Jensen, Henry Tuhkanen, J. J.  
Johansen, Nikolai Westengren, C. W.

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Very best union made Hickey Shirts,  
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cos, and notions for seafaring men.

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212 Eighth Street, Hoquiam, Wash.  
209 First Street, Raymond, Wash.

**INFORMATION WANTED.**

Wilhelm Ekelund, a native of  
Sweden, is inquired for by his  
brother, Axel Ekelund, New Harbor  
Hotel, Drumm street, San Francisco,  
Cal. Anyone knowing his where-  
abouts please notify the above ad-  
dress. 3-10-15

Patrick McFec, who was cook on  
board the schooner "Robert Henry"  
on a voyage to Mexico last year, is  
inquired for by the U. S. Shipping  
Commissioner, at San Francisco, Cal.  
9-15-15

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Seamen's Journal.



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no matter what its name, unless it bears  
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All shoes without the UNION STAMP  
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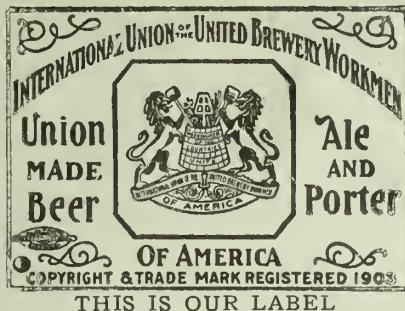
Do not accept any excuse for absence  
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John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

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Union Made

**Aberdeen, Wash., Letter List.**

Andersen, Andrew Magnusson, Ernst  
Burmeister, T. W.  
Bjorklund, G. Malkoff, Peter  
Benson, W. J. Malmberg, Ellis  
Bowman, C. Nilsen, Harry  
Brogard, N. Nielsen, C.  
Christiansen, Eld- Nordman, Karl  
rich Paaso, Andrew  
Crantz, F. Pettersen, Karl  
Carlson, Walter Peterson, Nels  
Davis, Frank Palmqvist, Albert  
Debus, Friedrich Peters, Walter  
Fottinger, Aug. Quiroga, Juan  
Gronros, Oswald Risenhus, Sven  
Gueno, Pierre Rudt, Walter  
Holmroos, W. Schmidt, Heinrich  
Hansen, Ove Max Scheffner, Bernhard  
Hylander, Gustaf Sandqvist, Gunnar  
Hansen, Jack Skottol, A.  
Hansen, Thorleif Stenwall, Sigurd  
Johnson, Alex Scarabosio, M.  
Johnsen, Carl Schmidt, Emil  
Johnsen, F. -1723 Toves, H. C.  
Johnsen, Hilmer Toren, Gustaf A.  
Jonsson, E. Williams, T. C.  
Krause, Otto Waaler, Edgar  
Kuldsen, John Wagner, Ed.  
Kustel, Victor J. Wedqvist, Axel  
Ludtke, Emil  
Lindholm, John  
Lindgren, Ernst  
Lindholm, Sallar  
Lindroos, A. W.  
Lundkvist, Alarick  
Munsen, Fred  
Gorgensen, Olaf  
Hansen, J. -2123  
MacGuire, O. F.  
Stanners, W. S.  
Wendt, Walter

**INFORMATION WANTED.**

Hans Nilson, a native of Tons-  
berg, Norway, was last heard from  
at Mobile, Ala., is inquired for by  
his mother. Anyone knowing his  
whereabouts kindly notify Louis  
Donald, Norwegian Vice Consul, 77  
St. Francis St., Mobile, Ala. 12-22-15

Oscar Olsen, age 37, a native of  
Hallarna, near Gothenborg, Sweden,  
who was sailing on the Great Lakes  
about three years ago, is inquired  
for by John V. Olsen, Sun Com-  
pany, Marcus Hook, Pa. 5-26-15

Hugo Carlson Ljung, age 29, a  
native of Gothenborg, Sweden, was  
last heard from in a Cable Boat on  
the Atlantic Coast, is inquired for  
by his brother. Anyone knowing his  
whereabouts please notify John Carl-  
son Ljung, Jungmansgatan 5, Goth-  
enborg, Sweden. 1-12-16

Knut Jensen, No. 5018, a member  
of the Lake Seamen's Union, a  
native of Denmark, is inquired for  
by his wife, Lieschen Jensen, of  
Tangemunde, A/Elbe Ostenerweg,  
No. 7, Germany. Anyone knowing his  
whereabouts please notify the Lake  
Seamen's Union, 133 Clinton street,  
Milwaukee, Wis. 4-14-15

Fred Marjama, a native of Russia,  
age 36, has not been heard from  
since 1908, at Buffalo, N. Y. Anyone  
knowing his whereabouts please  
notify his brother, J. Marjama, 51  
South St., New York, N. Y. 9-1-15

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**INFORMATION WANTED.**

Paul Laux, American, age 23, 6  
feet tall, who was last heard from  
about 4 years ago at San Jose, Cal.,  
supposed to be a sailor, is inquired  
for. Anyone knowing his where-  
abouts please notify his father, Carl  
Laux, 112 E. 28th St., Los Angeles,  
Cal. 6-21-16

Adolph Krakan, last heard of at  
Port Pirie, January, 1912, and again  
in March, 1913, from Warumbo, 118  
miles from Adelaide, South Australia,  
is inquired for by his mother at  
Hamburg, Germany. 8-25-15

John Thomas Gowland, age 28,  
height 5 feet 10 inches, fair com-  
plexion and fair hair, blue eyes and  
stout, who was discharged from the  
steamship "Waitemala" on March 1,  
1915, is inquired for. Anyone know-  
ing his whereabouts, please notify  
the British Consulate-General at San  
Francisco, Cal. 5-5-16

Otto E. Bickel and John Sherman  
Bickel, brothers, who have not been  
heard of for many years, are in-  
quired for by their sister. They are  
both tall, light complexioned, and  
blue eyes. Any information regarding  
their whereabouts will be highly ap-  
preciated. Please address Miss Laura  
Bickel, 1591 East Ninety-third street,  
Cleveland, Ohio. 4-14-15

A. Hestad, K. Lindblad, Thomas  
F. Hunt, John Anderson and G. Geel-  
neyden, members of the crew of the  
barkentine "Jane L. Stanford," who  
were discharged Jan. 13, 1916, on  
Puget Sound, are inquired for. Any-  
one knowing their whereabouts please  
notify the S. E. Slade Lumber Co.,  
112 Market St., San Francisco, Cal.

Any information regarding Wilhelm  
Kuhme, age 27, a native of Germany,  
who was supposed to have been  
drowned in the wreck of the steam  
schooner "Francis H. Leggett," Sep-  
tember 18, 1914, will be thankfully re-  
ceived by the German Consul, San  
Francisco, Cal. 1-19-16

**Home News.**

The immediate break between the  
United States and the de facto gov-  
ernment of Mexico was averted by  
compliance with the American de-  
mand for release of the twenty-three  
troopers captured in the fight at  
Carrizal.

California possesses more than  
10,000 manufacturing establishments  
producing annually manufactured  
products worth more than \$700,000,-  
000, according to a report of the  
Census Bureau on Manufactures in  
California.

The Spreckels estate sold all its  
holdings of Honolulu property to  
Theodore H. Davies & Co. and  
Bishop & Company for \$350,000. The  
property includes an entire block in  
the financial district, and the sale  
was said to be the largest single  
realty deal in the history of the  
city.

The Electric Boat Company has  
declared an extra dividend of 15 per  
cent. on the preferred and common  
stocks, payable June 30. The parent  
organization, Submarine Boat Cor-  
poration, has declared the regular  
quarterly dividend of \$1.50 a share,  
payable July 15 to stock of record  
June 30.

A San Francisco firm has been  
awarded a contract to supply the  
Brooklyn Navy Yard with 1,000,000  
pounds a year of "salt water soap."  
Salt water soap is a soap which will  
saponify when used with salt water.  
The soap is presumably for ship  
stores for vessels outfitted at the  
Brooklyn yard.

Nomination of Attorney-General  
Thomas W. Gregory to succeed  
Charles E. Hughes on the Supreme  
Court was said by persons in Presi-  
dent Wilson's confidence to have  
been virtually decided upon. It is  
regarded as certain that John W.  
Davis, Solicitor-General, will be  
named Attorney-General.

Samuel Gompers has telegraphed  
Luis Marones and other Mexican  
labor leaders at Eagle Pass, Texas,  
that the executive council of the  
American Federation would be  
pleased to meet with a delegation  
of organized workers of Mexico.  
Gompers' message was sent in reply  
to one saying Mexican workers  
wished to meet the executive coun-  
cil for the realization of its "pacifist  
programme."

Gold and silver mined in the  
United States increased during 1915.  
A joint statement by the bureau  
of the mint and the geological survey  
showed that gold valued at \$101,035,-  
700 was produced during the year,  
compared with \$94,531,800 in 1914.  
The quantity was 4,887,604 fine  
ounces. Production of silver was  
74,691,075 fine ounces, compared with  
72,445,100 in 1914. The value of the  
silver was \$37,397,300, with the aver-  
age price of \$0.49889 per fine ounce  
during the year.

The New Jersey Supreme Court  
has handed down an unusual decision  
in the case of Philip Heinz against  
the Delaware, Lackawanna & West-  
ern railroad. Heinz sued the rail-  
road for damages and got a verdict  
for \$9,845. The decision was ap-  
pealed by the railroad, on the ground  
that it was excessive. The Supreme  
Court sustained the appeal and or-  
dered a new trial. In the second  
trial the award was \$11,300. This  
verdict was also appealed. The  
Supreme Court now rules the sec-  
ond award was excessive and sus-  
tains the first judgment, which it re-  
jected as too large.



## Domestic and Naval

Announcement is made that Mr. W. Marconi will bring out soon a new device which should put an end to danger of collisions between ships in darkness or fog. It is described as a simple contrivance, easily installed, which will be operated from the bridge of a ship.

The steam yacht "Yoshin," owned in Mexico by the Pearson oil interests; the ferryboat "B. E. Winchell" and the 4-m schooner "Henry W. Cramp," from Rouen, France, have arrived at Mobile for repairs. The sum of \$150,000 will be spent on the three vessels. Two barges will be built out of the "Winchell."

In order to provide additional facilities both for its export and import trade at New York, the Lamport & Holt line has entered into a contract for the construction of two modern piers at Hoboken, which are expected to be completed within a year. On July 1 the company will open its own office at 42 Broadway, New York.

The Valparaiso port works, which were begun October 6, 1912, were from 40 to 45 per cent. completed at the beginning of 1916. The original contract, valued at \$13,625,000, called for their completion within seven years. The works at San Antonio (the nearest port to Santiago) have been so far completed that coal may now be discharged at that port.

Henry Piaggio, exporter and ship-owner of Gulfport, Miss., has signed a contract with Captain Fred Sails, Orange, Tex., for the construction of two more large sailing vessels, one a five-masted and the other a four-masted schooner. The five-masted vessel is to be an exact duplicate of one now in the course of construction, and will be built of yellow pine lumber and timbers.

The executive committee of the Board of Supervising Inspectors of the United States Steamboat Inspection Service has, in the interests of safety, amended the rules for fusible plugs by requiring that the tin with which the plugs are filled shall be not less than 99.7 per cent. pure, in lieu of 99.5 per cent. The amendment was approved by the Secretary of Commerce June 7.

It is rumored that "preferred stockholders" of the International Mercantile Marine Company will be fully satisfied with the arrangements made and contemplated in the readjustment of the company's affairs. Many of the details remain to be worked out, but long before the close of the year the company will be out of the hands of receivers and the balance for the preferred stock after the readjustment will run much heavier than anticipated as a result of the scaling down of the present bond issues by about 50 per cent.

A forty-five acre tract of Petty's Island, in the Delaware, has been sold to the Cramp Shipbuilding Company. The tract amounts to 108 acres and costs \$100,000. The acquisition carries riparian rights, which will allow for the filling in of about 63 acres now under water. The Cramp land is on the southern extremity of the island, about one-third of a mile from the present shipyard, and surrounded by sufficient deep water to make the dredging of a 35-foot channel a matter of little effort. An addition to the Cramp shipyard, including a dry-dock, will be built there.

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#### San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abrahamsen, Berner Anderson, C. F.  
 Abrahamsen, Half-Anderson, E. -504  
 tan Anderson, Ernst  
 Abrahamsen, Verner Anderson, Gustav  
 Addicks, Heinrich W.  
 Ahl, Einar T. Anderson, Herman  
 Ahlfors, Arthur Anderson, Hilding  
 Ahlstrom, Ellis Anderson, S.  
 Ahlquist, E. Andersson, C. E.  
 Aliberts, Fritz Andersson, Erik  
 Albright, Emil -1781  
 Alexanderson, Char-Andersson, G. -1109  
 ley Andersson, G. -1229  
 Amundsen, Albert Andersson, Carl  
 Andersen, A. C. Andersson, Ivar  
 Andersen, Edward Andersen, A. -1635  
 Andersen, H. V. Antonsen, Marius  
 Andersen, O. -1594 Apple, August  
 Andersen, Otto Arndt, Paul  
 Andersen, S. P. Arnesen, Kristian  
 Andersen, Victor Athanasie, Michael  
 Andersen, W. J. Avelin, Oscar  
 Anderson, A. -1447 Aylward, James  
 Anderson, Albert

Backstrom, Folke Bjork, R. -2206  
 Bassen, George Black, John  
 Benson, Helge Blair, Frank  
 Bentsen, Alfred Blum, M. B.  
 Beler, Jens Robba, Remolo  
 Berg, Charles Bohm, August -1421  
 Bergholm, Edward Boyes, Allen K.  
 Berglund, C. R. Boyse, Al.  
 Bernsten, Julius Boylan, C. J.  
 Bertelsen, B. J. Brekke, Hans  
 Berthelsen, Char- Brenen, Wm.  
 Beschorner, Robert Brisman, Charles  
 Beessen, Olaf Brown, George  
 Beversdorf, E. Brunvald, Henry  
 Billstein, Karl Bulgaris, Lazaus  
 Bitterman, A. Bye, Sigurd  
 Bjorkholm, A. M.

Campbell, Donald Christensen, Eling  
 Carlsen, Frank Christensen, Hans  
 Carlsen, Hans Christensen, H. M.  
 Carlson, Alex Christensen, Louis  
 Carlson, Gustaf Christensen, N.  
 Carlson, H. -1093  
 Carlson, John Clark, J.  
 Carlson, O. P. Clausen, Ingeman  
 Carroll, John J. Comstedt, Ernst  
 Cateches, Constan- Cooly, H.  
 tino Cook, Harry  
 Catt, Frederick Craig, E.  
 Cavanagh, J. E. Crosiglio, Giuseppe

Dahlkvist, Fred Didricksen, Martin  
 Dahlstrom, Gustav Danilisen, D.  
 Dahman, Adolf Dauguel, Gust  
 Deswert, Wm. Doring, G.  
 De Vries, Albertus Dunn, Walter

Egeland, Aron Engstrom, Edward  
 Egloff, Fred Enos, Frank S.  
 Eggers, J. O. V. Ericson, Eric  
 Eichler, Karl Erikson, Karl J.  
 Eklund, Gus Erikson, Neils  
 Ellason, C. Erland, Hans  
 Ellisen, Otto Ertman, Eskild  
 Engelhardt, F. Evensen, Louis

Fagerli, Ott. Fredriksen, B. D.  
 Fagerstrom, Oscar Fredriksen, Frank  
 Fahberg, Ivar Fredriksen, F. M.  
 Fanneley, W. A. Freeman, Chas.  
 Fowler, James Fricke, W.  
 Franke, Karl Frick, Harry O.  
 Fraser, James Fuglutsen, Th.

Gabrielsen, Peder Grant, Otto  
 Garcia, L. B. Granstrom, Nestor  
 Gardell, Jho. Graugaard, L. J.  
 Gartman, Herman Graves, Edw. L.  
 Gaupseth, Sigurd Gregersen, John  
 Gerner, Hans Gronlund, Oskar  
 Gibson, Geo. Gunderson, K. W.  
 Gillgren, Tom Gudmundsen, B.  
 Gilljere, I. Gustafson, Axel  
 Gjasdal, Elling Gutman, Paul

Hagman, Jalk Henricksen, Georg  
 Hakanson, E. Henry, H. A.  
 Hallows, L. N. Herling, A.  
 Hammerquist, A. C. Hermannsen, H.  
 Hannus, M. Hernes, Lars  
 Hanis, Peter Hero, Aro  
 Hannut, A. Hetherington, A. T.  
 Hansen, Erick Hohn, Carl  
 Hansen, M. -968 Holbeck, J. O.  
 Hansen, Nikolay Holman, W.  
 Hansen, W. H. Holm, Arthur  
 Harris, Francis Hoose, Frank  
 Haugen, H. C. Hovey, Andrew  
 Haveness, Emil Hubertz, Emil  
 Heide, Tom Hubner, Carl  
 Hein, M. Huhtala, Louis  
 Heinonen, K. Huotari, J.  
 Hellman, W. H. Isberg, Wictor  
 Illig, Gustav

Jaekisch, M. Johansen, Einar M.  
 Jacks, Frank H. Johansen, Frits  
 Jacklin, C. Johansen, Harry  
 Jackson, August Johansen, Nikolai  
 Jacobsen, H. Johansen, Louis  
 Jacobsen, J. Johanson, N. A. -280  
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 Jacobs, Fred Johansson, A. -2385  
 Jakobsen, J. -1865 Johansson, Bernard  
 Jakobsen, Valdemar Johansson, Carl  
 Jensen, Anders K. Johansson, John  
 Jensen, Charles Johansson, J. R.  
 Jensen, Hans P. Johansson, W.  
 Jensen, John P. Johnson, John A.  
 Jensen, J. K. Johnson, William  
 Jensen, Just Johnson, C. 2094  
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 Jensen, O. Johnson, C. J.  
 Jespersen, Martin Johnson, Ernst  
 Johannessen, C. J. Johnson, Peter  
 Johansen, Alf Jordan, O.  
 Johansen, Arvid K. Jorgensen, C. W.  
 Johansen, Axel Jorgensen, S.

Kaasik, August Knut, Alex  
 Kaktin, Edward Kolla, M.  
 Kalberg, Arvid Kolk, Mathias  
 Karlson, John Koronaki, M.  
 Karlson, Karl Korsberg, Walmar  
 Kassik, Gust Krishjan, K. W.  
 Kelly, Patrick Kristensen, Erling  
 Kerns, Max Kristoffersen, H. O.  
 Kesber, Karl Krohn, C. E.  
 Kessa, Theo. Kromstrand, H.  
 Kjel, John Kroon, P.  
 Kleishman, F. J. Kroon, Sion  
 Knappe, Adolph Kustal, Victor J.  
 Knell, Alex

Larsen, Herman Lind, W.  
 Larsen, J. Lindahn, A.  
 Larsen, Klaus L. Lindberg, A. J.  
 Larsen, Oscar Lindgren, Oscar  
 Larsson, Chas. E. Lindh, N. V.  
 Larsson, N. E. Lindroth, Carl  
 Law, John Ljungberg, Karl H.  
 Lawrence, C. W. Lorentsen, K.  
 Leekahn, Martin Lorin, Christian  
 Leithoff, Charles Lund, Peter  
 Leonard, Geo. Lunstedt, Chris.  
 Lidsten, Charles Lurtin, Paul  
 Lijendahl, Ludvig Lutzen, Valdemar

Maas, R. A. McNamara, W.  
 Maas, Tom Melander, G. L.  
 Maatson, Olaf Meyer, Billy  
 Mack, Edward Meyer, W. H.  
 Macker, David Mickaelssen, John  
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 Mallkhoc, Peter Mikkelsen, Jack  
 Malmberg, E. Mogensen, Chels.  
 Mansfield, Harry Monsen, C.  
 Mardison, A. -1338 Moore, Chas. R.  
 Martensen, H. J. Moritz, Gust  
 Martensen, O. Morgan, W. A.  
 Martin, H. Mora, J.  
 Martinsen, Ingvald Morris, Oscar R.  
 Mayers, Paul M. Moulas, N. L.  
 McCarthy, William Mulschneek, W.  
 McGlashan, W. T. Murphy, Geo.  
 McKeating, R. Murphy, Lawrence  
 McManus, Peter

Nelsen, Anders Nilsen, Hans L.  
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 Neuman, Fred, G. Nilsson, Reinhold  
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 Nielsen, Hugo Nurken, Herman  
 Nielson, C. C. Nurm, John A.  
 Nielson, H. J. Nurminen, John E.  
 Nielsen, William Nyberg, Erlek  
 Nilsen, A. J. Nygren, Gus  
 Nilsen, Charles

Oberg, Harry Olsen, Oskar  
 Ohlsen, Frank Olsen, O. E. -991  
 Ohlsen, W. Olsen, O. I.  
 Olango, J. Olsen, O. P. -1141  
 Olesen, G. Olsen, Otto  
 Olsen, A. -1303 Olson, Nils -502  
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 Olsen, Charly Olsson, James  
 Olsen, Ferdinand Olsson, J. E.  
 Olsen, F. E. Olsson, J. M.  
 Olsen, H. C. Olstad, John O.  
 Olsen, Herman Oseberg, Anskar  
 Olsen, John -1222 Osterberg, Hjalmar  
 Olscn, J. Osterhoff, Henry  
 Olsen, Martin Osterman, Oscar  
 Olsen, O. -1179 Owens, J. V.

Padock, W. H. Pettersen, Hjalmar  
 Pallock, T. Pettersen, O. V.  
 Paulson, Herman Pettersen, P. O.  
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 Pedersen, H. -1263 Peterson, A. -1822  
 Pederson, Charly Peterson, Einar  
 Petersen, Andrew Peterson, Robert  
 Petersen, Anton Peterson, Wiktör  
 Petersen, C. -1493 Peterson, Carl J.  
 Petersen, Christian Plottner, Alf  
 Petersen, Wilhelm Punis, Anton  
 Peterson, A.

Quinan, Thos. Rahl, Willy  
 Ramstad, Andreas Rodin, Knut  
 Rasmussen, J. -446 Rod, Sakarias  
 Rasmussen, L. Rommerdahl, K. C.  
 Rasmussen, Paul Roster, Hugo  
 Relne, J. Rueter, J.  
 Reinhardt, Werner Runge, Charlie

Rutsid, Fred Ryden, Oskar  
 Ryan, Patrick  
 Saari, John Skellerup, A.  
 Saarinen, Konsti Smith, Donald  
 Samuelsen, I. Smith, E.  
 Sandvick, A. Smith, Max  
 Sanne, Rudolf Snellman, Tor  
 Saunders, James Soderlund, Uno.  
 Sarin, Charles Soneson, Wm.  
 Saxby, S. H. Sonnenberg, J. C.  
 Schaal, Fred Sorensen, C. -1664  
 Schaffer, Eric Sorensen, Edwin  
 Schliemann, F. Soun, Luis  
 Schmidt, Louis Spetteland, B.  
 Schroder, Alfred Stack, Chas.  
 Schultz, Fred Stahlbaum, Fred  
 Schultz, Wm. Stanton, James  
 Schutt, W. Stanton, Maurice  
 Schwarzien, Wil- St. Clair, Wm. H.  
 helm Stenford, Gus  
 Schwencke, Karl Stohr, Erick, C.  
 Semester, Paul Stoltzman, Emil  
 Sievers, G. P. Strandquist, Louis  
 Sievers, Herman Strom, C. L.  
 Sigwartsen, Charles Svendsen, J. -1902  
 Simonsen, Oskar Svenningsen, S. N.  
 Simonsen, Sigvart Svensson, August  
 Simpson, L. C. Swanson, Nels  
 Siwertsen, Martin Swenke, Carl J.  
 Sjogren, Emanuel

Takkanen, Joseep Tilius, Wictor  
 Tamisar, P. Tommolo, Valno  
 Tellefsen, A. E. Torkildsen, Marius  
 Thompson, Andrew Torsen, Emil  
 Thompson, Peter Torstensen, Folke  
 Thoren, Paul Trepte, A.  
 Thorstensen, Thom- Trovik, Harold  
 as Tichel, Gustav  
 Thygesen, Ole S. Twede, J.  
 Tiltman, A. E.

Uderkul, C. Ulrick, Christ  
 Ullapa, K. Upplit, Walter  
 Ulgren, Einar

Valfre, George Vickenstedt, Wm.  
 Van Frank, W. A. Volkanen, Veda  
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Wallen, Gusta White, Thomas  
 Wallgren, I. M. Wikstrom, Anton  
 -1314 Williams, Fred J.  
 Wallin, John Williams, J. F.  
 Walters, H. J. Williams, John  
 Walsh, M. Williams, William  
 Walter, J. Wills, George  
 Waren, E. Wilson, George  
 Welsen, J. Wingnes, August  
 Werner, Chas. J. Winther, Haakon  
 Werner, W. E. Wlrak, A.  
 Werth, Gus Wschoropp, Fritz  
 Westgaard, John Wittenberg, Albert  
 Westerlund, Albrert Wold, Statius  
 Westpahl, Ernest Wyllie, Jas.  
 Wetteland, John

Zankert, Carl Zunk, Bruno  
 Zickerman, Hugo

#### PACKAGES.

Apply to Secretary of Sailors' Union of the Pacific.

Anderson, Andrew Olsen, Carl -1101  
 Berling, J. B. Olsen, Fred  
 Christensen, Viggo Olsen, H. C.  
 Conolly, O. Olsen, James  
 Gunvaldsen, Ingvald Olsen, O. J. -1020  
 Hansen, N. -989 Opperbeck, Eugen  
 Jansson, A. L. Pedersen, H. -1263  
 Jensen, Henry Penningrud, Ludwik  
 "Leldecker" Peterson, O. -1551  
 Lornsen, Crist Rarly, Frans  
 Mathisen, H. -1759 Schlacht, Alfred  
 Mortensen, Geo. Ulla, Ole O.  
 -2321

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 Res., Park 6950

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"Well, Jones," he said, "I hear that the Lord has smiled on you."  
 "Smiled on me?" repeated Jones.  
 "He laughed out loud."—Tit-Bits.

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 "Yes, all the way from one to two thousand years back."—Life.



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Cor. Haight and Belvedere.

DECEMBER 31, 1915

|                              |                 |
|------------------------------|-----------------|
| Assets .....                 | \$61,849,662.02 |
| Deposits .....               | 58,840,699.38   |
| Capital paid up in Cash..... | 1,000,000.00    |
| Reserve & Contingent Funds   | 2,008,962.64    |
| Employees' Pension Fund..... | 211,238.93      |
| Number of Depositors.....    | 67,406          |

Office Hours: 10 o'clock A. M. to 3  
o'clock P. M., except Saturdays to 12  
o'clock M. and Saturday evenings from  
6 o'clock P. M. to 8 o'clock P. M. for  
receipt of deposits only.For the 6 months ending December  
31st, 1915, a dividend to depositors of  
4% per annum was declared.

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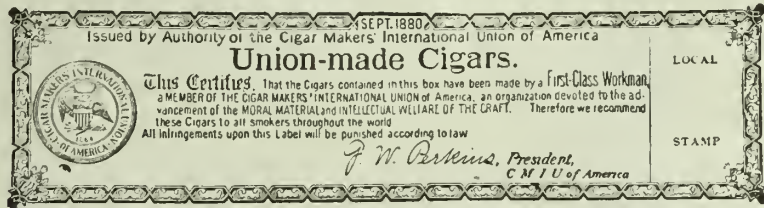
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GEORGE TOURNY, Manager.

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of four (4) per cent. per annum on all  
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## News from Abroad.

Fiscal measures are under consid-  
eration by the Greek government  
which will include a tax of 20 per  
cent. on half the price of the mer-  
chantmen sold during the war.The Ellerman liner "Karema,"  
which put into Mahe (Seychelles)  
badly damaged by a hurricane, while  
on a voyage from New York via  
Natal for Vladivostok, was built in  
1894, 5285 tons. Hurricanes in the  
district are not generally experi-  
enced after April, so that the casualty  
is unusual.According to a Hamburg news-  
paper, 19 steam trawlers were  
launched in Germany during 1915, as  
against 30 in 1914 and 25 in 1913.  
Of these, 6 were built for Cuxhaven,  
6 for Altona, 4 for Geestemunde, 2  
for Harburg, and 1 for Iceland. At  
the present time about 30 steam  
trawlers are on order.A syndicate of Norwegian ship-  
owners, consisting of Mr. H. M.  
Wrangell, Mr. O. A. S. Knudsen and  
M. Skogland, has purchased a kilo-  
metre of coast-land south of Hauge-  
sund, where it is intended to establish  
an up-to-date shipbuilding yard with  
a dry dock to accommodate the  
largest vessels. A company with a  
capital of three to four million  
kroner is to be formed.The steamer "Carolyn," which left  
Archangel early in June for the  
United States, is reported ashore on  
Kola Peninsula with five feet of  
water in number one and two holds.  
She is of 2241 tons gross, built in  
1889 as the "Parkgate." She became  
a. c. t. l. while owned by the Bull  
Steamship Company of New York,  
about five years ago, and was saved  
by her present owners, the Johnson  
Steamship Company of Boston.Senor Rafael Gasset, once Minister  
of Public Works, has introduced a  
bill in the Spanish Cortes designed  
to prevent foreign capital from ob-  
taining control of Spanish shipping.  
The bill provides that the stock of  
shipping companies shall be nominal  
and that only twenty-five per cent.  
can be held by foreigners. In order  
to prevent transfers of stock to  
foreigners while the bill is under  
discussion King Alfonso has signed  
a decree making its provision ap-  
plicable immediately.The Danish steamship companies  
Progress and Skjalm Hvide, managed  
by Messrs. Holm and Wonsild, Cop-  
penhagen, are each paying 50 per  
cent. dividend for 1915. The Pro-  
gress's capital is 700,000 kroner, and  
this company owns four steamers of  
8950 tons deadweight, which have  
made a net profit of 900,870 kroner.  
The Skjalm Hvide has two steamers  
of 4450 tons deadweight, and earned  
392,415 kroner net profit. The share  
capital is 334,000 kroner. The  
Dampskibsselskabet Skandia, Copen-  
hagen, is also paying 50 per cent. for  
1915.The Canadian Government has sold  
the new ice-breaker "J. D. Hazen,"  
launched May 16 from the yards of  
Canadian Vickers, Ltd., at Montreal,  
to the Russian Government. The  
vessel will be completed during the  
coming fall and it is hoped will be  
delivered in time to aid in the work  
of keeping open Russia's winter port  
of Archangel. This is the third  
Canadian vessel of the same kind to  
be turned over by the Government  
to Russia. During the last two years  
the "Minto" and the "Earl Grey"  
have been similarly disposed of and  
been sent across.

### INFORMATION WANTED.

Adolph Godfred Eriksen, born in  
Moss, Norway, is inquired for by  
his brother, Herman Eriksen. Any-  
one knowing his whereabouts please  
notify W. Nielsen, 206 Moravian St.,  
Philadelphia, Pa. 5-26-15Edward Beahan, a native of Cali-  
fornia, supposed to be sailing on the  
Lakes, is inquired for by his brother,  
J. J. Beahan, 2003 Chestnut street,  
Oakland, Cal. 5-10-16Eugene Martin, age 25, 6 feet tall,  
gray eyes, is inquired for by his  
mother. Anyone knowing his where-  
abouts please notify Mrs. Rose T.  
Martin, 4231 15 N. E., Seattle,  
Wash. 1-27-15Bernard Baasen, a native of She-  
boygan, Wis., a former member of  
the L. S. U., who was last heard  
from at Milwaukee, Wis., April 29, is  
inquired for by his mother. Anyone  
knowing his whereabouts please no-  
tify Mrs. Sophie Baarsen, 561 Clinton  
street, Milwaukee, Wis. 7-5-16Cranky Kansas.—Any one desiring  
the sweet boon of personal liberty  
that comes with the royal American  
privilege of coming home drunk,  
driving the family to the neighbors  
in their nighties, of putting the chil-  
dren to work, of paying his female  
help what he can squeeze them down  
to, of starting a wildcat bank, of  
selling unlisted stocks, of deserting  
his wife without committing a fel-  
ony, or of betting on a horse-race or  
an election—should avoid Kansas.  
She is queer that way. She won't  
stand it! It's her New England  
conscience, and it's ingrown.—Will-  
iam Allen White, in The American  
Magazine.Politie.—Tommy (dictating letter  
to be sent to his wife)—The nurses  
here are a very plain lot—Nurse—Oh, come! I say! That's  
not very polite to us.Tommy—Never mind, nurse, put  
it down; it'll please her!—Punch.A Part Missing.—The next Ford  
peace expedition ought to have a  
muffler.—Chicago Post.



### With the Wits.

Too Smooth.—"Mr. Sinnick is very polished, isn't he?"  
 "Very! Everything he says reflects on some one."—Boston Transcript.

Sinister.—Mrs. Owens—I wonder if the doctor's wife meant anything personal just now.

Owens—What did she say?

Mrs. Owens—She said we might at least pay them a visit.—Boston Transcript.

Lost.—The late Gilman Marston, of New Hampshire, was arguing a complicated case, and looked up authorities back to Julius Caesar. At the end of an hour and a half, in the most intricate part of his plea, he was pained to see what looked like inattention. It was as he had feared. The judge was unable to appreciate the nice points of his argument.

"Your Honor," he said, "I beg your pardon; but do you follow me?"

"I have so far," answered the judge, shifting wearily about in his chair, "but I'll say frankly that if I thought I could find my way back, I'd quit right here."—Christian Register.

What Did the Curate Get?—A bishop of the Church of England had invited the clergymen of his see to a week-end party at the Episcopal residence. The guest of honor was a bishop from an adjoining diocese.

The first morning at breakfast as the visiting bishop was about to crack the shell of his egg, he suddenly stopped, and, turning to the butler who was standing at the back of the bishop's chair, he said, all the while holding his fingers tightly to his nose:

"Oh! my man! take this egg away; the odor of it is atrocious. Take it away, please; take it away."

The butler, taking the egg in his hand and eyeing it closely, said, with great deference:

"My lord, a most regrettable mistake has been made. The stupid servant has given your lordship a curate's egg."—Binghamton Republican-Herald.

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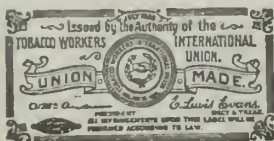
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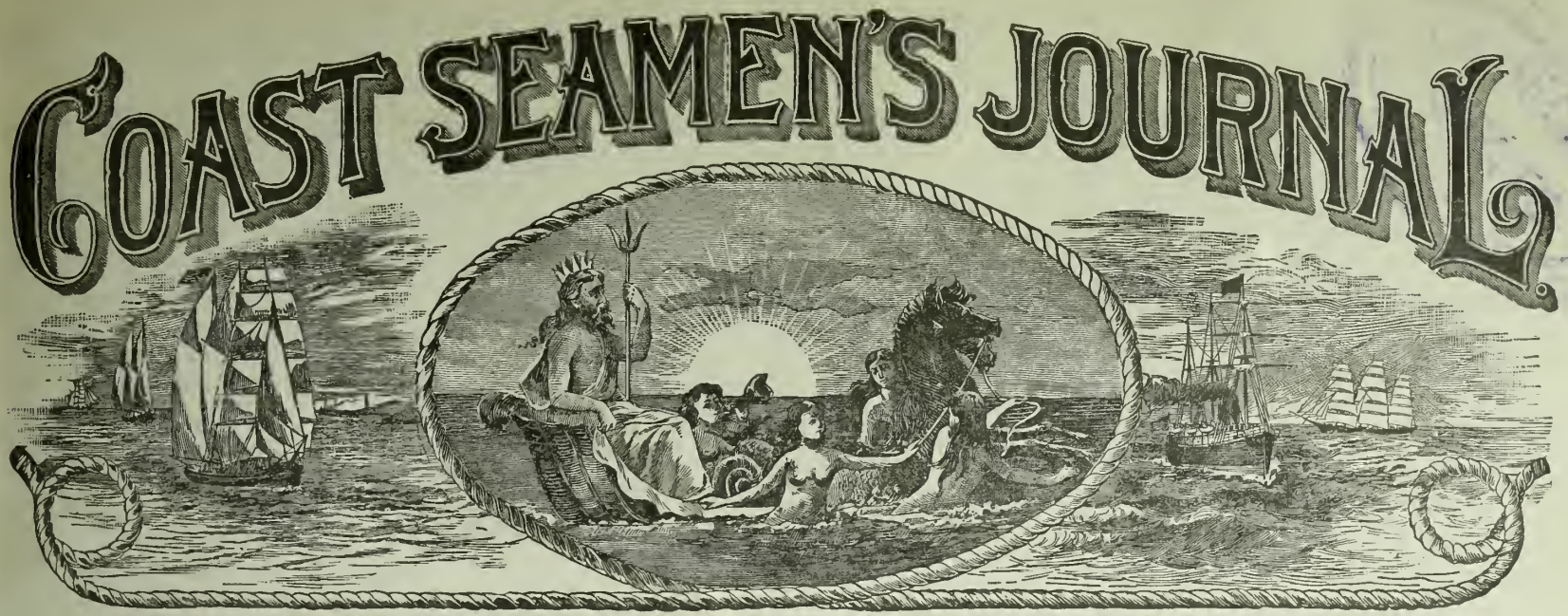
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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXIX, No. 44.

SAN FRANCISCO, WEDNESDAY, JULY 12, 1916.

Whole No. 2390.

## VIOLENCE IN LABOR DISPUTES.

The Very Significant Conclusions Arrived at by a Federal Commission.

The report of Mr. Basil M. Manly, director of research and investigation for the Commission on Industrial Relations, embraces many interesting features.

It is doubtful, however, whether there are any more striking findings and conclusions than those contained in the chapter dealing with the "Policing of Industry." Upon this particular subject the Commission made exceptionally extensive investigations and heard many witnesses. As a result Commissioners Walsh, Lennon, O'Connell and Garretson hold that the following conclusions are justified:

1. The problem of policing industry is generally conceived to lie in the suppression of violence and the protection of life and property; but in reality consists in the more fundamental problem of protecting the rights of employers and employes as well as preserving the peace.

2. Violence is seldom, if ever, spontaneous, but arises from a conviction that fundamental rights are denied and that peaceful methods of adjustment can not be used. The sole exception seems to lie in the situation where, intoxicated with power, the stronger party to the dispute relies upon force to suppress the weaker.

3. The arbitrary suppression of violence by force produces only resentment, which will rekindle into greater violence when opportunity offers. Violence can be prevented only by removing the causes of violence; industrial peace can rest only upon industrial justice.

"A Form of Protest Against Injustice."

4. The origin of violence in connection with industrial disputes can usually be traced to the conditions prevailing in the particular industry in times of peace or to arbitrary action on the part of governmental officials which infringes on what are conceived to be fundamental rights. Violence and disorder during actual outbreaks usually result from oppressive conditions that have obtained in a particular shop or factory or in a particular industry. Throughout history where a people or a group have been arbitrarily denied rights which they conceived to be theirs, reaction has been inevitable. Violence is a natural form of protest against injustice.

5. Violence in industrial disputes is not immediately the product of industrial conditions, but of the attitude of the parties to the dispute after grievances or demands have been presented. The principal sources of an attitude leading to violence are:

(a) Arrogance on the part of the stronger party. This may result immediately in violence through the use of force for the suppression of the weaker party. The force used may be physical or industrial. Physical force may be and is used by both employers and employees, through intimidation, assaults, or attacks on property. Such physical aggression is seldom used by employees, as they are strategically the weaker party and the results are negative; only under exceptional circumstances can an employer be coerced by the use of force or intimidation. The exceptions seem to lie in the use of secret means, such as dynamite, with the object of weakening the employer's resistance.

The use of force by workers is normally directed not against the person or property of the

employer, but against strikebreakers and guards. Many instances of the use of physical force by the agents of employers have, however, come before the Commission, indicating a relatively wide use, particularly in isolated communities. Such acts of violence usually take the form of assaults upon the leaders of the workers or upon organizers.

### Industrial Force by the Employer.

The instruments of industrial force belong chiefly to the employer, because of his control of the job of the worker. Their use is more common and more effective than any other form of violence at the command of the employer. The most powerful weapon is the power of discharge, which may be used indiscriminately upon mere suspicion, which under certain conditions may be almost as potent, either in use or threat, as the power of life and death. It is the avowed policy of many employers to discharge any man who gives any sign of dissatisfaction on the theory that he may become a trouble-maker or agitator.

The only corresponding weapon in the hands of the workers is sabotage, in the form either of malicious destruction of property or of interference with production. The field of its use is much more restricted in practice than in theory, and its results at best are negative and produce in the employer only a blind resentment and indiscriminating hate. Sabotage as a policy shows no signs of developing in American industry.

(b) Equally productive of an attitude leading to violence is the denial of the use of peaceful methods of adjusting grievances, or the creation of a situation in which their use becomes impossible.

On the part of the employer the arbitrary acts which may be classed under this general head are: Denial of the right to organize; refusal to consider the complaints of workers; refusal to meet the authorized representatives of workers.

Under modern industrial conditions any one of these acts makes peaceful negotiation and settlement impossible. Without organization of the workers their collective claims can not be considered; without the right to appoint such representatives as they choose, workers are at the mercy of the employer's power of discharge, and are usually unequal to the task of presenting and arguing their claims; while the refusal to consider grievances leaves only the alternative of the strike.

### When Employes are Unreasonable.

On the part of the workers, the possibility of peaceful settlement may be destroyed by refusal to discuss claims, by internal dissensions which render collective and definite action looking to a settlement impossible, and by the issuance of ultimata which allow no time for consideration and negotiation. In any one of these situations the employer has only the choice between tame submission or absolute resistance to the demands of the workers.

(c) The immediate cause of violence in connection with industrial disputes is almost without exception the attempt to introduce strikebreakers to take the place of the workers who have struck or who are locked out. The entire

problem of policing industrial disputes grows out of the problem of the strikebreaker and the attitude of the State toward him.

All experience shows that if no attempt is made to operate the plant, violence and disturbances requiring the police are practically unknown, whereas the attempt of strikebreakers to reach the plant, particularly where strikers are enjoined or prevented from using reasonable means to inform them of the existence of the strike and to use persuasive methods to keep them from entering the plant, is invariably accompanied by disorder and sometimes by active violence.

The existing attitude of the courts and of governmental officials generally is that the entire machinery of the State should be put behind the strikebreaker. This attitude is based upon the theory that two important rights are involved—first, "the right of the strikebreaker to work," and, second, "the right of the employer to do business." During earlier years, the right of the strikebreaker was stressed by the courts, but since the decision of Vice Chancellor Stevenson in 1902 (Jersey City Ptg. Co. vs. Cassidy, 53 Atl., 230), in which the doctrine was announced as "recently recognized," the right of the employer to do business has been in favor apparently because of its wider application and the fact that being denominated a property right, injunctions could regularly be issued for its protection.

### The Strikebreaker's "Right to Work."

Regardless, however, of their origin, both of these so-called rights seem to have been based upon misconceptions by the courts. The "right to work" guaranteed to the strikebreaker seems to be based upon the conception that the strikebreaker is normally a workingman, who seeks work and desires to take the place of the striker. The fact is, practically with exception, either that the strikebreaker is not a genuine workingman but is a professional who merely fills the place of the worker and is unable or unwilling to do steady work, or, if he is a bona fide workingman, that he is ignorant of conditions or compelled to work under duress. The non-working character of the strikebreaker is shown by the fact that very few are ever retained as workers after the termination of a strike, while the attitude of genuine workingmen toward strikebreaking is shown by the significant fact that in the bids of employment agencies and detective agencies to furnish strikebreakers it is provided that guards will be furnished with each car "to prevent escape in transit," and by the fact that when men are candidly informed in the public employment offices of the existence of a strike, workers practically never apply for such positions, even though they may be in dire want.

The second misconception is contained in the idea that the "right to do business" is an absolute right. Besides the fact that it has only been insisted upon by the courts within the past 20 years and has no express legislative or constitutional sanction whatever, this right is subject to the most severe limitation and infringement even without due process of law. Not only can the legislature limit the right to do business in almost every conceivable way, but health au-



thorities are given power to suspend it entirely if the public safety demands, as in the case of either a human or an animal epidemic. Furthermore, the courts can not and will not guarantee in any way the "good will" which is supposed to be the property aspect of the right to do business, nor will they assess damages on account of any alleged injury based upon the "probable expectancy" of the business.

The right to do business is in fact permitted only so far as its exercise is in the public interest, and it may be restricted or prohibited through the police power whenever it is dangerous or in any way deleterious to the public. This is the reason underlying not only quarantine but every form of regulation and prohibition.

The plea of the workers for the assumption of a new attitude in relation to strikebreakers is, however, based not only upon the negative character of the rights of the employer and the strikebreaker, but upon a positive though somewhat undefinable demand for recognition that strikers have a right to the jobs which they have left until their grievances are in some way adjusted. The argument is not only that when workers are willing to strike and sacrifice their livelihood, the conditions against which they protest must be assumed to be socially injurious, but, even more, that the worker who has struck in support of his demand for better conditions has not abandoned his job, but, in fact, has a keener interest in it than when quietly submitting to distasteful conditions.

#### The Workers' Contentions.

At the very basis of the workers' contentions, however, lies the realization that working conditions can be improved only by strikes and that no strike can be won if the employer can operate his plant without difficulty. This is becoming increasingly true with every step in the Nation's industrial development. During more primitive periods, if workers struck their places could not be filled except through the existence of a surplus of qualified labor in the community or by enticing workers from other employers. Now, the development of transportation, the establishment of specialized agencies for supplying strikebreakers, and the growth of large corporations, which can shift employes from one plant to another, have given each employer a command of the labor market of the entire country. There are agencies in every large city which will contract to supply any kind of labor on short notice, while almost any of the large industrial corporations can either supply the normal demand with one-half or three-quarters of their plants, or recruit from the surplus labor around their various plants a skeleton organization which can resume operations in a short time.

The respective rights of employer, striker, and strikebreaker are matters which can not be solved by any method of cold reasoning, and should not be solved except by the force of public opinion acting either directly or through the medium of their representatives. In such matters we feel that our action can extend no further than the analysis of the issues, the presentation of the pertinent facts, and the expression of such general opinions as we may have reached.

We are convinced, however, that a modification of the legislative and judicial attitude on this question is necessary, and also that in the minds of the public a more general appreciation of the contentions of the workers is already taking place.

A general exception to this may perhaps exist in the case of public utilities, including not only the services which are commonly included, but the supply of milk, ice, and other similar necessities. The absolute dependence of the population of modern cities upon the noninterruption of such services has created a widespread public demand for action which will insure them under all conditions. The public may good-humoredly walk during a street-car strike, but the interruption of the supply of food, fuel, and ice produces an attitude of public desperation. We confess that, under present conditions, no absolute insurance against its interruption by industrial disputes seems practicable. As long, certainly, as these services are performed by private corporations, the right of employes to strike should not and can not constitutionally be abrogated or abridged. Even under Government ownership and operation the problem is only slightly altered by the removal of the incentive of private profit for the maintenance of improper labor conditions, while co-operative operation is too vague even for analysis. At present proper action seems to consist in providing, first, for the most effective possible means for conciliation, investigation, and arbitration; second, for the use of all the leverage of public opinion to promote reasonableness on the part of those involved in the dispute; and, finally, for the plan as outlined elsewhere for defining clearly the rights of the parties to the dispute and the impartial but firm enforcement of such rights.

#### The Violation of Fundamental Rights.

(d) The greatest disorders and most acute outbreaks of violence in connection with industrial disputes arise from the violation of what are considered to be fundamental rights, and from the perversion or subversion of governmental institutions.

This source of acute unrest has been discussed at length in a preceding section, so that at this point it is necessary only to summarize briefly its commonest manifestations, and to state

that even the limited investigations which the Commission has been able to make show that practically every industrial State has at some relatively recent time permitted its institutions to be used by one party or the other to an industrial dispute (almost without exception the employers) in such a way that the rights of the other party were either nullified or seriously transgressed.

It may be said that every governmental institution and function has been at some time utilized by the stronger industrial factor for the oppression and suppression of the weaker, but those which are most commonly utilized are, first, the police, including not only the municipal police, the sheriffs and deputies, the State police and constabulary, and the militia, but the private guards, detectives, and vigilante organizations, which usurp and exercise the functions of the police. The biased action of the State and municipal police seldom extends beyond the making of unwarranted arrests, the enforcement of unreasonable rules regarding such matters as picketing and public assemblage, and the use of excessive brutality. The State and municipal police are uniformly paid by the public and such control over their action as exists is generally indirect. In the case of the other bodies mentioned the control is frequently direct and their action frankly and bitterly partisan. The sheriffs in many counties deputize guards in the employment and pay of corporations, without any qualifications and sometimes even without knowing their names. Similarly the militia are at times recruited from the guards and other employes of corporations. The private guards, detectives, and vigilantes are openly partisan and can have no other purpose in connection with a strike than to break it with such means as they can command.

The police would, however, be much less effective if their control in a given locality did not usually imply also control of all or part of the local courts to give a legal sanction to lawlessness, to protect those who are criminally liable, and to exercise their full rigor in the prosecution of the strikers. Such controlled courts have not only found it possible through the use of blanket injunctions to make illegal acts which would otherwise be legal, but, resting upon their protection, the police, the deputies, the militia, and the private guards have in many cases felt free to go to unbelievable lengths in order to carry out their plans.

#### The Subserviency of the Courts.

The subserviency of the courts in many parts of the country can not be more clearly shown than by the fact that they have time and again permitted the militia, under color of so-called martial law, to usurp their functions and to defy their associations who resisted the encroachment. The situation is accentuated also by the fact that the decisions of such corrupt and subservient courts become the basis upon which later honest "record worshiping" judges form their own opinions.

When governmental institutions are thus corrupted and used as instruments of oppression men can only resist with such power as they have, not alone for the protection of themselves and their families but for the preservation of the fundamental rights of themselves and their fellow citizens. Resistance to the usurpers of governmental power and to those who pervert to base uses the official power with which they are clothed was made the keystone of the American Nation, and Abraham Lincoln, on a most solemn occasion, said:

"If by the mere force of numbers a majority should deprive a minority of any clearly written constitutional right, it might, in a moral point of view, justify revolution—certainly would if such a right were a vital one."

The grave danger in the United States is that on account of the enormous area and the sense of isolation of each section as regards the others, the encroachment upon fundamental rights and the subversion of local governments will be permitted to gain ground without the effective protest of the entire Nation until the liberties of all citizens are hanging in the balance.

#### PRESSMEN STAND BY SEAMEN.

The International Seamen's Union should have the active moral support of the entire labor movement of the world in its effort to prevent the emasculation of the present seamen's law. Every effort is to be made by the great shipping interests to repeal some essential parts of this law, and therefore we must stand behind the seamen in their effort to retain their freedom.—The American Pressman.

Those who love the liberties already won must open the door to the new, unless they wish to see them all take flight together. There can be no single liberty. Liberties go in clusters like the Pleiades.—Henry D. Lloyd.

#### POTASH FROM SEAWEED.

The current shortage of potash compounds has assumed most serious dimensions. The ordinary commercial chloride of potash (80 per cent. muriate of potash) is now quoted at \$600 per ton. The rate in July, 1914, was \$38.

Attention has been directed to the possibility of exploiting deposits of seaweed which are present in such abundance in the so-called Saragossa Sea of the Central Atlantic. Vast amounts of this seaweed are thrown upon the coasts of the Bahamas. In one harbor, the accumulations of hundreds of thousands of tons render at times navigation almost impossible.

The dried kelp obtained from this seaweed contains on an average 9 per cent. of potash. In a recent communication by Consul W. F. Doty, of Nassau, it is suggested that efforts should be made on a large scale to exploit this source of potash. Concessions might be obtained for operations on the Bahama Islands, or the work could be carried on directly in the Atlantic.

Although this source of potash-bearing material lies so near to the seaports of the Southern Atlantic States, where such large amounts of potash are currently required as fertilizer, it would appear doubtful whether the proposition offers any advantage over the utilization of the kelp on our Pacific littoral.

As shown in the recent report issued by this Bureau on "Potash production in California and potash from kelp," the dried kelp from the Pacific Coast contains 18.9 per cent. of potash. The nitrogen content is also far higher than that of the seaweed in the waters of the Atlantic.

The desirability of securing potash at any price whatever is now so marked that it might possibly be well to consider the question of undertaking an exploitation of the Saragossa weed.

Full data concerning this seaweed can be obtained from the Marine Biological Bureau of the Carnegie Institute at Washington. A prominent fertilizer company in Georgia has also instituted investigations in this connection and it plans to send an expedition to the Bahamas for further exploration.

In the meantime the efforts to perfect and expand the production of potash from the kelp of the California coast are being advanced on a scale of increasing importance. There is but little doubt that the California production will be enormously augmented in the early future. There is great hope that it may prove of the most pronounced value in relieving the potash famine at present so much felt in the tobacco and cotton fields of the South.

#### COMPELLING LOGIC.

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Applicant—Why?

Foreman—If a man past 45 has always worked as I should want him to, he is worn out. If he is not worn out it is a sure sign that he wouldn't work hard enough to suit me. Pass on.

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# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## Railroad Employees Cannot Be Tricked.

The four railroad brotherhoods of engineers, conductors, firemen and trainmen demand the right to fix their own wages and will not delegate that power to the Interstate Commerce Commission.

This was the feature of the conference between representatives of these workers and railroad managers, when the latter, in refusing the eight-hour day and pay for overtime demand of their freight service employees, suggested that the entire matter be referred to the Interstate Commerce Commission. Coupled with this recommendation, the managers suggested that Congress be asked to give the commission any additional powers found necessary. Chairman Garretson of the employees said they did not accept the right of the commission to fix wages, and indicated that there is a difference between the wage rate of an employe and the freight rate of barbed wire or pig iron.

The railroad managers also favored arbitration under the Federal law commonly known as the Newlands act. This was declined by the workers, who called attention to the fact that this law is only intended where a tie-up of traffic is threatened, and that as no such condition exists they refused to recognize that method of solving present differences.

The employees indicated that they favor continued conferences and are hopeful that a settlement may be reached through conciliation and mediation. They are not overlooking any move to strengthen their lines, however, and have submitted a statement to their respective memberships, in which strike power is asked.

The workers' opposition to arbitration as a general proposition is based on the failure to secure neutral arbitrators who understand the technical side of railroading and because the railroads have twisted decisions to their advantage. Chairman Garretson of the workers made this charge against the managers: "Arbitrators with the best of intentions have seen the language of their findings construed in a manner they did not intend."

## Last of Miners Released.

Eight union miners, connected with what is known as the La Veta case, have been released from the Walsenberg (Colo.) jail on nominal bond by Judge J. C. Wiley.

These are the last of the many miners who have been confined in prison because of charges growing out of the miners' strike. The released strikers have been in jail for two years and seven months and their admittance to bail is a clear indication that State officials have abandoned their savage persecution of organized miners in Southern Colorado.

The eight men were arrested because of the shooting of a mine foreman and strike guards, November 8, 1913. It was shown that the latter were in an automobile and opened fire on the strikers. The miners returned the fire and killed four. At the trial they pleaded self-defense and the jury acquitted them in eighteen minutes after a trial that lasted two months. The men were im-

mediately arrested on information filed by Attorney General Farrar.

Last March Judge Essex of the Pueblo district court ordered the release of the prisoners, but they were again arrested by Farrar and confined in the Walsenberg jail without trial or opportunity to give bond until released by order of Judge Wiley.

It is believed this incident, marks the complete collapse of the coal operators and State officials' plan to "railroad" hundreds of organized miners to the penitentiary. At the present time there is not a single miner in jail and there is not an official in Colorado who seriously believes that the policy of the coal operators, in indicting over 700 miners, can be carried out.

## Burns Rounded Up.

W. J. Burns, the "great" detective, has run afoul of the law.

A few years ago he was the darling of every anti-unionist because of lime-light methods which dimmed the glories of a well known citizen who owned a circus and once upon a time declared that "the people want to be fooled."

On this theory, Burns waxed wealthy and fat—and lost his cunning. Planting dictagraphs in union headquarters seemed common place so he raided the office of a well known firm of attorneys, and copied private correspondence. Now the "great" detective has been arrested because he failed to obey the law by first securing a search warrant.

Magistrate McAdoo of New York declared that any one who insisted that no violation of law was committed in this case acknowledges "that the machinery of the law in this State is deficient in protecting the citizen in his fundamental constitutional rights."

## Teachers Fear Spoils Method.

By tactics characterized as "monstrously outrageous," the Chicago Board of Education erased the "meritorious service clause" from its rules and in effect threw the whole teaching staff of the Chicago public schools into the arena of political spoils. The resolution was introduced by President Loeb, who was behind the recent resolution that denied teachers the right to join a trade union, and which was later nullified by the courts.

President Loeb ignored pleas of the minority to hear representatives of the local Federation of Labor and the Teachers' Federation. Mrs. Mary McMahon, a member of the board, in opposing the rule, said: "I am absolutely in terror for those teachers who have incurred the enmity of the present board. The teachers, too, will live in terror."

At a mass meeting last Sunday, attended by 4000 citizens, representing all walks of life, vigorous protests were made against the efforts to make Chicago's public schools the football of politics by abolishing the merit system, in vogue for over twenty-five years. A permanent public school league, pledged to a long campaign for the estab-

(Continued on Page 10.)

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

### AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmierston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

### GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

### BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

### GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

### FRANCE.

Federation National des Syndicats des Inscriptions, Maritimes de France, 33 Rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Seudéry, Havre.

### NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

### SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgaten 1 B., Sweden.

### DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

### HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14e, Rotterdam.

### ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

### AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

### SPAIN.

Sociedad Sindicate de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

### URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

### ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

### BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

### SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



## World's Workers.

According to the journal of the Swiss League for Reducing the Cost of Living, the general level of retail food prices in Switzerland in March, 1916, showed a rise of 2.7 per cent. since December, 1915, and a rise of 29.9 as compared with June, 1914.

According to the British Board of Trade the supply of seamen for mercantile ships in ports of the United Kingdom during April was again nearly equal to the demand. From South Shields, Dock Street (London) and Glasgow it was reported that the supply was in excess of the demand, and shortage of seamen of all classes was reported from Barry and Penarth. At all the other ports the supply was stated to be quite equal to the demand.

The increases in rates of wages, and war bonuses, reported to the British Board of Trade as taking effect in April, affected nearly 320,000 workpeople, whose wages were increased by over £30,000 per week. No decreases were reported. The industries which accounted for the largest number of workpeople affected were coal mining (over 164,000), engineering and ironfounding (33,000), iron and steel manufacture (25,500), and building (17,500).

The Canadian Government Railways management has granted all trackmen an increase in pay of 25 cents per day. Employees engaged in maintenance of way, bridge repairs, etc., receive a per diem increase of 20 cents, and men who are paid by the month will get \$5 in addition to their previous monthly pay. Various classes of laborers about shops and roundhouses receive an increase of 2 cents per hour.

The Australian Seamen's Journal vouches for the following: "Lord Derby, whose conscriptionist views are so popular with some of the Australian Tories, owns 70,000 acres of land in Lancashire. He is also the owner of large slum properties in Liverpool. He has a rent roll of £500,000 a year. When he was Postmaster-General, the postal employees asked for a wage of 28/- a week. He refused the request, and called them 'bloodsuckers.'"

A report upon labor conditions in Italy has been issued by the Emigration Commission, a special study being made of the needs of agriculture from the point of view of both landowners and farm laborers in order to meet the difficulties arising from lack of hands. It is proposed that a more careful distribution of refugee laborers should be made in the various provinces, for the period of intense work is not simultaneous throughout Italy owing to diversity of produce and climate. Note is taken in the report of the most advanced opinions with regard to the solution of the problem. Some advocate absolute prohibition of emigration from Italy, regardless of age, sex, or private interests; others would have the Government requisition non-agricultural estates that have been awaiting reclamation for years, if not centuries. It is expected by some that the devastation caused by the war will give an immediate impulse to Italian emigration upon the declaration of peace; others again hold that the work of restoration and love of their native land quickened by the dangers encountered will keep Italian workers within the country.

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### ALASKA FISHERMEN.

San Francisco.

|                     |                 |
|---------------------|-----------------|
| Bergman, John       | Johnsen, Aug.   |
| Blom, Ernest        | Konig, D.       |
| Christiansen, Anton | Nielsen, Harold |
| Christiansen, A.    | Olander, Ed     |
| Doris, Geo.         | Thomson, John   |
| Eckart, T. G.       |                 |

## San Pedro Letter List.

|                      |                             |
|----------------------|-----------------------------|
| Alexander, L.        | Martinson, E.               |
| Anderson, Louis      | Marlner, Robert             |
| Andersen, John       | Nelson, Dick                |
| Andersson, Oskar     | Nilsson, Oskar              |
| Bentsen, Hans B.     | Nilsson, Edward             |
| Bushman, John        | Nilsson, Oskar J.           |
| Berglund, Emil       | Nilsen, Nick                |
| Blucker, John        | Orling, Gust                |
| Carlson, Gus         | Olson, Andy                 |
| Carlmark, B. G.      | Olson, Olof S.              |
| Carlson, Harry       | Ophaug, W.                  |
| Carlson, Gustaf      | Owen, Fred                  |
| Ekland, G. E.        | Oquist, Gust                |
| Fjellman, Jonas      | Olson, Frank                |
| Fugelutsen, Thor     | Olausen, Kristian           |
| Fjellman, Karl       | Peterson, Nicolai           |
| Forsman, G.          | -1234                       |
| Ginar, Walter        | Pintz, Johan                |
| Grigoleit, E.        | Peterson, N.                |
| Gallieburg, Martin   | Peterson, Hugo              |
| Heesche, Henry       | Petterson, C. V.            |
| Holmstrom, Fritz     | Pakki, Emil                 |
| Haupt, Fritz         | Pederson, Ole               |
| Hansen, Charley      | Phipik, K.                  |
| Hansen, Ole          | Palmquist, A.               |
| Howery, Lon          | Peterson, Aage              |
| Hoverson, Carl       | Rain, Einar                 |
| Hogstrom, Axel       | Rosenblad, Axel             |
| Janson, Oscar        | Rudd, Walter                |
| Johnson, J. A. -1659 | Schuldt, Theodor            |
| Johanson, Victor     | Samuelsson, Frank           |
| Jacobson, Louis      | Smith, Johan                |
| Jansson, Fredrik     | Soderlund, Anton            |
| Karnup, Edward       | Schmidt, Lauritz P.         |
| Kashlund, Franz      | Strom, C. L.                |
| Kallio, Anton        | Swanson, J. N.              |
| Lassen, Johan -1542  | Stromsberg, I.              |
| Lutton, Theo.        | Scheibly, Aksel             |
| Lauritzen, Ole       | Stall, Aksel                |
| Larson, Max          | Sandblom, Konrad            |
| Lybeck, Thos.        | Schallies, Charlie          |
| Lindberg, G. W.      | Svenson, Nicolaus           |
| Lindberg, Ernst      | Thorsen, Carl               |
| Ledeker, Elith       | Tonnesen, Peter             |
| Lalan, Joe           | Tho, John                   |
| Lidsten, Chas.       | Uhlig, Richard              |
| Lane, Frank          | Uhlappa, Kost               |
| Lundin, C. -1054     | White, Robert               |
| Lill, Karl           | Warkkala, John              |
| McNeal, John         | Wichman, Karl               |
| Montero, John        | Wartila, Anton              |
| Monts, Reinoit       |                             |
| Makela, N.           | Newspapers and<br>Packages. |
| Maim, Gustaf         | Schmidt, Lauritz P.         |

## Honolulu, H. T.

|                      |                   |
|----------------------|-------------------|
| Anderson, John E.    | Nelsen, C. F.     |
| Burk, Harry -1284    | Petersen, Carl    |
| Crantly, C. W.       | Peters, Walter    |
| Eugenio, John        | Reither, Fritz    |
| Ekelund, Rickhard    | Solberg, B. P.    |
| Ivertsen, Sigvald B. | Strand, Conrad    |
| Lenowonus, W. L.     | Thompson, Emil N. |
| Moller, F.           |                   |

## INFORMATION WANTED.

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio. 3-24-15

Anders C. Anderson, a native of Norway, who left his personal effects at Port San Luis, Cal., after leaving a ship at that place, is inquired for. Anyone knowing his whereabouts please notify D. R. Jacks, Deputy Collector of Customs, Port San Luis, Cal. 12-22-15

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Anyone knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St. 8-11-15

Olai Ingebrigtsen (Brock), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American bark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469-49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Steuart street, San Francisco, Cal. 8-4-15

Anyone knowing the whereabouts of Peter Murphy, better known as Boatswain McGann, will kindly notify Patrick Kieran, 58 Commercial St., San Francisco, Cal. 4-19-16

Veneclus Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolamo Durbich, Zurich, Switzerland. 7-28-15

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## INFORMATION WANTED.

John Edstrom, alias Brynjulf Edstrom, born in Norway in 1879, was last heard from at Mobile, Ala., where his address was Norwegian Chapell, is inquired for. Anyone knowing his whereabouts please notify his mother. Address, 22 Pilestradet, Kristiania, Norway.—12-22-15

George Alexander Sharman, a native of Brooklyn, N. Y. About 28 years of age, height 5 feet 9 inches,

supposed to have sailed on the Great Lakes in 1907, is inquired for by M. L. Kinvan, 1211 Mosher street, Baltimore, Md. 7-14-15

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15



# Pacific Coast Marine.

An order for building another steel steamer is said to have been booked in New York by the Northwest Steel Company and the Willamette Iron & Steel Works, of Portland, Or. The vessel will be a duplicate of the four others under contract. The total cost of the five steamers will be close to \$5,000,000.

In the report of the sale of the five-masted schooner "Rebecca Palmer" by J. S. Winslow & Co. of Portland to New York parties, the boom in coastwise sail shipping reaches its height. The schooner is reported to have been sold for \$195,000, which is just \$102,000 more than she cost to build in Maine fifteen years ago.

In another month the ship channel at the entrance to the Columbia River will be forty feet deep at the zero mark over a width of 700 feet, according to a statement made by Major Henry C. Jewett, United States Army Engineer Corps. To reach this depth it is estimated not over 150,000 cubic yards of shoals remain to be removed.

The captain of the steamer "Salvor," which is now at the wreck of the "Bear," still has hope of salvaging the vessel, which now lies on the beach and is so far in that when the tide is out she can be reached without the aid of a boat or line. He says that he has saved many vessels which occupied more difficult positions than the "Bear."

The United States quartermaster steamer "Major Evan Thomas" will not be sold by the Government as reported. After being overhauled at Winslow, Wash., it has been decided to use her as an artillery tender in this district instead of operating her between Port Townsend, the forts and Seattle, in which service she has been used since she was built about fifteen years ago.

Contract for the construction of a barge 180 feet long and 80 feet wide has been let to the Union Iron Works by the Crowley Launch and Towboat Company. The barge, which will be constructed of steel, will form a base for a huge steel crane recently purchased by the Crowley Company in New York. The crane will have a lifting capacity of 125 tons and will be used for heavy work around the bay.

The steamer "Melmore," of treasure hunt fame, bound for Callao, via Salina Cruz, put in at San Francisco for fuel. The "Melmore," from Vancouver, figured in the treasure hunt at Cocos Island, and was formerly engaged in island trade, for which she was built. The steamer is carrying 300 tons of wheat. According to Captain Kerr, his vessel has been recently sold to a Peruvian firm for \$70,000.

Repairs on the steamship "Minnesota" are being rushed at the Union Iron Works and it is probable that the big steamer, which arrived at San Francisco in distress, will get to sea two months inside the contract limit. The Union Iron Works contracted to install sixteen new Heinie boilers at a cost of approximately \$500,000 in ten months. Twelve of the boilers have already been placed, and the other four, it is expected, will be installed shortly. The steamer upon completion will proceed with her cargo to London.

The Great Northern Pacific Steamship Company will resume its Honolulu service with the steamer "Great Northern" November 7. It is understood that the Great Northern Company will make a bid for the mail contract between San Francisco and the island. The "Great Northern," beginning November 7, will leave port every twenty days. The trip over will be made in five and one-half days, including stops at San Pedro and Hilo. The "Northern Pacific" will remain on the run between Flavel and San Francisco, operating on a four-day schedule.

A suit has been filed in the United States Circuit Court at Astoria by the Standard Marine Insurance Company against W. D. Walker to recover 275 Port Orford cedar ties or their value at 50 cents each. These ties are a portion of the deckload of the schooner "Oakland" and drifted on Clatsop beach after that vessel became waterlogged off the Oregon coast. The complaint charges that the defendant took the ties from the beach and appropriated them to his own use, whereas they are the property of the plaintiff, which carried the insurance of the vessel and her cargo. The outcome of the case will be watched with interest, as lumber which has drifted ashore from wrecked vessels has been considered by usage to be the property of the finder.

The cause of the breakers off Cape Flattery which have been observed and reported by coastwise navigators for the past thirty years, many expressing the belief that they were occasioned by an uncharted rock dangerously near the surface, has been definitely determined by Captain R. S. Patton of the Coast and Geodetic Survey Service, who, under instruction from Captain J. F. Pratt, inspector in charge of this district, made a thorough investigation, using the tug "Manila" in his work. Captain Patton reports to Captain Pratt that he has found an uncharted rock a mile and a half south by southwest of Tatoosh Island and Cape Flattery,

but that the undersea obstruction at extreme low tide is 45 feet under water—a depth precluding the possibility of the rock's being any menace to present-day shipping.

Harlan D. Miller of New York, representing Eastern engineers who have prepared the plans for the \$22,000,000 transbay bridge connecting San Francisco and Oakland, explained details of the bridge and outlined the economic saving to the communities which would be effected by the building of the bridge. Miller said the time of crossing the bay would be reduced by twenty minutes when the bridge was completed. The time saved by automobiles and trucks would be even greater, and the expense would be cut nearly in half. According to Mr. Miller "there is no place in the world where there is such a useless waste of time and money as that lost each day by the thousands of people crossing San Francisco Bay. Neither is there any spot in the world where a bridge would be of such tremendous advantage to so many people as would this bridge."

It is evident that there is to be no shortage of codfish this year. During the week the "Golden State" brought in the first big haul of the season, which numbered 201,000 fish, and from now on similar loads of the cod may be expected at this port and others along the Pacific. The load of the "Golden State" is looked on by fish dealers as a harbinger of a record year in the codfish industry. Although 201,000 is not the record load for a ship, there have been few such hauls to be brought into port at any season. Reports from the crew indicate that the codfish fields along the Alaskan coast and British Columbia are wonderfully stocked. The load carried by the "Golden State" came from Northwest harbor, and the catch is said to have been made with little effort. The vessel had an easy and even passage down from the northern fishing grounds.

A clash over fishing, abalone and pearling concessions off the Lower California coast has occurred between A. Kondo and the Sandoval brothers. Governor Esteban Cantu has seized the schooner "Ramona," belonging to Kondo, at the request of the Sandovals, according to officers of the British motor-ship "Gryme," which has arrived at San Diego from Mexican waters. A squad of Mexican soldiers is said to be guarding the "Ramona" at Ensenada. Both Kondo and the Sandovals claim that concessions granted them by the former Mexican government still are in effect, despite the recent announcement of Teodoro Frezieres, Carranza Consul, that such concessions have been revoked. A bitter war between Japanese abalone fishermen employed by Kondo and Mexican, Italian and Portuguese fishermen working for the Sandovals is expected as a result of the seizure of the "Ramona."

During the six months ended June 30, 2755 vessels entered the port of San Francisco and 2821 vessels cleared from the same port, according to the records of the marine department of the Chamber of Commerce. The number of arrivals for the six months just closed, as compared with the same period in 1915, shows an increase of fifty-three vessels. The number of departures for the first six months of 1915 was 2852. The total steam tonnage of vessels entering port for the first six months of 1916 was 3,056,582, as against 3,383,043 for the same period last year. The total sail tonnage for 1916 vessels entering port is 348,038, as against 201,806 in 1915. The steam tonnage of vessels clearing from San Francisco this year to June 30 was 3,027,851, as against 3,447,871 last year for the same period. The sail tonnage of departing vessels for the first half of this year was 388,471, as against 279,643 for the 1915 period.

In view of the difficulty of obtaining prompt delivery of steel for shipbuilding purposes, there is a marked revival of wooden shipbuilding in this country, particularly on the Pacific Coast. Large sailers to be fitted with semi-Diesel engines are now building round Portland, Or., and Puget Sound, but proposals are now before the classification societies for steamers of large tonnage, built entirely of wood. It is, therefore, gratifying to note that in order to keep abreast of the times and give American shipowners the fullest opportunity to take advantage of the revival in wood shipbuilding, Lloyd's Register of Shipping has supplemented its staff in America with a surveyor possessing a long experience in that branch of the industry. The gentleman in question is Mr. W. P. Collings, and he has already arrived on the Pacific Coast to make special surveys for Lloyd's Register of wooden ship construction. Three additional ship and engineer surveyors have also been added to the staff of the society on this side.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

## International Seamen's Union of America

Affiliated with  
AMERICAN FEDERATION OF LABOR  
and

INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary.  
570 West Lake St., Chicago, Ill.

AFFILIATED UNIONS.

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PHILADELPHIA, Pa., 206 Moravian St.  
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Headquarters:

NEW YORK CITY, 190 West St. Phone 4126 Worth.

NEW ENGLAND COAST FISHERMEN'S UNION.

Headquarters:

BOSTON, Mass., No. 3 Long Wharfs.

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Headquarters:

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DETROIT, Mich., 15 Twelfth St.  
SUPERIOR, Wis., 1721 N. Third St.  
BAY CITY, Mich., 108 Fifth Ave.  
OGDENSBURG, N. Y., 70 Isabella St.  
SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.  
PORT HURON, Mich., 517 Water St.

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Telephone Main 365.

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Ashtabula, O. Erie, Pa.

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SAILORS' UNION OF THE PACIFIC

Headquarters:

SAN FRANCISCO, Cal., 59 Clay St.

Branches:

VICTORIA, B. C., 1424 Government St.  
VANCOUVER, B. C., 213 Hastings St., E. corner of Hastings and Main, P. O. Box 1365, Tel. Seymour 8703.  
TACOMA, Wash., 2216 North 30th St.  
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.  
ABERDEEN, Wash., P. O. Box 6.  
PORTLAND, Ore., 44 Union Ave., North.  
EUREKA, Cal., 227 First St., P. O. Box 64.  
SAN PEDRO, Cal., P. O. Box 67.  
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

(Continued on Page 11.)



## Coast Seamen's Journal

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BY THE

SAILOR'S UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBERG .....Editor  
I. M. HOLT.....Manager

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### NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, JULY 12, 1916.

### "LAW AND ORDER"

Oh, consistency where is thy jewelry?

The San Francisco Chamber of Commerce, in mass meeting assembled on Monday, June 10, "resolute" in favor of law and order. The same mass meeting pledged a fund of \$1,000,000 to be disbursed by a law and order committee composed of five members.

Prior to the adoption of the law and order resolution prominent bankers, merchant princes, captains of industry, etc., made speeches which left no doubt as to the manner and method in which the merchants' brand of law and order is to be established on the water front of San Francisco.

The one million dollar fund is to be used to import more gunmen and slugs in order that "ambulance loads full of union men may be sent to the hospital." Doting old Robert Dollar, the notorious champion of coolie labor, was foremost in urging the beating up of union men as the one sure method of establishing "law and order." Others spoke in more veiled language but the most inflammatory speeches received the loudest applause. Not one of the orators for law and order referred to the undeniable and deeply significant fact that the two victims of cold-blooded and brutal murders so far committed in the local longshoremen's strike were both strikers. Mayor Rolph was vigorously denounced for his refusal to place the entire police force at the disposal of the waterfront employers for the purpose of intimidating union men. Not one man in the entire mercenary brigade had a good word for the thousands upon thousands of law abiding union men and women who constitute the bone and sinews as well as the bulk of San Francisco's population. But, after all, it was a typical Chamber of Commerce meeting. It was a gathering of money bags who demanded law and order by others—but lustily cheered and

applauded the advocates of open violence by and for themselves.

It was an intolerant gathering too. When one lone, brave soul voted "no" on the adoption of that infamous law and order resolution there were shouts of "crown him" and "throw him out."

Enough of this. The million dollar slugging fund and the empty and hypocritical law and order resolution will be accepted by the people of San Francisco as further and conclusive evidence that the Chamber of Commerce can never be taken seriously but can always be depended upon to do the wrong thing at the right time.

### AN AUSPICIOUS CONFERENCE.

Current events indicate that, for the present at least, the blood-thirsty jingoes who demand war with Mexico have been foiled in their game.

Little Willie Hearst and his army of fearless bankers and brave politicians who march in preparedness parades still want war but ninety-nine per cent. of the American workers and one hundred per cent. of all really useful Americans are behind President Wilson who has been steadfast in his determination not to be swayed "by sinister and unscrupulous influences."

It is most gratifying, indeed, that throughout the portentous U. S.-Mexican crisis, the hands of President Wilson were ably upheld by the "grand old man of labor," Samuel Gompers. More than once, without any mincing of words and in no uncertain terms the President of the American Federation of Labor told the President of the United States that there was no good nor sufficient reason why the workers of America should be aligned against each other, armed with death-dealing weapons, and he demanded that until such time as an impartial investigation of conditions now existing had been made, and application of the terms of arbitration treaties had been resorted to, no hostile act nor declaration of war be made against Mexico by the United States.

More than this. On behalf of the organized workers in this country President Gompers extended an invitation to organized labor of Mexico, asking them to send representatives to a joint conference to be held for the purpose of considering matters of mutual interest to the workers of both countries. Telegraphic replies received in answer to the Gompers' invitation demonstrated without a shadow of doubt the earnest desire of Mexican workers to give practical assistance to the plan and bring about its realization at an early date.

Even before the invitation of the American Federation of Labor had reached Mexico, the government of Yucatan sent two representatives to this country to bring greeting from the working people of Yucatan. These two representatives are Mr. Carlos Loveira, Chief of the Department of Labor of Yucatan, and Mr. Baltazar Pages, Editor of the Voice of the Revolution, who have been in Washington for several weeks and have been most helpful in keeping the people of Yucatan and Mexico informed in connection with the proposed conference. In addition, Col. Edmondo Martinez, representative of the Mexican

Federation of Labor, was authorized by that organization to come to Washington to present to the American Federation of Labor a Gold Medal as a token of appreciation of what the American labor movement had done in helping the cause of liberty and humanity in Mexico. Col. Martinez also conveyed greetings of the Mexican workers and their earnest desire for international peace, good will and fraternity. President Gompers, on behalf of the executive council, accepted the medal and in appropriate terms reciprocated the expressions of good-will tendered. The medal is inscribed, "To the American Federation of Labor," with hands across a square and compass.

In another column of this issue, under the caption "The Great Pact," will be found the epoch-making joint declaration unanimously adopted by the representatives of the organized American and Mexican workers.

Viewing the situation from any angle the organized workers of America have good reason to be proud of Samuel Gompers. His courageous and truly patriotic attitude stands out in striking contrast to the part played by so many self-styled patriots and flag-wavers who would embroil this country in a needless war in order to protect their shady investments in poor bleeding Mexico.

All honor to President Wilson; and congratulations to Samuel Gompers for bringing about the successful conference and a better understanding (instead of a bloody war) between the workers of the Mexican Republic and our own United States.

Although no important changes can be recorded in the San Francisco longshoremen's and steamboatmen's strike it can be said, without stretching a point, that prospects for an early settlement are still very much in evidence. As a precautionary measure arrangements are now being made to finance the strike of the steamboatmen if the employers should persist in their present unreasonable and arrogant attitude of having nothing to arbitrate. Through the good offices of the Waterfront Workers' Federation the longshoremen's district executive committee is again arranging for a conference with the employers and notwithstanding the uncalled-for interference in the strike situation by the local Chamber of Commerce, the disposition "to talk it over" has not entirely disappeared.

The new seven-story office building of the American Federation of Labor was formally dedicated on July 4 with ceremonies in keeping with the day and the occasion. President Wilson attended the dedication ceremonies and delivered an appropriate address. Secretary of Labor W. B. Wilson, labor's first direct representative in a President's cabinet, who on Thursday, October 28, removed the first spadeful of earth for this handsome home of organized labor, also spoke. It is indeed fitting that the American Federation of Labor, standing for the independence of the wage earner, should realize an ambition first proposed at the Boston convention over twelve years ago and become established in its own home on the anniversary of the nation's independence.



## FROM 1833 TO 1916.

Whatever the future may bring in the present war of nations, German seamen have already made their mark in daring exploits, bravery and feats of unparalleled resourcefulness.

First it was the "Emden." Then the "Moewe," and now we have to take our hats off to the "Deutschland."

Defying half a dozen enemy's warships patrolling the Atlantic coast from New York to Charleston, and eluding the combined North Sea fleet of France and England, the German submarine liner "Deutschland," bringing a message from the German Government to President Wilson, 1000 tons of dyestuffs and a quantity of mail, arrived at the Virginia capes at 1:45 o'clock in the morning of July 9, sixteen days from Germany.

The first undersea craft to cross the Atlantic is said to be more than 300 feet long, 30 feet wide, and was drawing 17 feet of water when she entered the Virginia capes. The submersible is propelled by two Diesel engines of 600 horse-power and makes about twelve knots an hour. Her crew numbers twenty-nine. On the return trip the "Deutschland" will probably carry nickel, rubber and other material needed by the German armies.

The rapid progress of ocean navigation since 1833 may be gleaned from the following:

1833—From sails to wooden paddles.  
1843—From wood to iron hulls.  
1850—From paddles to screw propellers.  
1856—From simple to compound engines.  
1879—From iron to steel hulls.  
1889—From single to twin screws.  
1906—From triple expansion to turbine engines.  
1916—First submarine (Diesel engines) crosses Atlantic.

All hail to the "Deutschland" and to her captain and crew.

Long after all national hatreds have passed away the daring trip of this submarine across the Atlantic will be spoken of and referred to as an event which marked notable and substantial progress in ocean navigation.

In the dining saloon of the steamship "Ariel," Captain H. Hyde was presented June 24 with a gold watch on behalf of the Canada Steamship Lines, Limited, by Mr. H. W. Cowan, operating manager, as a sequel to the abandonment of the "Donnacona" in mid-Atlantic last October, the crew of which were taken off by Captain Hyde of the "Ariel," who stood by the sinking ship two days and a night. The actual transfer of the crew took place October 17 last. When the "Ariel" first came across the "Donnacona," the latter vessel was in a desperate plight. For sixteen days the vessel had been buffeted by terrific gales. Rudder and jury rudder were carried away, her life-boats were gone, as well as those of the "Ariel," but a negro named Shaw transferred the sixteen men of the "Donnacona" two at a time in a dory.—Montreal Press Item.

Captain Hyde doubtless earned that gold watch. But what became of the real hero—"a negro named Shaw"? Presumably this unknown and all but nameless colored man regarded his heroic deed as mere routine, or a part of an exciting day's work. Most likely the negro has vanished from sight—shipped on some other unknown vessel for some other unknown port. But such is life! The captain got the credit and the gold watch while the man who freely risked his own life to save sixteen of his fellow mariners receives a casual reference in the news item as "a negro named Shaw."

For fair products of all kinds consult the JOURNAL's ad columns.

## THE GREAT PACT.

## Labor of the United States and Mexico Confers and Agrees That War Is Needless.

More than ever before, organized labor has within the past week realized more fully the greatness of its power.

Just at the moment when the United States and Mexico stood closest to war, when it seemed as if only all the combined good fortune in the world could prevent slaughter, the labor movements of the two nations came together with hands clasped and said, "We do not want war."

Just what weight the great labor conference had on the situation is hard to tell, but it is a fact that within twenty-four hours after the conference met the war clouds had gone almost entirely.

As explained in the editorial columns of this issue, the labor conference was called by President Gompers of the American Federation of Labor. The full Executive Council of the Federation and five representatives of the Mexican labor movement took part. Together they signed an international pact, looking not only toward peace in this crisis, but toward a Pan-American Federation of Labor which shall unite the workers of the whole western hemisphere in one great organization for the protection of labor and for the advancement of its interests.

This conference is destined to go down in history as one of the great landmarks in the labor movement. Boycotted almost entirely by the great press of the nation, its work has been made known only through the labor press.

Thus have the war lords about come to the end of their rope. Of course, there is danger yet—there will always be danger while American troops are in Mexico, and there will always be danger while there is a chance for crooks to cook up any kind of a scheme to bring the two nations to war.

But for the present peace seems assured. American troops, it is reported, are falling back toward their own border. And the President appears to be firmly convinced that safety for his political future lies in the ways of peace.

Organized Labor has demonstrated its wisdom, its statesmanship, its coolheadedness in time of danger. And it has shown that it knows how to act for the welfare of the nation. The workingmen of two nations have said, through their representatives, they do not want war, that they have no cause for war. And the logic of that is that the only people in either nation that want war are those who exploit the workers. There can be no stronger argument against war—and Organized Labor has proved it.

The text of the agreement signed by the Mexican-American conference in Washington, follows, in full:

"The undersigned, the Executive Council of the American Federation of Labor and the representatives of the organized labor movement of Mexico, express our deep gratification in the consummation of this conference, which we hope and believe has laid the basis for better understanding and has welded ties that shall bind together the workers of our respective countries.

"We are confident that personal conferences of the workers of the United States and of Mexico will be a constructive force in bringing about understanding necessary for better relations between our countries and for maintaining peace founded upon a proper regard for the rights of all. It is our opinion that this conference should be followed by another more generally represented, for the purpose of agreeing upon plans for maintaining permanent relations and for the federation of the labor movements of all the countries of the two Americas.

"In view of present relations between the United States and Mexico, we are of the opinion that such a general conference is for the present untimely, and we express the judgment that the holding of such a conference should be deferred until later in the year. However, in the event of an emergency which would make a general conference of advantage in averting an international crisis, such a conference could and should be called for the earliest time mutually agreeable. To carry this plan into effect a joint commission shall be chosen, to consist of two members from both labor movements, to remain in Washington until the present crisis is passed, the said commission to have the power of calling a general conference if necessary.

"We hold this to be fundamental—no relations between our countries can be permanent that are not based upon the will of the masses of the people and in accord with their concepts of justice.

"We deem it an essential step toward democracy and justice that there shall be established for the masses, who have hitherto been without regular agencies for expressing their views and desires, opportunities that will enable them to have a voice in helping to determine international affairs.

"The labor movements of the various countries constitute the instrumentalities that can best accomplish this purpose and give expression to national ideas and convictions that have been too long inarticulate and impotent.

"We direct that the president of the American Federation of Labor and the official representa-

(Continued on Page 10.)

## OFFICIAL.

## SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., July 10, 1916.

Regular weekly meeting came to order at 7 p. m., Ed Andersen presiding. Secretary reported shipping medium. The committee on ballots submitted a detailed report of the votes cast in the semi-annual election of officers, and the following were declared elected for the ensuing term:

Treasurer, Ed. Andersen; Secretary, Andrew Furuseth; Assistant Secretary, John H. Tonnison; First Patrolman, E. A. Erickson; Second Patrolman, D. W. Paul; Janitor at Headquarters, John Greenwall; Victoria, B. C., Agent, R. Townsend; Vancouver, B. C., Agent, W. S. Burns; Tacoma Agent, H. L. Pettersen; Seattle Agent, P. B. Gill; Seattle Patrolman, J. Smith; Aberdeen Agent, H. R. Christensen; Portland Agent, Otto Dittmar; San Pedro Agent, Harry Ohlsen; Honolulu Agent, Jack Edwardson; Editor Coast Seamen's Journal, Paul Scharrenberg; Business Manager, I. M. Holt.

The Amendment to the Constitution increasing the monthly dues to one dollar was declared carried.

The following named members were elected delegates to the San Francisco Labor Council: E. Erickson, J. Faltus, A. Furuseth, O. B. Holmberg, I. M. Holt, R. Ingwarden, F. Johnson, C. G. Larsen, P. Scharrenberg.

Delegates to the Waterfront Workers Federation: E. Ellison, I. M. Holt, P. Scharrenberg.

JOHN H. TENNISON, Secretary pro tem.  
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., July 3, 1916.

No meeting. Shipping medium; prospects uncertain.

REGINALD TOWNSEND, Agent.

Room 11, De Cosmos Block, 1424 Government St.

Vancouver, B. C., July 3, 1916.

Shipping good; prospects good.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, July 3, 1916.

No meeting. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.

2216 North 30th St. Tel. Main 808.

Seattle Agency, July 3, 1916.

Shipping and prospects poor.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, July 3, 1916.

Shipping good; prospects uncertain.

E. J. D. LORENTZEN, Agent pro tem.

P. O. Box 6. Tel. Main 557.

Portland Agency, July 3, 1916.

Shipping dull; prospects uncertain.

JACK ROSEN, Agent.

44 Union Ave. North. Tel. East 4912.

Eureka Agency, July 3, 1916.

Shipping and prospects fair.

OTTO DITTMAR, Agent.

227 First St. P. O. Box 64. Tel. 159.

San Pedro Agency, July 3, 1916.

Shipping good; prospects fair.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, June 26, 1916.

Shipping dull; prospects poor.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

## MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., July 6, 1916.

Regular weekly meeting was called to order at 7 p. m. T. McGlinchy in the chair. Secretary reported shipping slow, but men are getting scarce. The report of the Quarterly Finance Committee finding stubs, books, cash on hand and in banks correct was read and adopted. Shipwreck benefits were ordered paid to four members of the S. S. "Bear," and to one member wrecked on the steamer "Northland."

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, June 29, 1916.

No meeting. Shipping medium.

LEONARD NORKGAUER, Agent.

Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

## DIED.

Andrew Kruhming, No. 124, a native of Russia, age 45, was drowned from the steam-schooner "Bandon" off Point Bonita, Cal., July 2, 1916.



### JUSTICE?

If you were a lawyer with good practice and were disbarred on a charge of perjury evidence in the suit of a little injured girl against a street railway company, what would you do? If you sued to get back honorable standing for seventeen long years and finally got it, then what would you do?

Would you stand up and fight some more for that same little girl who lost her leg? Would you delve into the depths to uncover the real culprits who perjured evidence? Would you move heaven and earth to get the little injured girl her damages?

That's what Benjamin Oppenheim, New York attorney, did. Just the other day there was enacted the final scene in one of the concluding chapters of a varied career. He won a suit against the wealthy Metropolitan Street Railway Company for \$1000 damages for having procured his disbarment. He even had the counsel for the company, Henry A. Robinson, disbarred in turn.

And then, just when his cup of revenge was filled to the brim, came another disappointment. The company had been gently "dissolved." He had no one from whom to collect his long-sought verdict.

Back in 1896 Harriet Nugent, a tot of three years, was run over by a street car. She lost a leg. Oppenheim entered suit on her behalf.

Harriet won her damage suit. She was awarded \$5000 by the jury, and Attorney Oppenheim thought his case was finished. But he reckoned without the Metropolitan Street Railway's lawyers. They appealed, and fought bitterly. They bribed witnesses. Those they could not bribe they got rid of. They paid \$250 to the mother of a girl to get her to change her testimony. They paid for another's joy ride to Philadelphia—a trip that meant the girl's ruin. They hounded some, bought others outright. And they got Oppenheim's disbarment on perjury charges substantiated by their perjured witnesses. Papers later brought to light revealed all these bits of iniquities.

Then Oppenheim set about to recover his good name. Four years ago, when the truth came out, he was reinstated as a lawyer. Last week he won his empty suit against the Metropolitan, only to find it vanished into thin air. Individuals he had tried to pin down as personally responsible, eluded through legal loopholes. The corporation wasn't—didn't exist.

The tragic part of the story is in those \$5000—or \$14,000. Little Harriet is still trying to recover the award. She may grow old and die and still not get it, just as she has been waiting patiently since that fatal day in 1896 when she crossed the street to get a piece of candy. Or, crippled and refused work, she may become starved and stunted as in 1914, when friends found her on a hospital cot in Kings County Hospital—sixteen days without food, starved and almost dead.

The wheels of justice grind mighty slow.

The real friend of labor shows his friendliness by granting the claim of the workers to know most about their own affairs. The professional in that line is known by his assumed superiority of judgment.

### BRITISH RULE IN IRELAND.

[From The Herald (London), June 3.]

The following letter from Patrick H. Pearse, the President of the Irish Republic, to his mother on the eve of his execution was printed in the Star:

My Dearest Mother:

I have been hoping up to now that it would be possible to see you again, but it does not seem possible.

Good-by, dear, dear mother. Through you I say good-by to "Wow-Wow," Mary, Brigid, Willie, Miss B., Michael, cousin Maggie, and everyone at St. Enda's.

I hope and believe that Willie and the St. Enda's boys will be all safe.

I have written two pages about financial affairs and one about my books which I want you to get. With them are a few poems, which I want added to the poems in MS. in the book-case.

You asked me to write a little poem which would seem to be said by you about me. I have written it, and a copy is in Arbour Hill Barracks with the other papers.

I have just received Holy Communion. I am happy except for the great grief of parting from you.

This is the death I should have asked for if God had given me the choice of all deaths—to die a soldier's death for Ireland and for freedom.

We have done right. People will say hard things of us now, but later on will praise us. Do not grieve for all this, but think of it as a sacrifice which God asked of me and of you.

Good-by, again, dear mother. May God bless you for your great love for me, and for your great faith, and may He remember all that you have so bravely suffered! I hope soon to see papa, and in a little while we shall be all together again.

"Wow-wow," Willie, Mary, Brigid, and mother, good-by.

I have not words to tell you of my love for you, and how my heart yearns to you all. I will call to you in my heart at the last moment.

Your son,

PAT.

The brother Willie mentioned in the letter was also shot. What a bitter reflection it is to all us British people that British rule in Ireland should have driven such fine and noble characters as Patrick Pearse, James Connolly, and their friends into rebellion! We all should resolve that, from henceforth, justice shall be done as between Britain and Ireland, and by some means true peace, concord, and brotherhood shall be established between the two democracies.

### POVERTY AND TUBERCULOSIS

Poverty and tuberculosis—tuberculosis and poverty! These are the essential facts which force themselves to the attention of every investigator who faces the problem of that disease. The tenement house district of Cincinnati yields a tuberculosis morbidity just three times as great as the areas where better housing prevails. In 197 families in which tuberculosis existed the average monthly income for a family of four was approximately \$57. After paying the pro rata share for food and rent, a balance of \$5.13 remained for each individual to meet all other expenses. Such a low subsistence level works like black magic in the spread of tuberculosis. Moreover, and this is a point over which the public should ponder, the home of the average wage earner was found to be far less sanitary than the average factory and workshop. In regard to all the factors which make for healthful living, ventilation, sufficient light, proper temperature, and freedom from overcrowding, the score was in favor of the factory in nearly every instance.

The city of Cincinnati realized that her tuberculosis death rate was 50 per cent. above the average and that it had failed to manifest a tendency to decline. She

felt no qualms in making this admission. Rather, she determined that she would learn why, with an efficient health department and favorable climatic influences, she was suffering from twice the mortality from that disease as her neighbor, Pittsburgh. Accordingly the United States Public Health Service was requested to make a thorough study of the situation and submit a report. To show that something more than mere academic interest obtained, 19,932 workers in 154 factories of the city voluntarily submitted to a physical examination.

The conclusions reached, point directly to the close connection between poverty and tuberculosis. The great factor underlying the entire problem was seemingly that of economic conditions. One sixth of all tuberculosis cases came from cheap lodging houses. Alcoholism was a prominent cause, and often accelerated the course of the disease. Occupational hazards and bad working conditions were apparently responsible for about 20 per cent. of the cases, but in the majority of instances these hazards were not necessarily inherent in the occupation. Previous tuberculosis in the family occurred in practically a third of all the cases investigated. Dissipation, overcrowding, bad housing, and innate lack of personal responsibility, were also listed as causes.

### SEAMEN'S ACT UPHELD.

Editor COAST SEAMEN'S JOURNAL:

Judge Dooling, of the Admiralty Court in San Francisco, is the first of the Federal judges, as far as I have been able to ascertain, who has construed Section 20 of the Seamen's Act. This section was brought before the judge in the case of John A. Branz v. The Tacoma & Roche Harbor Lime Co., in which Branz is seeking to recover for damages for personal injuries caused by the negligence of the master of the vessel on which Branz was serving as a seaman. The insurance company, who insured the owners of the vessel against Accident Compensation, objected to the libel filed by me for Branz upon the ground that the general maritime law, under which the captain was a fellow servant of the seaman, had not been changed by this provision of the Seamen's Act.

In overruling this objection, Judge Dooling said substantially that he could conceive of no effect to be given to this provision of the law unless it was held that a seaman is to recover damages for any injury sustained because of the negligence of the master or of any other seaman in authority over him. From a reading of the section itself, this construction would naturally seem to be the only possible one; but it is always some satisfaction to know that any litigation in favor of seamen has safely run the gauntlet of the courts, through which it seems that it must inevitably pass.

Yours very truly,

F. R. WAIL.

In actual tonnage of merchant vessels, Greece is to-day eleventh among maritime countries. In proportion to population, however, Greece is third in rank, England and Norway alone possessing more ships per capita. On January 1, 1916, the register of Hellenic shipping contained 433 steam vessels, with a total of 829,991 tons, and 329 sailing vessels, of 85,750 tons.



## TRANSYLVANIA.

Transylvania, the great plateau surrounded by mountains, in the southeast corner of Hungary, which is once again creeping into the news of the day, has had a long and troubled history. At one time part of the Roman province of Dacia, when the Romans withdrew Transylvania had to endure the full brunt of that long series of invasions from the east which swept over Europe from the fifth century onwards. It was overrun by the Huns under Attila, and Attila's conquests were followed by invasions from the Gepidae, the Avars, the Slavs and the Magyars, who appeared towards the close of the ninth century. In 1004 Stephen I. of Hungary definitely made himself master of the country, and it became a Hungarian province.

The next important episode in the country's history, and one which had a lasting effect upon its future, was the planting, by King Geza II., of certain districts with German colonists. Repeated invasions and rebellions had left the land sadly depleted, and so King Geza sought to make good the lack from Flanders and the lower Rhine. Later still, in 1211, King Andreas II. called in the German Teutonic orders for the same purpose. The men from Flanders and the banks of the Rhine worked with energy in their new home. They built Hermannstadt, to-day an important town close to the Rumanian frontier, whilst the Teutonic orders settled the Burzenland. They were all granted many privileges, and prospered greatly, building many of the Transylvanian towns, and rapidly coming to represent, as they do to-day, the most advanced section in the country. The great mass of the population of Transylvania, however, is Rumanian, the true descendants of the early Dacian settlers.

In 1526 the Hungarian crown lapsed to Austria, and John Zapolya, the then governor of the province, saw his opportunity. He threw off the yoke of Hungary, proclaimed the independence of Transylvania, and sought the assistance of the Sultan of Turkey to maintain his position. For nearly two centuries the Transylvanians succeeded in preserving their independence. The rugged nature of their country rendered it a difficult campaigning ground, and thus discouraged any attempt at reconquest on the part of the House of Austria, and kept the Turks from enforcing their authority too literally. In 1683, however, the Turks sustained their great defeat at Vienna, and thereafter their influence in the country waned rapidly until, by the peace of Carlowitz, the Porte acknowledged Austrian suzerainty over Transylvania. Maria Theresa elevated the province to the dignity of a principality, under the name of Grossfürstentum, in 1765, but during the next hundred years the country probably experienced more changes in its form of government than ever before in its long history. In 1849 it became an Austrian crown land. In 1860 it was transformed into an autonomous province, with a separate Diet and high executive powers of its own. The Diet of 1865 decreed the union with Hungary, and by the compromise of 1867 Austria indorsed this union. It was completed the following year. Under the new agreement Transylvania lost all semblance of autonomy, and was entirely incorporated with Hungary.

Transylvania is a land of mountains; as

has been said, they surround the great quadrilateral which comprises the country, and they spread themselves in all directions over its face. On the west, on the Hungarian side, the passes through the mountain barrier on to the Hungarian plain are comparatively easy, but on the east and south the mountains, often from 7,000 to 8,000 feet high, present such obstacles to invasion as to render Transylvania a natural fortress of remarkable strength. The Transylvanians are for the most part agriculturists. Fruits of all kinds are to be found in great abundance, vegetation is luxuriant, and in the famous valley of the Maros the vine flourishes freely. As to the name of the country, it has more than one. The Transylvania of the Romans, it is, in German, Siebenburgen; in Hungarian, Erdely; in Rumanian, Ardeal. The Hungarian and Rumanian names both mean "forest land"; whilst the Latin name, meaning beyond the woods, refers, no doubt, to the woods of Hungary, beyond which lay the great plateau, the land of the Dacian settler. The German name Siebenburgen probably refers to the seven cities built by the German colonists.

## SUCCESSFUL COMMUNISM.

The island of Ascension is in the Atlantic Ocean, belongs to Great Britain, is of volcanic formation, eight miles by six in size, and has a population of about 450. It was uninhabited until the confinement of Napoleon at St. Helena, when it was occupied by a small British force. It is 280 miles northward of St. Helena.

Vast numbers of turtles are found on the shores, and it serves as a depot and watering place for ships. Ascension is governed by a captain appointed by the British Admiralty. There is no private property in land, no rents, no taxes, and no use for money. The flocks and herds are public property, and the meat is issued as rations. So are the vegetables grown on the farms. When an island fisherman makes a catch, he brings it to the guardroom, where it is issued by the sergeant-major.

Practically the entire population are sailors, and they work at most of the common trades. The muleteer is a Jack Tar, so is the gardener, so are the shepherds, the stockmen, the grooms, masons, carpenters, and plumbers. Even the island trapper, who gets rewards for the tails of rats, is a sailor. The climate is almost perfect, and anything can be grown.

## LIKE CAUSES LIKE EFFECTS.

Each of European belligerent nations pleads that it is fighting solely for defense. And each points in proof to the big military and naval establishments of its opponents. Had either side refrained from a preparedness policy the rulers on the other side could not have convinced people either of the need of defensive armaments or of occasion for defensive war. But Rooseveltian logic prevailed with all the governments and is now bearing the fruit that it must bear here, if followed.—The Public.

"Wait not to be backed by numbers; wait not till you are sure of an echo from the crowd. The fewer the voices on the side of truth, the more distinct and strong must be your own."—Channing.

## NOTICE TO SEAMEN.

## IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,  
V. A. OLANDER, Secretary.

## LAKE DISTRICT, I. S. U. of A.

## LAKE SEAMEN'S UNION,

570 West Lake Street, Chicago, Ill.

## BRANCHES AND AGENCIES:

|                        |                            |
|------------------------|----------------------------|
| BUFFALO, N. Y.         | .....55 Main Street        |
|                        | Telephone Seneca 936 R.    |
| CLEVELAND, O.          | .....1401 W. Ninth Street  |
|                        | Telephone Bell Main 1842.  |
| MILWAUKEE, Wis.        | .....133 Clinton Street    |
|                        | Telephone South 240.       |
| ASHTABULA, O.          | .....21 High Street        |
|                        | Telephone 552.             |
| NORTH TONAWANDA, N. Y. | .....152 Main Street       |
|                        | Telephone Bell 2762.       |
| DETROIT, MICH.         | .....15 Twelfth Street     |
|                        | Telephone 3724.            |
| SUPERIOR, WIS.         | .....1721 N. Third Street  |
|                        | Telephone, New, Broad 335. |
| BAY CITY, MICH.        | .....108 Fifth Avenue      |
| OGDENSBURG, N. Y.      | .....70 Isabella Street    |
| CONNEAUT, O.           | .....922 Day Street        |
| SOUTH CHICAGO, ILL.    | .....9142 Mackinaw Avenue  |
| FORT HURON, MICH.      | .....517 Water Street      |
| ERIE, PA.              | .....107 E. Third Street   |

## MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

## HEADQUARTERS:

71 Main Street, Buffalo, N. Y.  
Telephone Seneca 48.

## BRANCHES:

|                   |                              |
|-------------------|------------------------------|
| CLEVELAND, O.     | .....1185 W. Eleventh Street |
| CHICAGO, ILL.     | .....406 N. Clark Street     |
| MILWAUKEE, Wis.   | .....151 Reed Street         |
| DETROIT, MICH.    | .....27 Jefferson Ave., East |
| SUPERIOR, Wis.    | .....1814 Fourth Street      |
| OGDENSBURG, N. Y. | .....70 Isabella Street      |
| BAY CITY, MICH.   | .....108 Fifth Avenue        |

## MARINE COOKS AND STEWARDS' UNION.

## HEADQUARTERS:

406 N. Clark St., Chicago, Ill.  
Telephone Main 365.

## BRANCHES:

|                 |                             |
|-----------------|-----------------------------|
| Buffalo, N. Y.  | .....Toledo, O.             |
| Cleveland, O.   | .....North Tonawanda, N. Y. |
| Milwaukee, Wis. | .....Superior, Wis.         |
| Ashtabula, O.   | .....Erie, Pa.              |

## UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

## MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

## RELIEF STATIONS:

|                      |                              |
|----------------------|------------------------------|
| Ashland, Wis.        | .....Ogdensburg, N. Y.       |
| Ashtabula Harbor, O. | .....Oswego, N. Y.           |
| Buffalo, N. Y.       | .....Port Huron, Mich.       |
| Duluth, Minn.        | .....Manitowoc, Wis.         |
| Escanaba, Mich.      | .....Marquette, Mich.        |
| Grand Haven, Mich.   | .....Milwaukee, Wis.         |
| Green Bay, Wis.      | .....Saginaw, Mich.          |
| Houghton, Mich.      | .....Sandusky, O.            |
| Ludington, Mich.     | .....Sault Ste. Marie, Mich. |
| Manistee, Mich.      | .....Sheboygan, Wis.         |
| Erie, Pa.            | .....Superior, Wis.          |
| Menominee, Mich.     | .....Toledo, O.              |



## WEEKLY NEWS LETTER.

(Continued from Page 3.)

lishment of a democratic and efficient public school system, was formed. It was declared the issue presented to Chicago was national in its scope.

Secretary Olander of the State Federation of Labor, said:

"Heretofore the board had the right to discharge a teacher for unsatisfactory work. The Loeb rule gives it the power to discharge teachers who do satisfactory work—to discharge them for political reasons."

## Employers Ruled by a Few.

Employers of Butte, Mont., agree that it is bad business to sign a blank check, but business men who join the Employers' Association of Butte are doing this very same thing.

Under the constitution of this organization "the executive committee shall control the actions of all officers and members upon matters coming within the scope of the expressed purpose of the association."

The executive committee consists of eleven members, a majority of which shall constitute a quorum. The rules can be changed by a two-thirds vote, "provided, however, that such amendment shall first have received the approval of five members of the executive committee."

To join this association business men, who talk of "running their own business," are pledged to follow the judgment of six men "upon matters coming within the scope" of these anti-unionists who have already forced several employers to lock out their workers for the purpose of establishing the non-union shop, which they have sugar-coated by calling it "open shop."

## Ready For Another Wreck.

Passenger boat owners on the Great Lakes want the life-saving features of the Seamen's law weakened and are in hearty accord with a bill introduced by Congressman Loud of Michigan which would make it optional for the shipowner to employ able seamen and would permit vessels that do not go more than ten miles from shore to operate with lifeboats for ten per cent. of all persons on board and rafts for fifteen per cent., leaving seventy-five per cent. in times of disaster to such safety as could be provided through the use of life preservers and floating spars.

At hearings before the House Committee on Merchant Marine and Fisheries this amendment was combatted by President Furuseth of the International Seamen's Union, and Secretary Flynn, of the Marine Firemen, Oilers, and Water Tenders, both representing the Pacific Coast; Secretary Olander of the Lake Seamen's Union, and Secretary Conway of the Marine Firemen, Oilers, and Water Tenders of the Great Lakes; G. H. Brown, agent of the Seamen's Union, New York, representing the Atlantic Coast; National President Gibson, of the Marine Engineers' Benevolent Association, and Mrs. Florence Kelley, of the Consumers' League.

As lifeboats and rafts occupy space that the vesselowners could use for passengers, they are in favor of a greater use of life preservers and assured the House committee that floating around with a life preserver a few miles from shore caused

slight discomfort. In answer to this claim the unionists called attention to the fate of the "Empress of Ireland" in the St. Lawrence River three years ago. In this case the boat sank less than three miles from shore. Assistance reached the vessel within two hours, but more than 1000 persons lost their lives and about one-half of them had life preservers on.

The Loud bill would also exempt nearly every vessel on the Lakes, and a very large number of vessels in the coastwise trade, from the operation of that part of the Seamen's law which regulates the hours of labor at sea and in port, prohibits the alternate working of men in the fire room and on deck and prohibits unnecessary labor on Sundays and legal holidays.

## Operators' Sheriff Ousted by Court.

Sheriff Jeff Farr, procurer of strike-breakers, pet of coal operators, gunman and "king of Huerfano County" for sixteen years, has been ousted from office by the Colorado Supreme Court because of illegal election practices.

It was proven that Farr's election was made possible through the establishment of voting booths in isolated places and in camps controlled by the coal companies. Farr and four associate officers, who were also ousted, were charged with fraud and corruption. It was shown that no one could approach the booths in the mining camps controlled by the Victor Fuel Company and the Colorado Fuel and Iron Company without permission of the coal company officials. The Supreme Court declared that in these camps unqualified voters were allowed to vote and legal voters were denied. The court refused to consider the vote of the closed camps and held that Farr's opponent was elected because of pluralities he secured in the uncontrolled camps. Practically every polling place was in a building or on land controlled by the operators.

"Thus," said Supreme Court Justice Scott, "were the public districts and the public election machinery turned over to the absolute domination and imperial control of private coal corporations."

The passing of Farr will bring little regret to trade unionists and other citizens who made continued protest against the tigerish ferocity of this official during the recent miners' strike in Southern Colorado.

## Stop Watch System Rejected by House.

After a spirited debate the House of Representatives on a roll call vote, accepted Congressman Tavenner's amendment to the fortifications appropriation bill which prohibits any money in this budget being used for "stop watch," speeding up or premium system. The vote was 197 to 117.

Friends of the amendment insisted that the proposal is not intended to prevent extra compensation for superior service, and that only bonus and premium systems are attacked.

Congressman Van Dyke called attention to the order of May 25, 1915, signed by J. P. Johnston, general superintendent of the railway mail service, in which speed tests were discontinued as a part of "our efficiency rating system."

Despite these statements, petitions of both skilled and unskilled workers against the system, and the published records of

hearings held on this question, several Congressmen made strong objection.

In the opinion of these patriots, the Tavenner amendment was fraught with evil possibilities. Congressman Madden of Illinois said the amendment would place all men on a level, and in an eloquent outburst he declared that workers would be sent back "to the Paleozoic age, where everybody was a savage, where civilization was unknown, and where progress was never thought of."

Congressman Moore was also alarmed at industrial prospects if the amendment passed. The Pennsylvania lawmakers believed it would "reduce workmen to a common level and prevent any one from rising above that level in compensation."

Congressmen Tavenner, Nolan, and Keating insisted that the amendment was no barrier to efficiency methods and was only intended to check "stop watch" practices. The two first named representatives read petitions from skilled and unskilled employes of the Watertown arsenal to prove their point, and Congressman Keating declared that those who oppose the amendment "want to use the 'stop watch' on other men and those that are supporting the amendment had the 'stop watch' used on them."

Later, the House placed the "stop watch" amendment in the army appropriation bill.

## THE GREAT PACT.

(Continued from Page 7.)

tives of organized labor in Mexico should keep in touch through correspondence and that they be authorized to carry out the purposes specified in this declaration.

"In joint conference as the representatives of the workers, the masses of our respective countries, we urge upon our governments to adjust existing differences without war and to establish conditions conducive to permanent peace, with justice.

"We appeal to the workers and all of the people of the United States and Mexico to do everything within their power to promote correct understanding of purposes and actions, to prevent friction, to encourage good will and to promote an intelligent national opinion that ultimately shall direct relations between our countries and shall be a potent humanitarian force in promoting world progress.

"It is an unavoidable conclusion that present differences between our countries are the result of misunderstanding growing out of inadequate or incorrect information; that the unfortunate consequences of past relations between the United States and Mexico have formulated a national attitude that questions the good faith of our governments; that existing agencies and methods of reaching an adjustment of these differences are unsuitable for dealing with these problems, which are fundamentally human problems, and that the relations between our countries ought not to be directed in accord with abstract standards of justice, but ought to be keenly sensitive and responsive to the human interests and moral forces. Therefore, we, the representatives of the organized workers, having the right to speak for all of the workers, and in the interests of all of the people, urge upon our governments the appointment of a commission to be composed of high-minded citizens, fully representative of our nations, to consider differences that have brought our nations to the verge of war, and to make such recommendations for adjustment as shall fittingly express the highest ideals of the great rank and file of citizenship of our two countries.

"We direct that copies of this declaration shall be presented to the President of the United States, Hon. Woodrow Wilson, and to the First Chief of the Constitutional Government of Mexico, Gen. Venustiano Carranza, and that it be given widest publicity among the workers of our respective countries.

"For the organized workers of the United States:

"Samuel Gompers, president; James Duncan, first vice-president; James O'Connell, second vice-president; D. A. Hayes, third vice-president; Joseph F. Valentine, fourth vice-president; John R. Alpine, fifth vice-president; H. B. Perham, sixth vice-president; Frank Duffy, seventh vice-president; William Green, eighth vice-president; John B. Lennon, treasurer; Frank Morrison, secretary.

For the organized workers of Mexico:  
"C. Loveira, L. M. Morones, S. Gonzalo Garcia, Baltazar Pages, Edmund E. Martinez."



## FILIBUSTERS AND FINANCIERS.

The exploits of William Walker and his associates have been published in a 408 page volume by the Macmillan Company. William O. Scroogs is the author.

Here is a book which appears adequately and impartially to cover a period in American history brief and recent, yet almost unknown to the present generation. Filibustering began before William Walker had any hand in it. His forerunners went from California, as he did, but earlier in the '50's—in 1851, to be exact. Alexander Bell seems to have been the first of these, and he died in San Francisco in 1859. His experiences, as far south as Ecuador, did not frighten those who conceived the idea of an American colony on the west coast of Mexico. This was in 1852; and Walker was of that number. Born in Tennessee, educated as a physician in Pennsylvania and in Europe, a lawyer in Louisiana, and an editor in California, he became first President of "The Republic of Lower California," declared "free, sovereign, and independent" in the first proclamation which he wrote. Later he crossed the Gulf, and "annexed" Sonora in Mexico, after which his Republic of Sonora had two States—Lower California and Sonora—for a little while. Its life was brief. On his thirtieth birthday Walker surrendered to officers of the American army, on American soil; on the 2d of June, 1854, he pleaded "not guilty" of any filibustering acts; he was duly acquitted; and soon he was holding his former status as a citizen of Marysville, California, and as an editor in Sacramento, and plotting for new adventure.

Nicaragua had been assuming great importance in the eyes of United States financiers ever since 1848. Its uncertainties may be judged from the fact that in six years it had had fifteen Presidents. It was a land of doubt and dreams.

One Byron Cole was a friend and associate of Walker's. He went to Nicaragua in 1854, to see what American enterprise might do there if protected. Before that year ended Walker had given up his editorial work and had begun preparations for a second filibustering expedition. Associates joined him; money was forthcoming; and on May 4, 1855, with fifty-eight men (styled afterward "The Immortals"), he sailed on the "Vesta" from San Francisco. What followed within the next five years is here told in fullest detail, and forms one of the strangest stories of personal daring, political ambition, commercial purpose, selfish greed, and unselfish philanthropy ever anywhere told, with an admixture of sacrifice and suffering often terrible to contemplate. Condemned, finally, as a filibuster, and shot to death at Truxillo, Honduras, on the 12th of May, 1860, Walker had been in close touch with the United States people, had visited and been honored in New York on two or three occasions, had been considered both a hero and a bandit—had had one of the most remarkable careers known in his time.

What were his real motives? "Briefly," says Professor Scroogs, "he planned to create out of five Central-American republics a strong Federal State organized and governed on military principles; and after achieving this he aimed to effect the conquest of Cuba. To aid in the work of conquest and in the subsequent 'regen-

eration' of the Isthmus and island, he purposed to introduce an American population and to secure to it the possession of the land. Next he proposed to afford the new masters of the soil the privilege of cultivating their lands by slave-labor if they so desired. He was doubtful, indeed, whether any other form of labor were adaptable to the tropics, and was, of course, not unmindful of the sympathy which his slavery policy would evoke for his cause in the Southern States. Finally, as the capstone of his system, he planned to make the dream of an interoceanic canal come true, and thus to bind his new Government to the powerful maritime nations of the world by the strong ties of commerce. It should be added that over this tropical federation Walker himself proposed to play the role of dictator."

### "SLIPPING ON ORANGE PEEL."

The British Labor Gazette prints the following interesting summary of a recent court decision affecting seamen:

The skipper of a schooner which was lying in dock went ashore along with the owner, and proceeded with him to the office of the ship's brokers to discuss with them a matter of business. Having finished their business, the two men went into a public-house, where the owner left the skipper. Later, on his way back to the ship, the skipper had to walk along a very busy and crowded street, in which were stalls for the sale of various commodities. As he was walking in this street he slipped on a piece of orange peel, fell and broke his thigh. He claimed compensation under the act. When he fell it was given in evidence that he was carrying some meat, but there was a conflict of evidence whether he had bought the meat for the crew by order of the owner.

The county court judge held that the claimant had gone ashore on the ship's business, and that he was obliged to traverse this busy street on his way back to his ship; that, owing to the fruit and other stalls in the street, a passenger walking along it ran a greater risk of slipping on orange peel than persons in other and quieter streets; and that the accident arose out of and in the course of the claimant's employment. He therefore made an award of compensation. The owner appealed.

The Court of Appeal held that any person walking in the streets was exposed to the risk of slipping on orange peel, and it was impossible to say there was more risk in this particular street than in many other streets. The accident had, it might be assumed, happened "in the course of" the claimant's employment, but to award him compensation was to strike out of the act entirely the words "arising out of" the employment. There was nothing in the claimant's employment that made him more likely to slip on orange peel than anyone else, and therefore the judge was wrong in awarding compensation. The appeal was therefore allowed.—Chapman v. Owner "John W. Pearn."—Court of Appeal—15th March, 1916.

Demand the union label. If you are the right sort of a union man one suggestion of this sort is all that is necessary.

Demand the union label upon all purchases!

## Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

## International Seamen's Union of America

(Continued from Page 5.)

### MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

#### Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

#### Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.  
PORTLAND, Ore., 242 Flanders St.  
SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

### MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

#### Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

#### Branches:

SEATTLE, Wash., Room No. 203, Grand Trunk Dock, P. O. Box 214.  
PORTLAND, Ore., 89 Second St. N.  
SAN PEDRO, Cal., P. O. Box 54.

### ALASKA FISHERMEN'S UNION.

#### Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

#### Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.  
ASTORIA, Ore., P. O. Box 138.

### DEEP SEA FISHERMEN'S UNION OF THE PACIFIC.

#### Headquarters:

SEATTLE, Wash., 84 Seneca St.

#### Branches:

VANCOUVER (B. C.), Canada, 437 Gore Ave.  
PRINCE RUPERT (B. C.), Canada, P. O. Box 968.

### UNITED FISHERMEN OF THE PACIFIC.

ASTORIA, Oregon, P. O. Box 138.

### BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.

SAN FRANCISCO, Cal., 10 East Street.  
SACRAMENTO, Cal., 200 M Street.

## The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia  
29 ERSKINE STREET, SYDNEY, N. S. W.



Labor News.

The Shop and Millmen's Union of Boston is enforcing a new scale which raises wages from 45 to 50 cents an hour and reduces the week from 48 to 44 hours. About 1700 men are involved, and the union has secured settlements for about 1400.

About 250 machinists and other craftsmen employed by the American Laundry Machinery Company at Rochester, N. Y., are on strike for an eight-hour day. Employees of this company's Toronto, Chicago and Cincinnati branches are also striking for the same reason.

On June 21, the five-month strike at the plant of the Seattle Construction and Drydock Company ended with ninety union boilermakers and apprentices returning to work. Originally 400 men walked out, but owing to the activity in shipyards all over the country few of the strikers remained long idle.

The trade union movement in Hutchinson, Kan., has recorded several substantial gains. Plumbers have secured their first agreement and raised wages 50 cents a day, electrical workers have secured an agreement with improved shop conditions, and carpenters and painters have raised wages. These gains have encouraged workers in other industries and now there are unions of garment workers, meat cutters, journeymen tailors and street railway men under way.

The American Federation of Labor Federal Union of Oakfield, N. Y., has secured a one-year contract with the gypsum mines and plants at that place. The companies agree to reinstate all strikers, establish the check-off system, concede the right of the union to appoint a grievance committee of three for each company and increase wages 1 cent an hour. The hours of labor are to be reduced two hours on Saturday afternoon without wage reduction. Arbitration provisions are agreed to and there shall be no strike or lockout during the life of the contract.

Trust-made bread has been given a hard blow in Danbury, Conn., because of the action of the Chamber of Commerce in calling upon citizens to patronize local bakeries. The resolution states that during the past twelve months "certain bakeries in New York City have been able to dispose of about 5000 loaves of bread per week in Danbury." This resolution was introduced by George W. Andrews, a member of the Danbury Typographical Union, who urges the business men to "make good their buy-in-Danbury claims." Organized bakers are benefiting by this agitation.

Through the efforts of American Federation of Labor Organizer Hilfers and other trade unionists the strike of Standard Underground Cable Company employees at Perth Amboy, N. J., has been adjusted. Wages of women workers are increased 7½ per cent.; boys, 2 cents an hour; men workers in the 19½-cent class, 2¼ cents increase, and 2½ cents increase for all men paid 24 cents and less than 30 cents an hour. Wages of higher rate workers are also increased. The week's work shall be fifty hours, with pay for overtime. The company agrees not to discriminate because of strike activity or membership in a trade union. These employees were unorganized when they suspended work.

SEATTLE, WASH.

Office Phone  
Elliott 135

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Special Rates Per Week  
FREE BATHS  
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Best Line of Men's Suits  
Overcoats, Raincoats, Shoes, Hats  
and Men's Furnishings  
CARL SCHERMER  
103-107 First Avenue South  
Near Yesler Way SEATTLE

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

|                     |                       |       |
|---------------------|-----------------------|-------|
| Anderson, J.        | Larsen, C.            | -1904 |
| Alfredsen, Adolf    | Lorenson, Karl        |       |
| Anderson, N. G. B.  | Macfarlane, Jas.      |       |
| Anderson, Alf.      | -1638 Machads, Henry  |       |
| Anderson, Albert    | McIntosh, James       |       |
| Ackerson, A. R.     | Madsen, Brynol        |       |
| Antonsen, Victor    | Mathison, Nils        |       |
| Astad, Ole          | Meyer, Claus          |       |
| Bessen, George      | Mikkelsen, K.         | -1629 |
| Benson, C. A.       | -1894 Miettinen, John |       |
| Berglin, Gust       | Morrisay, James       |       |
| Borgesen, Eric      | Munsey, Dick          |       |
| Berg, Johannes      | Myknemeyer, H.        |       |
| Bjerke, Ole         | Nashis, P.            |       |
| Bock, J.            | Naro, H.              |       |
| Brunn, Sverre       | Nelson, A. W.         |       |
| Carlson, Gust.      | Nielsen, John         |       |
| Connouton, T. H.    | Nielsen, Estwan       |       |
| Cottingham, F.      | Nilsen, Feder         |       |
| De Kay, Cloud       | Nitske, C.            |       |
| Dennett, J.         | Nygard, Olaf          |       |
| Edwards, Louis      | Nygren, Gus           |       |
| Emkow, Otto         | Olsen, Ole            |       |
| Erice, L. J.        | Olsen, C. A.          | -1503 |
| Erickson, Lars      | Olsen, Ernest         |       |
| Fjellman, Geo.      | Olson, Ludwig         |       |
| Duncan, Geo.        | Olson, O.             | -739  |
| Farward, C.         | Otten, A.             |       |
| Forslund, V.        | Oserbowky, Leo.       |       |
| Fredericksen, B.    | Peters, Fred          |       |
| Frisolt, J.         | Peterson, A.          | -1720 |
| Frandsen, Nils      | Peterson, W.          |       |
| Gardner, W.         | Peterson, R. S.       |       |
| Gerber, Fritz       | Peterson, Calle       |       |
| Gilroy, Wm.         | Pope, Geo.            |       |
| Gilmore, D.         | Powers, James A.      |       |
| Graae, C.           | Rasmussen, John       |       |
| Gilbert, Arthur     | Riebe, Otto           |       |
| Gibson, Bill        | Rinne, A. R.          |       |
| Haas, W.            | Reaues, N. R.         |       |
| Harknes, A. E.      | Robertson, Nils       |       |
| Hartman, Fred       | Robberstad, Nils      |       |
| Hakonsen, Ben       | Rosenwald, I.         |       |
| Halvorsen, John I.  | Sand, Henry           |       |
| Hansen, Olaf        | -2267 Samsing, C. J.  |       |
| Hansen, Oscar       | Sampson, C.           |       |
| Harriksen, August   | Schantz, H. Van       |       |
| Haug, G. H.         | Schilling, Chas.      |       |
| Hillhorn, J. A.     | Sarger, E.            |       |
| Hohne, A.           | Sturck, D.            |       |
| Holm, C.            | St. Clair, T.         |       |
| Hunter, E.          | -2376 Swanson, J.     | -1231 |
| Jacobsen, M.        | Swanson, Reuben       |       |
| Jensen, Hans        | Samuelsen, W. L.      |       |
| Johanson, Aug.      | Schaerman, W.         |       |
| Johanson, Knut      | Tjornen, K. M.        |       |
| Johnson, Andrew     | Tarlussen, G. T.      |       |
| Jonsson, Karl       | Tullgowski, Carl      |       |
| Julison, C. A.      | Tull, Hans            |       |
| Jung, H.            | Thostrup, J.          |       |
| Kelly, T.           | Tuominen, J.          |       |
| Kjorsvik, Johan     | Thorsen, Andrew       |       |
| Kristiansen, Nils   | Uksila, E.            |       |
| Kristiansen, Trygve | Valentinsen, G.       |       |
| Kroon, Al.          | Wetland, John         |       |
| Laamanen, J.        | Westerlund, Albert    |       |
| Lalan, Jas.         | Walsh, Ed.            |       |
| Laine, A. V.        | Wahlstrom, E.         |       |
| Larsen, Nels        | Wills, S. C.          |       |
| Larsen, Sigurd      | Wickstrom, A.         |       |
| Larsen, C. A.       | Wernersen, Leonard    |       |
| Larsen, C.          | Williams, T. C.       |       |

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NAUTICAL SCHOOL

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Four years Assistant Inspector of Steam-  
boats, Puget Sound District. Formerly  
Instructor in New York Nautical College.  
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Next Room to Masters, Mates and Pilots  
Association  
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Dealer in  
Clothing, Shoes, Hats and  
Gents' Furnishing Goods  
108-110 MAIN STREET  
Squire-Latimer Block, Seattle, Wash.

Tacoma Letter List.

|                      |                      |
|----------------------|----------------------|
| Adolfsson, Gottfrid  | Magnusson, Chas.     |
| Busch, Hans          | -718                 |
| Farrell, William     | Marks, Thorvald      |
| Hoseth, Kristian     | Murphy, Daniel       |
| Hunter, Gilbert H.   | Olsen, Martin E.     |
| Iceberg, T.          | Olson, Per           |
| Jensen, Hans         | -1555 Paterson, John |
| Johannsen, Christian | Rimmer, C. M.        |
| Johnson, Hans        | Sater, Erik          |
| Linea, W.            | Ullman, Emil         |
| Line, Wiktor         | Vigen, Elias         |

HARRY W. LEVY

CLOTHING AND FURNISHINGS  
Union Made Goods, Hats, Shoes,  
Trunks and Suitcases  
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TOBACCO, ETC.  
Wholesale and Retail  
Pool in Connection  
(OLD TOWN) Tacoma, Wash.

INFORMATION WANTED.

J. F. Joseph, supposed to be sailing mate on some schooner on the Pacific Coast, is inquired for by his sister. Anyone knowing his whereabouts, please notify Mrs. Josie Jantzen, nee Langhorne, 196 Tenth street, Oakland, Cal. 3-29-16

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BARBER SHOP

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ED. SWANSON, Prop.

Eureka, Cal., Letter List

|                  |                   |
|------------------|-------------------|
| Contreras, Julio | Kustel, Victor J. |
| Kyrkslatt, Lars  | Kinowsky, A.      |
| Lawrence, Harry  | Ingebretsen, Alf. |
| Melander, G. L.  |                   |

SPECIAL NOTICE.

Hotel with Restaurant for sale on water front. On account of sickness will sell at a sacrifice, half or whole, hotel of eighty-two rooms and restaurant with liquor license, doing a business of three thousand a month. For particulars address this office.

INFORMATION WANTED.

Ingvold Andreas Hansen, alias Andrew Hansen, a native of Norway, age about 36; tall, dark; last heard of July, 1905. His address then was, Andrew Hansen, Karluk, Kodiak Island, Alaska. He is inquired for by his mother. Anyone knowing his whereabouts please notify Staff Captain Robert Smith, district officer, native work, Alaska, Box 925, Wrangell. 4-13-15

Olof Pedersen, a native of Norway, age about 60, supposed to be sailing on the Pacific Coast, is inquired for. Anyone knowing his whereabouts please notify J. T. Miles, 761 Greenwich St., New York, N. Y. 2-16-16

Anyone knowing the whereabouts of Thomas Rowe (now aged about 74), who was at one time a seaman and longshoreman on the Pacific Coast and also served in the Pacific Coast Navy Yards, will greatly oblige inquiring relatives by supplying such information. Address, Editor, Coast Seamen's Journal. 1-5-6



## Portland, Ore.

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CIGARS, TOBACCO,  
CONFECTIONERY, FRUIT AND  
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Gent's Furnishing Goods, Hats, Caps,  
Boots, Shoes, Rubber and Oil Cloth-  
ing, Trunks, Valises, Etc.

23 N. 3d St., nr. Burnside, Portland, Ore.  
Tel. Main 8295 ROSENSTEIN BROS.

## Portland, Or., Letter List.

|                    |                     |
|--------------------|---------------------|
| Andreasen, N. S.   | Johansson, Chas.    |
| Anderson, N. P.    | -2407               |
| Anderson, Nils     | Jarwinen, John      |
| Anderson, Rasmus   | Karlsen, Ingvald    |
| Adolfson, John     | Kjer, Magnus        |
| Adolfson, Hans     | Kristensen, Wm.     |
| Anderson, Gotfrid  | Lindberg, A. C.     |
| Benson, S.         | Lange, Peter H.     |
| Bernhardsen, Chas. | Larsson, Ragnar     |
| Bernadt, H. W.     | Ljungstrom, John    |
| Brien, Hans        | Larsson, C. -1632   |
| Bosse, Geo.        | Molen, Derk von     |
| Carlson, Gustaf    | Nygren, Gust        |
| Dybdal, Olaf       | Ohlsson, J. W.      |
| Erickson, Eric     | Oglive, Wm. A.      |
| Edstrom, John      | Paulson, Herman     |
| Eriksen, O. H.     | Palm, P. A.         |
| Fisher, Fritz      | Roos, Oscar         |
| Hoten, J.          | Rensmand, Robert    |
| Henriks, Waldemar  | Rosenberg, Adolf    |
| Hagen, Arthur      | Ryberg, S.          |
| Hein, M.           | Smith, John         |
| Hylander, Gust     | Swanson, John L. V. |
| Jacpersen, Martin  | Schroder, Paul      |
| Jonsson, Karl      | Sward, A.           |
| Jensen, Henry      | Tuhkanen, J. J.     |
| Johansen, Nikolai  | Westengren, C. W.   |

## Aberdeen, Wash.

## When in Aberdeen Trade at

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Very best union made Hickey Shirts,  
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Everything Guaranteed  
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320-322 So. F. St., Aberdeen, Wash.  
212 Eighth Street, Hoquiam, Wash.  
209 First Street, Raymond, Wash.

## INFORMATION WANTED.

Wilhelm Ekelund, a native of  
Sweden, is inquired for by his  
brother, Axel Ekelund, New Harbor  
Hotel, Drumm street, San Francisco,  
Cal. Anyone knowing his where-  
abouts please notify the above ad-  
dress. 3-10-15

Patrick McFee, who was cook on  
board the schooner "Robert Henry"  
on a voyage to Mexico last year, is  
inquired for by the U. S. Shipping  
Commissioner, at San Francisco, Cal.  
9-15-15

When making purchases from our  
advertisers, always mention the Coast  
Seamen's Journal.



Named shoes are frequently made in  
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## DO NOT BUY ANY SHOE

no matter what its name, unless it bears  
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UNION STAMP.

All shoes without the UNION STAMP  
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Do not accept any excuse for absence  
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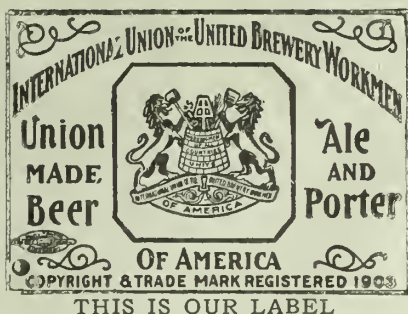
## Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

## VOTE AGAINST PROHIBITION



## DEMAND

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IN CHOOSING WHAT YOU  
WILL DRINK

Ask for this Label when  
purchasing Beer, Ale  
or Porter,

As a guarantee that it is  
Union Made

## Aberdeen, Wash., Letter List.

|                            |                     |
|----------------------------|---------------------|
| Andersen, Andrew           | Magnusson, Ernst    |
| Burmeister, T.             | W.                  |
| Bjorklund, G.              | Malkoff, Peter      |
| Benson, W. J.              | Malmberg, Elis      |
| Bowman, C.                 | Nilsen, Harry       |
| Brogard, N.                | Nielsen, C.         |
| Christiansen, Did-<br>rich | Nordman, Karl       |
| Crantz, F.                 | Paaso, Andrew       |
| Carlson, Walter            | Pettersen, Karl     |
| Davis, Frank               | Peterson, Nels      |
| Debus, Friedrich           | Palmqvist, Albert   |
| Fottinger, Aug.            | Peters, Walter      |
| Gronros, Oswald            | Quilroga, Juan      |
| Gueno, Pierre              | Risenius, Sven      |
| Holmroos, W.               | Rudt, Walter        |
| Hansen, Ove Max            | Schmidt, Heinrich   |
| Hylander, Gustaf           | Scheftner, Bernhard |
| Hansen, Jack               | Sandqvist, Gunnar   |
| Hansen, Thorleif           | Skottol, A.         |
| Johnson, Alex              | Stenwall, Sigurd    |
| Johnsen, Carl              | Scarabosio, M.      |
| Johnsen, F. -1723          | Schmidt, Emil       |
| Johnsen, Hilmer            | Toves, H. C.        |
| Jonsson, E.                | Toren, Gustaf A.    |
| Krause, Otto               | Williams, T. C.     |
| Kuldsen, John              | Waalder, Edgar      |
| Kustel, Victor J.          | Wagner, Ed.         |
| Ludtke, Emil               | Wedqvist, Axel      |
| Lindholm, John             |                     |
| Lindgren, Ernst            | Packagees.          |
| Lindholm, Sallar           | Gorgensen, Olaf     |
| Lindroos, A. W.            | Hansen, J. -2123    |
| Lundkvist, Alarick         | MacGuire, O. F.     |
| Munsen, Fred               | Stanners, W. S.     |
|                            | Wendt, Walter       |

## INFORMATION WANTED.

Hans Nilson, a native of Tons-  
berg, Norway, was last heard from  
at Mobile, Ala., is inquired for by  
his mother. Anyone knowing his  
whereabouts kindly notify Louis  
Donald, Norwegian Vice Consul, 77  
St. Francis St., Mobile, Ala. 12-22-15

Oscar Olsen, age 37, a native of  
Hallerna, near Gothenborg, Sweden,  
who was sailing on the Great Lakes  
about three years ago, is inquired  
for by John V. Olsen, Sun Com-  
pany, Marcus Hook, Pa. 5-26-15

Hugo Carlson Ljung, age 29, a  
native of Gothenborg, Sweden, was  
last heard from in a Cable Boat on  
the Atlantic Coast, is inquired for  
by his brother. Anyone knowing his  
whereabouts please notify John Carl-  
son Ljung, Jungmansgatan 5, Goth-  
enborg, Sweden. 1-12-16

Knut Jensen, No. 5018, a member  
of the Lake Seamen's Union, a  
native of Denmark, is inquired for  
by his wife, Lieschen Jensen, of  
Tangemunde, A/Elbe Ostenerweg,  
No. 7, Germany. Anyone knowing his  
whereabouts please notify the Lake  
Seamen's Union, 133 Clinton street,  
Milwaukee, Wis. 4-14-15

Fred Marjama, a native of Russia,  
age 36, has not been heard from  
since 1908, at Buffalo, N. Y. Anyone  
knowing his whereabouts please  
notify his brother, J. Marjama, 51  
South St., New York, N. Y. 9-1-15

## Port Townsend, Wash.

## FRANK STHEVENS

Deals exclusively in Union-Made

CIGARS, TOBACCO, ETC.

Call at his old Red Stand on  
Water Street, Port Townsend  
Next door to Waterman & Katz

## INFORMATION WANTED.

Paul Laux, American, age 23, 6  
feet tall, who was last heard from  
about 4 years ago at San Jose, Cal.,  
supposed to be a sailor, is inquired  
for. Anyone knowing his where-  
abouts please notify his father, Carl  
Laux, 112 E. 28th St., Los Angeles,  
Cal. 6-21-16

Adolph Krakan, last heard of at  
Port Pirie, January, 1912, and again  
in March, 1913, from Warumbo, 118  
miles from Adelaide, South Australia,  
is inquired for by his mother at  
Hamburg, Germany. 8-25-15

Otto E. Bickel and John Sherman  
Bickel, brothers, who have not been  
heard of for many years, are in-  
quired for by their sister. They are  
both tall, light complexioned, and  
blue eyes. Any information regarding  
their whereabouts will be highly ap-  
preciated. Please address Miss Laura  
Bickel, 1591 East Ninety-third street,  
Cleveland, Ohio. 4-14-15

Any information regarding Wilhelm  
Kuhme, age 27, a native of Germany,  
who was supposed to have been  
drowned in the wreck of the steam  
schooner "Francis H. Leggett," Sep-  
tember 18, 1914, will be thankfully re-  
ceived by the German Consul, San  
Francisco, Cal. 1-19-16

How Sweet.—"Asphodelia Twobble  
went down into the tenement district  
yesterday to brighten the lives of  
poor slum-dwellers."

"Highly commendable. What did  
she do for them?"

"She told them about the good  
times she's been having at Palm  
Beach."—Birmingham Age-Herald.

Explicit.—"When I don't want a  
man's attentions and he asks me  
where I live, I say in the suburbs."

"Ha, ha! Excellent; but where do  
you really live, Miss Brown?"

"In the suburbs, Mr. Short."—At-  
lanta Journal.

## Home News.

After twenty-three years of unsuc-  
cessful effort to establish a pro-  
prietary news gathering and dis-  
tributing organization in opposition  
to the co-operative form of the  
Associated Press, the New York Sun  
has been sold to Frank A. Munsey,  
a member of the Associated Press.

Congress has finally approved con-  
ference reports on the rural credits  
bill and the good roads bill and sent  
the two measures to President Wil-  
son for his signature. The former  
establishes a chain of farm loan  
banks and the latter appropriates  
\$85,000,000 to aid the States in road-  
building.

Old age pensions are provided in  
a bill introduced in Congress by Rep-  
resentative Nolan. To be eligible  
for a pension, the applicant must be  
65 years old, a citizen of the United  
States for twenty years, and not in  
receipt of an income of more than \$9  
per week. Pensions would range  
from \$1 to \$4 per week.

All applications for discharge by  
National Guardsmen who have de-  
pendent relatives will be granted,  
according to orders issued from the  
War Department. The order also en-  
joins all department commanders to  
instruct recruiting officers to avoid  
accepting recruits who have relatives  
dependent upon them for support.

Eighteen million dollars was of-  
fered and accepted on June 28 for  
the lock, stock and barrel of the  
Western Pacific Railroad in an auc-  
tion sale at Oakland, Cal. It took  
just one minute to conclude the  
transaction. The road, which is said  
to have cost \$75,000,000, was sold by  
Special Master Francis Krull to John  
F. Bowie, representative of the Re-  
organization Committee.

In the pine-covered hills of the  
Verdi, Nev., section, overtopping the  
Truckee river, a city for boys is to  
be started by Judge Willis Brown,  
noted juvenile authority, author of  
the juvenile laws of Utah and edu-  
cator of note. It is to be called  
Boy City and will enroll citizens  
from throughout the United States.  
Boys will be taught worthwhile  
achievements aside from being tu-  
tored along educational and moral  
lines.

A minimum wage should be grant-  
ed soldiers as well as industrial  
workers, according to Frank P.  
Walsh of Kansas City, addressing  
the convention of the Brotherhood  
of Locomotive Firemen and Engi-  
neers at Denver. Walsh predicted  
an industrial war between the rail-  
roads and the firemen and engi-  
neers unless the railroads concede to  
the demands for an eight-hour day.  
"And if the railroads refuse to con-  
cede that eight-hour day, I, for one,  
shall be in favor of such a strike,"  
he added.

A jury in the Federal Court at  
Kansas City, Mo., charged the Mis-  
souri District Telegraph Company  
\$89,698.76 for one sandwich. That is  
what the company must pay Morris  
& Co., packers, because an operator  
for the telegraph company was out-  
eating a sandwich when a fire alarm  
came in from the packing plant,  
July 7, 1912. The alarm did not  
reach the fire department immediat-  
ly, the packing company charged,  
and because of the delay, the fire  
was disastrous. The packing com-  
pany sued for \$140,000. The jury  
awarded the verdict on a basis of  
the actual loss.



## Domestic and Naval

The barque "Normandy," which left Halifax for Melbourne, March 14, has been condemned at Barbados where she is lying in damaged condition. Her value is estimated at about \$2,800 as she stands.

The Newfoundland trade has purchased in the United States some thirty vessels, most of which have a tonnage varying from 150 to 200 tons, and some of them which are still in American ports are being fitted there with motor engines before going to Newfoundland, where they will be used chiefly as fish and coal carriers.

The arrival of the steamship "Fredrick" at Kola Bay is welcome news to the cargo underwriters. This vessel, which was built as long ago as 1874, left New York January 4 for the White Sea and was compelled, owing to various troubles, to put in first at Portland January 12 and then at Louisburg January 18. She is of iron, 1872 tons, and is owned at New York by the United States Steamship Company.

The Italian barque "Luigia," now laid up at East Boston undergoing repairs, has been sold to other Italian interests at private sale. Several lucrative charters for the vessel had to be declined by the owners, because of the order of the Italian Government that all vessels of that nationality must load homeward. One offer was \$50 per thousand feet for lumber from this port to Buenos Ayres. Upon the completion of repairs the barque will go to Philadelphia, to load 1350 tons of coal for Genoa.

The statement of the Shawmut Steamship Company of Boston, which owns four 4500-ton deadweight steam colliers built in 1911, shows that the chartering of some of its vessels in the general trades has contributed to a marked increase in income. From January 1 to May 31, earnings after charges reached \$268,588, or seven times dividend requirements on the 8173 shares of 7 per cent. preferred stock. After these requirements, the earnings were \$236,500, or at the rate of 51 per cent. on the 11,000 common shares.

The naval transport "Henderson" was launched at Philadelphia June 17, being the first launching held at the Philadelphia Navy Yard. The "Henderson" is 481 ft. long, 61 ft. beam and 20 ft. draught. She is equipped with twin screws, which will give her a speed of fourteen knots. Her displacement is 10,000 tons. She will mount eight 5-in. guns and two 3-pounders, and will be capable of carrying 2,000 troops and thirty-two horses. A feature of the ship's construction is a gyro-stabilizer to overcome excessive rolling at sea.

Increased business has forced the Philadelphia Ship Repair Company, Mifflin street wharf, Delaware river, to enlarge its plant, and with this object in view it has bought a fifteen-acre tract adjoining its present plant from the Morris estate, title to which was taken recently, for \$73,811.76. It is part of twenty-six acres assessed at \$145,000. It has been announced by F. J. McDonald, president of the company, that work would be begun shortly on the installation of a floating dry dock, machinery and other extensions to the plant, which will increase its capacity about one-third.

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Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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Still Hope.—"Well, John, inasmuch as your grandmother died four times last year, I don't see how you'll manage to get to any of the ball games this season."

"But, sir," said Johnny quietly, "haven't I told you that grandpa has married again, though it was much against the wishes of the family?"—Philadelphia Bulletin.

A Bad Strain.—"Several horses belonging to A. S. McKinney, Girard liveryman, were stricken the other day with a strange melody."—From the Warren Chronicle.

As of Old.—A Chertsey pig-breeder has been granted total exemption. The pen, it seems, is still mightier than the sword.—Punch.



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San Francisco, Cal.Member of the Associated Savings Banks  
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JUNE 30, 1916.

Assets .....\$63,811,228.81  
Deposits ..... 60,727,194.92  
Reserve & Contingent Funds 2,084,033.89  
Employees' Pension Fund.... 222,725.43  
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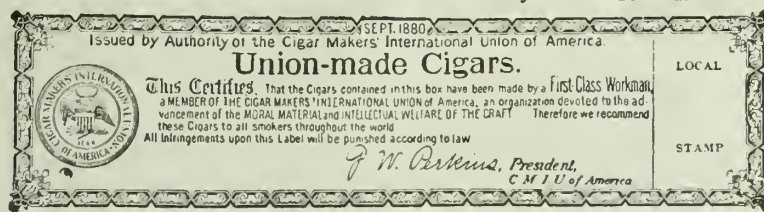
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Moss, Norway, is inquired for by  
his brother, Herman Eriksen. Any-  
one knowing his whereabouts please  
notify W. Nielsen, 206 Moravian St.,  
Philadelphia, Pa. 5-26-15Edward Beahan, a native of Cali-  
fornia, supposed to be sailing on the  
Lakes, is inquired for by his brother,  
J. J. Beahan, 2003 Chestnut street,  
Oakland, Cal. 5-10-16Eugene Martin, age 25, 6 feet tall,  
gray eyes, is inquired for by his  
mother. Anyone knowing his where-  
abouts please notify Mrs. Rose T.  
Martin, 4231 15 N. E., Seattle,  
Wash. 1-27-15Bernard Baasen, a native of She-  
boygan, Wis., a former member of  
the L. S. U., who was last heard  
from at Milwaukee, Wis., April 29, is  
inquired for by his mother. Anyone  
knowing his whereabouts please no-  
tify Mrs. Sophie Baarsen, 561 Clinton  
street, Milwaukee, Wis. 7-5-16Revelation.—Traveler—I say, what  
are you people so proud about? Last  
time I came here everybody was very  
friendly, and now I can hardly get  
a person to speak.Uncle Eben—You will pardon us,  
but it's our town pride. You see,  
Joe Summers picked up a guide-  
book that fell out of a motor-car last  
week and we found that the old  
tannery swamp is a mountain tarn,  
Simmons' stone-quarry a precipice,  
Bill Moodler's beer-house a wayside  
inn, and the whole country chock-  
full of historical antidotes and de-  
lusions.—Toledo Blade.Knew Him.—"I'm going to decor-  
ate you for bravery, Mr. Wadleigh.  
Put this French war-orphan medal  
on your coat.""But I haven't performed any deed  
of heroism.""But you will when you give up  
twenty-five cents."—N. Y. World.Suitable.—"I want to sweep the  
cobwebs from my brain.""Why not use a vacuum cleaner?"  
—Baltimore American.

## News from Abroad.

The "Citta di Messina," sunk by an  
Austrian submarine with her des-  
troyed escort, was a passenger boat  
of 3495 tons, owned by the Italian  
State Railways, and not the cargo-  
boat of that name, which is owned  
by Messrs. Peirce Bros.Tasman Island, which is situated  
40 miles from Hobart and has a  
commanding view of the South Pa-  
cific Ocean, has now been equipped  
with a wireless station. Though  
small, and intended primarily for  
communicating with Hobart, the in-  
stallation is a fairly powerful one,  
and its situation on the top of what  
is practically a rock rising from the  
sea to a height of about 900 ft. is  
a very favorable one from the "at-  
mospherics" point of view.Two new submarines of the latest  
type have been ordered from the  
British Admiralty by the Australian  
Government to replace the two boats  
of the E class which met with disas-  
ter at an early stage of the war. The  
"AE1" was lost at sea with all hands  
in September, 1914. The sister ship  
"AE2," went aground at the Dar-  
danelles after performing good work  
with the Allied fleet. The new sub-  
marines, if completed during the  
war, will be placed at the disposal  
of the British Admiralty.Five times last year vessels passed  
through the Lachine Canal (Canada)  
in halves because they were too  
long to go through whole. These  
boats had been sold by their rail-  
way owners for sea service. On  
June 18 the first half of the steam-  
ship "Harvey H. Brown" passed  
through the Lachine Canal, and  
berthed in the Vickers Drydock to  
await its hinder end, so that they  
might once more be put together for  
a further life of usefulness at sea.  
She is of 1874 tons.The maritime war risk market is  
unchanged. A report has come from  
Amsterdam via London that the  
Dutch liners to the East Indies will  
return to the Suez Canal route. This  
decision, however, may be due to  
the restrictions imposed by the sale  
of bunkers at South African ports  
and to the increasing supply at the  
Canal, rather than to a change in the  
war risk status in the Mediterranean.  
Furthermore, London underwriters  
have decided to make the rate on  
cargo by neutrals, bound to a port  
of the belligerents, the same as that  
applying to British and Allied ves-  
sels.On every battle line in Europe,  
save that in the Balkans, every side  
is putting forward the utmost effort,  
and of an estimated total under arms  
of 15,000,000 at least 13,000,000 are  
on the firing line and in reserve for  
immediate call. Except at Thiau-  
mont, near Verdun, and at one or two  
points on the long Russian line from  
Riga to Roumania, all the advances  
of the past week seem to have been  
made by the Allies. These varied  
from about twenty miles in the east  
to a matter of a thousand yards at  
the points most stubbornly resisted  
in the west. Reports from Vienna  
and Berlin are in flat contradiction  
of many statements from London,  
Paris, Rome and Petrograd; but if  
there were no Ally dispatches the  
success of the drives could be meas-  
ured by the points mentioned in  
the Teutonic accounts as those at  
which the fighting took place. Near-  
ly all of them were inside the lines  
previously given as those of the  
Allies.



### With the Wits.

A Tie.—A woman who had some knowledge of baseball took a friend to a championship contest.

"Isn't that fine?" said the first. "We have a man on every base."  
"Why, that's nothing," said the friend; "so have they."—Everybody's.

Verb. Sap.—"What a beautiful dog, Miss Ethel!" exclaimed her bashful admirer. "Is he affectionate?"

"Is he affectionate?" she asked, archly. "Indeed he is. Here, Bruno! Come, good doggie, and show Charlie Smith how to kiss me."—Answers.

Keeping It Dark.—"We have been told that a certain man took offense last week at an item in this (editorial) column, declaring that we meant him. If it is any satisfaction to him to know that his surmise is right we will say that he is the man we meant."—From the Stromsburg (Neb.) News.

Worse Yet.—A German spy caught red-handed was on his way to be shot.

"I think you English are brutes," he growled, "to march me through this rain and slush."

"Well," said the "Tommy" who was escorting him, "what about me? I have to go back in it."—Tit-Bits.

Efficiency.—"Charley, dear," said young Mrs. Torkins, "I'm going to read poetry after this."

"What for?"

"It saves so much time. There are so many open spaces in poetry that the time required to read a page is materially shortened."—Washington Star.

Cause for Wrath.—Jones (to his grocer)—You seem angry, Mr. Brown.

Brown—I am. The inspector of weights and measures has just been in.

Jones—Ha, ha! He caught you giving fifteen ounces to the pound, did he?

Brown—Worse than that. He said I'd been giving seventeen.—Tit-Bits.

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The wise man keeps part of his money in a reliable savings bank. If you are making money now, why not put aside something for a rainy day?

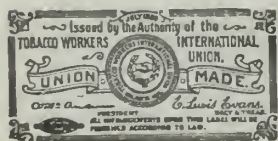
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the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

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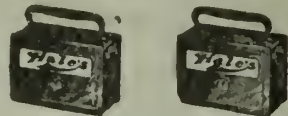
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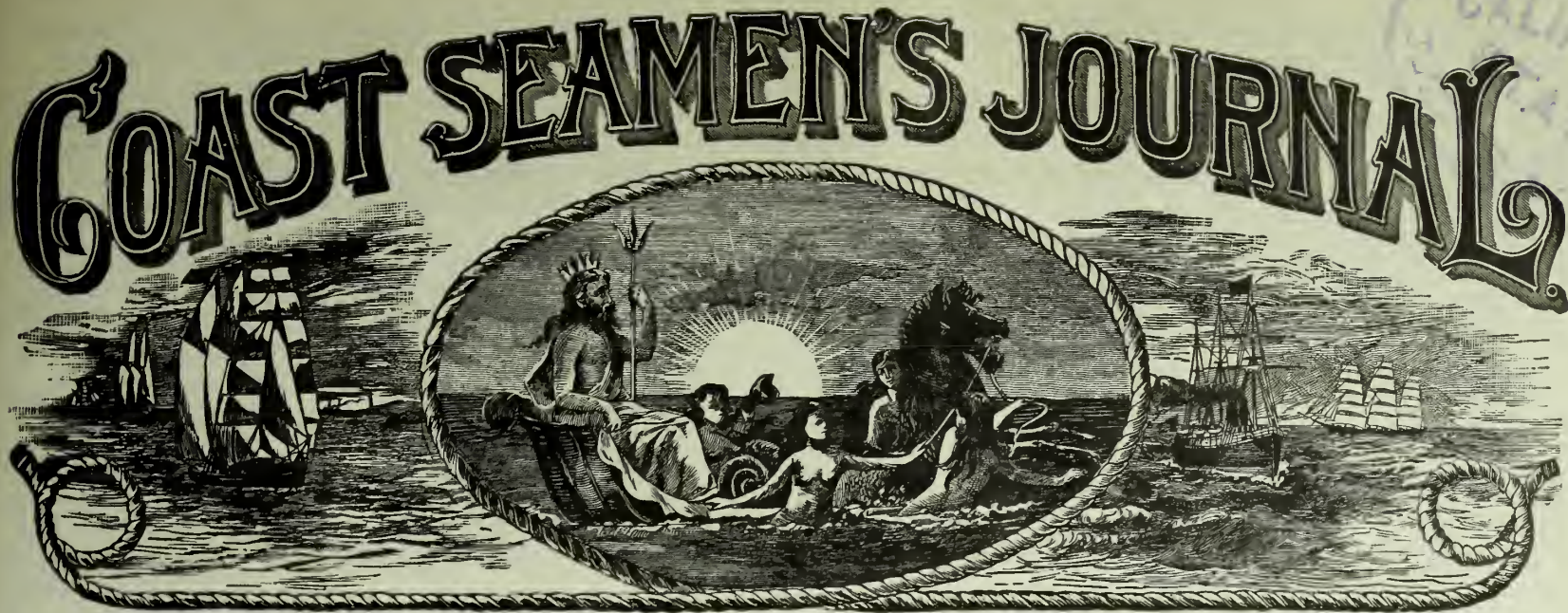
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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXIX, No. 45.

SAN FRANCISCO, WEDNESDAY, JULY 19, 1916.

Whole No. 2391.

## WOULD-BE CORRUPTERS EXPOSED.

### Integrity of Union Official Proved in Famous Trial

The Associated Press and similar news gathering institutions never miss an opportunity to give every possible publicity to court trials and convictions of so-called labor leaders.

Every time a representative of labor is convicted in the courts every capitalistic news-gathering agency considers the case of nationwide importance and acts accordingly.

When the shoe is on the other foot, however, the situation is entirely different. When labor leaders resist the insidious influence of would-be corrupters and remain true to the cause they represent the capitalistic news gatherers are not interested in the least. That sort of story has no news value, they say.

#### A So-Different Story.

Realizing this deplorable state of affairs the Committee on Industrial Relations gathered the facts about one of the many unsuccessful attempts to bribe and corrupt representatives of labor; and tells the story in full, as follows:

How the efforts of a twenty million dollar corporation to crush out union organization among the coal miners was frustrated in the end by the honesty of the man whom it attempted to bribe was brought out in the recent trial of a lawsuit brought by Alexander Howat against the president of the corporation and other officers of it, and the creature whom they used for corruption. Alexander Howat, now triumphantly vindicated, was the district president, and is still the district president, of District 14 of the United Mine Workers of America. The trial in which he proved his own innocence and proved the integrity of union organization in the southwest, will be famous in the history of American courts. It will be famous in the history of industrial organization and development in this country.

The verdict of the jury awarding Mr. Howat \$7000 damages against his chief slanderer is but a small part of the significance of that legal vindication. The facts developed of record in the trial showed such a stew of attempted bribery and of actual corruption of their own creatures by the dominating coal owners of the district that Frank P. Walsh, who conducted the trial for Howat, declared in a speech in Pittsburg, Kansas.

#### Private Interests Own Coal Deposits.

"It is absolutely wrong that the coal deposits of this country should be in the hands of private owners whose desire for profits induces them not only to beat down wages of the workers to starvation limits, but induces them to resort to brutal intimidation, to the corruption of government and governmental officials, and to the meanest thievery, bribery and graft to add to their profits. This is a matter of the most serious consequences to this generation and future generations, that the natural wealth of the country, the fuel of the country, on which all industry depends, should be controlled not for the public welfare, but for all that is antagonistic to the public welfare."

Mr. Walsh took charge of the case at the urgent request of the United Mine Workers of America and of John P. White, its president. As much of his work as chairman of the United States Commission on Industrial Relations had had to do with investigation of the mining industry, and as his investigations had led him to champion the cause of the mine workers along with other workers in industry, Mr. Walsh refused to accept any compensation for his services. Associated with him in the case were Jacob I. Sheppard, personal attorney for Mr. Howat, and Redmond S. Brennan, who was employed by the United Mine Workers at the instance of Mr. Walsh.

For nearly four years Alexander Howat had suffered under the stigma cast by this powerful corporation and its tools. This corporation, the Central Coal and Coke Company, is capitalized for \$7,000,000; the total value of its property exceeds \$21,000,000. With Charles S. Keith as its president it is the dominating member of the Southwest Coal Operators' Association, including all the big companies in the States of Missouri, Kansas, Oklahoma, Arkansas, and part of Texas; and all with a total capitalized wealth of about 40 million dollars. The Gould and other great national financial interests are connected with that Southwest Association through the ownership of the Western Coal and Mining Company, as its president testified in the trial of the Howat case, by the Missouri Pacific Railway Company. The Central Coal and Coke Company dominated this territory. Its president, Charles S. Keith, a very wealthy man, has been president of the Commercial Club of Kansas City, has been and is a big banker of this section, and is high in financial circles.

#### As Told by the Slanderer.

The statement was made by Charles S. Keith that he had paid \$20,000 to Joseph H. Hazen to be given to Alexander Howat and others to call off the strike in the southwestern district and to negotiate a contract with the operators having a permanent arbitration clause in it. Keith testified that the Operators' Association had conceived the idea of destroying the union in the southwestern territory. For the sole purpose of disorganizing the United Mine Workers in Howat's district, Keith testified that he employed a man named Harry B. Holmes, head of the Harry B. Holmes Detective Agency; that he had never met Holmes but once before, and that he employed him because he came recommended as a man who disorganized unions for the United States Steel Corporation. This great coal owner, Charles S. Keith, said on oath that his deliberate purpose and acts in the attempt to bribe Howat were done with the knowledge and voted consent of the executive committee of the operators' association. The committee consisted of Keith, W. J. Jenkins, Ira M. Fleming, Charles Elliott and John Mayer.

Keith testified that by a formal vote these men, high in the commercial and industrial world of the southwest, had authorized him to execute a note for \$9000 to the Fidelity Trust Company and on that note to procure

a sum of money to give to Hazen to bribe again the two men, Alexander Howat and Frederick W. Holt, who was secretary-treasurer of District 21, that being the Arkansas-Oklahoma district. Right here let it be said that Howat's lawsuit vindicated Holt as well. Holt's own suit for vindication will be tried later.

The facts as they developed in the trial were that Keith had paid this money to Hazen, or a large part of it; that he had thought or intended that it should corrupt Howat and destroy the unions; that he and those conspiring with him had paid Hazen at least \$7750 to give the testimony that would have stamped Howat as a dishonest man and a traitor to his fellows.

#### What Developed at the Trial.

The facts also developed at the trial that Howat was an absolutely square man to himself, to the aged mother who trusted him, and to the thousands of miners and their families who also trusted him. That these miners believed in him even before the trial and the judge and the jury had proved his innocence was shown by the fact that they re-elected him by an increased majority to the presidency of his district after all the false charges of bribery had been made.

Howat went before a jury of his peers to satisfy President John P. White of the national organization and all the other officers and members of that organization that he was worthy of their confidence and worthy to continue in their councils.

The cold recital of false charges made against Howat and their complete disproval in the courtroom, where statements had to be made under oath and could be controverted by records, by bank checks, and by vouchers, can give only the faintest idea of the real life and blood drama whose culmination was in the four weeks of the court trial. The person Hazen, used by the powerful Mr. Keith and others to destroy the union by secret corruption, never showed his face in the courtroom. He was in communication during the trial, however, with Keith and Keith's attorneys, and it was proved that the money he said he gave to Howat he put in his own bank, on his own bank account, subject to his own checks. It was proved that this money he drew out in the ordinary course of a checking account and that Howat never saw one cent of it.

#### The Plain Facts in the Case.

It was further and conclusively proved that instead of working for the arbitration clause (for which he was supposed to have sold himself) Alexander Howat continued his vigorous and successful opposition to the arbitration clause. It was proved by all the evidence that Howat fought with the same vigor for the rights of the miners against Hazen as he had in all other instances, and that he won every contest. He was a vigorous champion of the miners in all their grievances against the operators during all the years covered by the charges and by the subsequent events.

Such a labyrinth of false entries and of secret corruption was rarely if ever before proved so thoroughly in a court trial. Such an end-



less chain of acts of attempted fraud against the unions by the coal owners leading into other acts of attempted fraud against the unions by the coal owners was rarely if ever before exposed to full view in a criminal or civil court. The case was one that tested the quality not only of the jury but of the judge who presided at the trial and made it possible to bring out the truth and to have the truth triumph. Alexander Howat and the cause of union labor for which he stood in that trial were fortunate that an intelligent and incorruptible judge, a judge of broad human sympathies, Thomas J. Seehorn of the Jackson County Circuit Court, presided and held the scales of justice even.

Perjury in the trial was added to slander before the trial. Nothing which has brought reproach to the greedy type of big business and to the misuse of power both in the name of business and in the name of law, was lacking from that gigantic conspiracy to ruin Howat, and, through Howat, to crush out labor unionism in that section. It was as if the great interests antagonistic to union labor had set the stage for one sweeping decisive victory against labor. But if they chose their battle-ground they chose it mistakenly. They lost. The victory was won for union labor.

In the results of that fight union labor and the miners' organizations emerge, as Alexander Howat emerges, stronger in public opinion, stronger in law, and stronger in themselves than they have ever been before.

#### 14- VERSUS 16-INCH GUNS.

Following the recommendation of the General Board, the Navy Department has decided to adopt 16-inch in place of 14-inch guns for the main batteries of the battleships provided for in the new appropriation bill. Before the European war opinion was divided over the advisability of adopting the 16-inch gun. Because the smaller caliber gun has the flatter trajectory for the same range many naval officers believed that more accurate shooting could be done with 14-inch guns. The war in Europe brought about a decided change in the opinions of ordnance experts throughout the world, for the British 15-inch guns accomplished wonders. At the Dardanelles, the British battleship "Queen Elizabeth" threw her 15-inch projectiles into earthworks twenty miles distant and with great accuracy. The General's Board's first recommendation for the new United States battleships was to make them of approximately 36,000 tons displacement, larger, therefore, than the new battleships "Tennessee" and "California," and to arm each ship with ten 16-inch guns. The board's recommendation is now for eight 16-inch guns. It may also be stated on authority that the projectiles will weigh considerably more than a ton each, and that they will have an effective range of about 50,000 yards.

#### SPEAK UP, DEMOCRACY!

Everybody who has ever read history knows that this war will end precisely as all other modern wars have ended; that the people who made the war will sit round a table and make peace. Clearly, then, what is wanted is free expression of public opinion. The Allies, we are told, are fighting for democracy; then the democracy must show its gratitude by making itself heard. We must rid ourselves of this ugly and preposterous idea that those who want war are more patriotic than those who want peace. Whoever wants what is for the good of the country is a patriot. The question is simply—What IS for the good of the country? The only democratic way of arriving at an answer is to air all opinions and test them by discussion. "Try all things; hold fast that which is good," said the Apostle.—London Herald.

#### "ON WITH THE DANCE."

(By Walter Thomas Mills.)

The moving pictures, the magazine writers, the poisoned news, the jingo oratory and the preparedness parade are nothing other than the modern form of the old war dance. Bon-fires, tom-toms, war-paint in the shape of brass buttons, banners, uniforms, and street parades; the music and deliberately artificial military fervor, are all of them modern manifestations of the old war dance, necessary to induce social insanity as the necessary precedent to undertaking social murder on a large scale.

Reasonable people know that the world powers will stay in this war until their strength fails, or their resources are exhausted.

Reasonable people know that no amount of preparedness which could have been undertaken by the United States could have so increased her comparative strength, as related to other nations, as has already been accomplished by this most destructive of all wars.

Reasonable people know that when this war is over there will be more occasion for the role of the trained nurse and the builder; for the services of the Good Samaritan; for international helpfulness, than there will be danger of international war.

But the "Big Injuns" have other plans. It has been determined to use the unbroken strength and the untouched resources of America to make her an industrial and commercial despot and robber among the nations of the earth. There can be no other explanation of the great activity of the industrial robbers of America in behalf of "preparedness" than that it has been deliberately determined by them to rob all the world in the same way as they have robbed the people of this country in the past.

To frankly state this purpose would make impossible this program. To appeal to reason, to give consideration to the humane and kindly instincts of the race, would be absurd in the face of such a purpose. If the purpose in hand is the vilest, if the program they have adopted is one involving greater disaster than any other program which could be adopted, they have adopted exactly the tactics which they would need to adopt in order to accomplish an end so infamous.

Get the tribesmen crazy; put into the background the holiest faculties of our human nature; arouse the blood lust of the beast that survives within us; make the young warriors crazy with the frenzy of the war dance;—then let traitors carry the flag and the dogs of war be loosened, and worldwide calamity must follow.

That is the character of the effort now being made by some ministers of religion, some editors, some Chambers of Commerce, but NOT by the organizations of labor, not by the builders of the better day. The enemies of man are struggling everywhere to provide the greatest war dance ever given, as preparatory to greater misfortunes than have ever before befallen this land of ours!

Under such circumstances only demons could cry: "On with the Dance!"

For fair products of all kinds consult the JOURNAL's ad columns.

#### THE UNCEASING CONFLICT.

In the period 400 B. C., according to history, the greater portion of the work of the known world was done by slaves, who were considered by their over-lords to be not humans, but mere beasts. But the slaves rebelled against the contempt and cruelty of their owners, and wars resulted.

Centuries elapsed before it was definitely decided that the slave was a human being, and not a mere feelingless automaton, to move at the command or caprice of his master. Arguing on that basis, some reformers are of opinion that further centuries will elapse before the workers of the world establish their economic freedom.

Until four centuries ago, roughly speaking, the world was practically divided between the masters and slaves, and even now the difference is not marked. The trouble is that only the thoughtful wage-slaves realize this fact. Economically, the workers of to-day are still far from Socialism and the just and happy times it represents.

The great strikes of slaves, of which there are accounts dating back almost as far as the story of man, have demonstrated that, once the endurance point has been passed, there has been a revolution. Slavedom, serfdom, and wagedom are eras, and just as surely as one gave way to the other, so surely will wagedom, in its turn, give birth to a successor. Workers have been at war with their masters from the beginning of life, and no one dare say that the line of demarcation is narrowing. On the contrary, the fight is becoming more bitter. It only requires that realization should strike the wage-slaves that they outnumber their taskmasters by one hundred to one, to see the entire system changed. Education and organization will bring it about, and maybe sooner than is generally thought.

#### SHIPBREAKERS BUY "BRITANNIA."

The British Cadet training ship "Britannia" has been sold to North of England shipbreakers. This ship is perhaps one of the finest examples of the three-decker battleship, and was laid down in 1849. She remained on the stocks, however, until after the Crimean war, and before being launched it was decided to effect certain alterations, including lengthening, which made it necessary to cut the vessel in two amidships. Engines and boilers were afterward put into her and she finally appeared as a screw steamship of the line in 1860. Nine years later these engines and boilers were removed and the vessel taken to Dartmouth to replace the training ship of the same name which had been there for many years previously. As the cadet training ship of the Royal Navy she remained in commission at Dartmouth until 1905 when the new college was built. It was on board the "Britannia" that every executive officer in the British Navy commenced his career, including King George V and his brother the late Duke of Clarence, who joined the vessel as cadets in 1877.

If it were not for the institution of conscription among the Continental peoples to-day, there would at the present moment be no war.—Edward Carpenter.



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## "Scientific Management" Exposed.

The case for scientific management has one great advantage. Those who devised the systems selected their nomenclature. They have been mindful of the principle laid down by Ivy Lee—the Machiavelli of publicity—they have been very careful of the terms that were lodged in the public mind. They have named devices "scientific management" and "efficiency systems" and then assumed because the systems bore such names, they necessarily resulted in greater production and better methods. Those who knew the devices as names only hastily concluded that opposition to them was opposition to progress, greater efficiency and production; so-called preparedness and bogus patriotism.

We must insist that those who propose revolutionary changes shall prove their case. But these proponents of "scientific" methods applied to labor power have dogmatically asserted that their regulations are scientific, that stop-watch studies are scientific, that the bonus system provides a scientific basis for wage payments, that such "efficiency" promotes industrial and commercial development. To hide their hypocrisy and rapacity scientific management experts have coined a vocabulary bristling with suggestive noble thoughts and purposes.

The proponents of scientific management have rallied for desperate defense of their cause. Congress has been bombarded with pronouncements, appeals, denunciations from employers, boards of trade, chambers of commerce, and those professionally interested in scientific management. An investigation was made of scientific management for the Federal Commission on Industrial Relations. This investigation was conducted by Prof. Robert F. Hoxie of the University of Chicago, with the advice and assistance of Mr. John P. Frey, editor of the Molders' Journal, and Mr. Robert G. Valentine, representing the employers' interests. The report, which was signed by all of these investigators, points out the following defects that were observed:

(a) Failure to carry into effect with any degree of thoroughness the general elements involved in the system.

(b) Failure to adopt the full system of "functional foremanship."

(c) Lack of uniformity in the method of selecting and hiring help.

(d) Failure to substantiate claims of scientific management with reference to the adaptation, instruction and training of workers.

(e) Lack of scientific accuracy, uniformity and justice in time study and task-setting.

(f) Failure to substantiate the claim of having established a scientific and equitable method of determining wage-rates.

(g) Failure to protect the workers from over-exertion and exhaustion.

(h) Failure to substantiate the claim that scientific management offers exceptional opportunities for advancement and promotion on a basis of individual merit.

(i) With reference to the alleged meth-

ods and severity of discipline under scientific management the "acrimonious criticism" from trade unions does not seem to be warranted.

(j) Failure to substantiate the claim that workers are discharged only on just grounds and have an effective appeal to the highest managerial authority.

(k) Lack of democracy under scientific management.—President Gompers, in American Federationist.

## How Railroads Could Save.

The four railroad brotherhoods have been denied an eight-hour day in the freight train service by railroad managers, who piously announce that it would cost the public too much. Employees deny this claim and show that the railroads have overlooked the public when they squandered vast sums on salaries for pet officials, on illegal freight rebates to favored shippers and on private cars for presidents and managers and their wives and families.

The railroad employees quote from records to show how moneys have been lost to the public by these practices of managers, who now pretend a high regard for the public when employees demand better conditions.

The latest expose by the employees refers to the Louisville and Nashville Railroad which issued in one year 11,805 free passes, involving 4,577,928 miles of travel to legislators, attorneys, newspaper men and other persons not connected with the railroad company. These free passes had a money valuation of over \$130,000.

The Nashville, Chattanooga and St. Louis Railroad, during the same period, issued 22,225 free passes, valued at \$209,520 and involved 7,133,944 miles of travel.

These figures are taken from the records of the Interstate Commerce Commission, which says:

"There is scarcely a walk in life which is not represented in this procession of recipients of passes, from the Federal bench to the local politician and the sheriff who summons the jury. The threads represented by these passes tie thousands of citizens to the carriers through improper relations."

The railroad employees cite these two cases as indicative of practices on other railroads, whose managers are now united in "protecting the public interest." The Interstate Commerce Commission, however, is not swayed by this pretense, for it makes this comment on the free pass evil:

"The lack of morality reflected by the facts here compiled is a menace to the institutions of a free people."

## Low Wages a Barrier to Health.

At the annual meeting of the American Medical Association Surgeon General Blue, United States Public Health Service, said that the lower paid workmen were not receiving sufficient wage to permit the necessarily higher plane of living and surroundings demanded for perfect health and hygienic conditions. He declared that the

(Continued on Page 10.)

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

### AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

### GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekland Bldgs., 22 Canning Place, Liverpool.

### BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

### GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

### FRANCE.

Federation National des Syndicats des Inscriptions, Maritimes de France, 33 Rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

### NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

### SWEDEN.

Svenska-Sjomens-och Eldareförbundet, Stockholm, Tunnelgaten 1 B., Sweden.

### DENMARK.

Somandenes Forbund, Toldbodgade 15, København.

Sofryboderes Forbund, St. Annaplads 22, København.

Dansk So-Restaurations Forening, Nyhavn 17, København.

### HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

### ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

### AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

### SPAIN.

Sociedad Sindical de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

### URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

### ARGENTINA.

Federacion Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

### BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

### SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



## World's Workers.

Returns relating to unemployment in March were received by the Dutch Government Statistical Office from trade unions and municipal unemployment funds with a total membership of 123,478. The percentage of members out of work during the month was 6.5, as compared with 8.5 in the previous month, and 20.5 in March, 1915.

The Calais Street Railway, operating both in Calais, Me., and in the towns of St. Stephen and Milltown, New Brunswick, has granted an increase of wages to its employees amounting to about 33 per cent. The trainmen will now receive \$2 per day. As fully one-half of the men live on the Canadian side, this increase will help the merchants in St. Stephen.

The Queensland Industrial Gazette for April 10, 1916, reports as follows: "During the past eight weeks unemployment, as indicated by the Labor Exchanges, has shown a falling tendency. With the present demand for construction workers and the absorption of a large number of men in the agricultural districts owing to the recent rains, without taking into account the number taken by the Northern meat companies, the labor market should, at the end of the present month (April) be in a more normal condition than for many months past."

A second Canadian woodsmen's battalion has been recruited and will join the first battalion in lumbering in the government forest lands in England and Scotland. The scarcity of ocean tonnage has made it necessary to utilize crown forests to furnish supplies of timber to the army and navy. The battalion numbers 1500 and is enlisted from the lumbering gangs in various parts of the dominion. The men take with them complete equipment for lumbering, even to portable saw mills which are established in the crown forest lands.

Enemy aliens have no standing before the courts in Canada. The Britannia Mines use a large amount of alien labor. Sometimes the alien labor meets with accidents. Then the fact that "enemy" aliens have no standing before the courts comes in very handy for the Britannia Mines management. To illustrate: Many Serbians work for the Britannia Mines. Serbians are distinctly not "enemy" aliens. If a Serbian worker is killed or injured, however, he finds that he appears on the books of the Britannia Mines Company as an Austrian, a hated "enemy." Consequently, he can't collect damages, nor can his widow, if he should be killed.

The Norwegian official journal Sociale Meddelelser (No. 1 of 1916) gives certain figures showing the increased cost of maintaining a household in the case of four better-to-do families, whose incomes were respectively £100, £139, £178 and £228 per annum. The expenditure of these families in January, 1916, upon food, fuel and lighting, clothing, rent, taxes, etc., was on the average 30.5 per cent. greater than it would have been at the prices prevailing in the first half of 1914. Taking food alone, the increase in cost was found to be 41.8 per cent.; in fuel and lighting, 66.3 per cent.; in clothing, 39 per cent.; in rent, 8.8 per cent.; in taxes, nil; and in other items, 30.5 per cent.

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### REMOVAL ANNOUNCEMENT.

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San Francisco.

Bergman, John      Johnsen, Aug.  
Blom, Ernest      Konig, D.  
Christiansen, Anton      Nielsen, Harold  
Christiansen, A.      Olander, Ed  
Doris, Geo.      Thomson, John  
Eckart, T. G.

## San Pedro Letter List.

Alexander, P.  
Anderson, Louls  
Andersen, John  
Andersson, Oskar  
Bentsen, Hans B.  
Bushman, John  
Berglund, Emil  
Blucker, John  
Carlson, Gus  
Carlmark, B. G.  
Carlson, Harry  
Carlson, Gustaf  
Ellwes, Fred  
Eklund, G. E.  
Fjellman, Jonas  
Fuglutsen, Thor  
Fjellman, Karl  
Forsman, G.  
Ginar, Walter  
Grigoleit, E.  
Galleburg, Martin  
Heesche, Henry  
Holmstrom, Fritz  
Haupt, Fritz  
Hansen, Charley  
Hansen, Ole  
Howery, Lon  
Hoverson, Carl  
Hogstrom, Axel  
Janson, Oscar  
Johansson, J. A. -1659  
Johanson, Victor  
Jacobsen, Louis  
Jansson, Fredrik  
Karnup, Edward  
Kashlund, Franz  
Kallio, Anton  
Lassen, Johan -1542  
Lutton, Theo.  
Lauritzen, Ole  
Larson, Max  
Lybeck, Thos.  
Lindberg, G. W.  
Lindberg, Ernst  
Leldeker, Ellth  
Lalan, Joe  
Lidsten, Chas.  
Lane, Frank  
Lundin, C. -1054  
Lill, Karl  
McNeal, John  
Monterro, John  
Monts, Reinolt  
Makela, N.  
Malm, Gustaf

Martinson, E.  
Marlner, Robert  
Nelson, Dick  
Nilsen, Oskar  
Nilsen, Edward  
Nilsen, Oskar J.  
Olsen, Nick  
Orling, Gust  
Olson, Andy  
Olson, Olof S.  
Ophaug, W.  
Owen, Fred  
Oquist, Gust  
Olson, Frank  
Olausen, Kristian  
Peterson, Nicolai  
-1234  
Pintz, Johan  
Peterson, N.  
Peterson, Hugo  
Pettersen, C. V.  
Pakki, Emil  
Pederson, Ole  
Phipk, K.  
Palmquist, A.  
Peterson, Aage  
Raun, Elmar  
Rosenblad, Axel  
Rudd, Walter  
Schuldt, Theodor  
Samuelsson, Frank  
Smith, Johan  
Soderlund, Anton  
Schmidt, Louritz P.  
Strom, C. L.  
Swanson, J. N.  
Stromsberg, I.  
Schelby, Aksel  
Stalt, Aksei  
Sandblom, Konrad  
Schallies, Charlie  
Svenson, Nicolaus  
Thorsen, Carl  
Tonnesen, Peter  
Tho, John  
Thull, Richard  
Ullappa, Kosti  
White, Robert  
Warkkala, John  
Wichman, Karl  
Wartila, Anton

Newspapers and  
Packages.  
Schmidt, Lauritz P.

## Honolulu, H. T.

Anderson, John E.  
Burk, Harry -1284  
Crantly, C. W.  
Eugenio, John  
Ekelund, Rickhard  
Ivertsen, Sigvald B.  
Lengwonus, W. L.  
Möller, F.

Nelsen, C. F.  
Petersen, Carl  
Peters, Walter  
Reither, Fritz  
Solberg, B. P.  
Strand, Conrad  
Thompson, Emil N.

## INFORMATION WANTED.

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio. 3-24-15

Anders C. Anderson, a native of Norway, who left his personal effects at Port San Luis, Cal., after leaving a ship at that place, is inquired for. Anyone knowing his whereabouts please notify D. R. Jacks, Deputy Collector of Customs, Port San Luis, Cal. 12-22-15

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Anyone knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St. 8-11-15

Olai Ingebrigtsen (Brock), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American bark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469—49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Steuart street, San Francisco, Cal. 8-4-15

Anyone knowing the whereabouts of Peter Murphy, better known as Boatswain McGann, will kindly notify Patrick Kieran, 58 Commercial St., San Francisco, Cal. 4-19-16

Veneelus Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolamo Durbich, Zurich, Switzerland. 7-28-15

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## INFORMATION WANTED.

John Edstrom, alias Brynjulf Edstrom, born in Norway in 1879, was last heard from at Mobile, Ala., where his address was Norwegian Chapell, is inquired for. Anyone knowing his whereabouts please notify his mother. Address, 22 Pilestradet, Kristiania, Norway.—12-22-15

George Alexander Sharman, a native of Brooklyn, N. Y. About 28 years of age, height 5 feet 9 inches,

supposed to have sailed on the Great Lakes in 1907, is inquired for by M. L. Kinvan, 1211 Mosher street, Baltimore, Md. 7-14-15

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15



# Pacific Coast Marine.

The Pacific Alaska Navigation Company announces that the freighter "Aroline," recently purchased, would be renamed the "Admiral Goodrich."

Captain W. H. Logan is fitting out an expedition at Victoria, B. C., to proceed to Ocos, Guatemala, and attempt floating the old Kosmos liner "Sesostri," ashore for the last ten years. The expedition will proceed in the steamer "Pilot."

The Alaska Steamship Company has announced that it has completed plans for the establishment of a line of passenger and freight steamers between Puget Sound and Philadelphia via the Panama Canal. The steamer "Alaska," the latest addition to the company's fleet, will leave Puget Sound for Philadelphia via San Francisco, San Pedro, Jamaica and Cuba November 15. An important aim is to stimulate commerce with the West Indies.

Articles of incorporation have been filed in Nevada for the Los Angeles, Mexico and Pacific Steamship Company, with an authorized capital of \$200,000. The incorporators are: P. H. Toland and G. D. Hall, of San Pedro, and Leon French of Los Angeles. The latter is an attorney. The company has plans to build a 250-foot motorship equipped with two 500 horsepower Diesel engines. Meanwhile efforts are being made to charter a vessel.

Foreign steam and sail tonnage for the first half of this year entering San Francisco totaled 707,493 and 99,624 tons, respectively, as against a steam tonnage of 631,287 and a sail tonnage of 84,238 entering port during the first six months of last year. The foreign steam and sail tonnage for the two years of vessels clearing from port follows: First half, 1916—759,692 tons steam and 99,624 tons sail. First half, 1915—676,633 tons steam and 75,679 tons sail.

The Charles Nelson Company of San Francisco, has purchased a controlling interest in the Puget Sound Mills and Timber Company. The Puget Sound Mills and Timber Company operates a big mill at Port Angeles, and owns many thousands of acres of timber land on the Olympic peninsula, representing an investment of more than \$2,000,000. The Charles Nelson Company has been heavily interested in the timber company and its vessels have been carrying the output of the mills to coast and foreign ports.

The hulk of the German iron steamship "Mariechen," which has been one of the sights on the shore of Smith Cove during the past eight years, is being broken up by wreckers for her iron. Bound from Puget Sound ten years ago with a cargo for the Orient, the "Mariechen" was wrecked off the north coast of Vancouver Island. She was patched up, pulled off, towed to Seattle and the machinery and teakwood fittings removed. The hull was left on the beach until the rise in the price of old metal made its sale profitable.

Lumber shipments from the Columbia River during the month of June are the smallest for some time. Twenty-one vessels loaded at the mills in the lower river district, and their combined cargoes amounted to 20,020,310 feet of lumber, while one raft containing 8,000,000 feet of logs was towed to San Diego, making a total of 28,020,310 feet of lumber and logs that went from the lower river district. In the same period the upper river mills shipped 2,324,000 feet of lumber, making the total lumber shipments from the entire river 30,344,310 feet.

The recently formed firm of Fair & Moran, steamship brokers, has completed negotiations to acquire control of the Hicks-Hauptman fleet of vessels, comprising the steam schooners "Temple E. Dorr," "J. B. Stetson" and "Nehalem," and the schooner "Forest Home." The "Forest Home" is at present on the Columbia River loading for Australia. She was built at Marshfield, Ore., in 1900, being of 682 tons net. The "Temple E. Dorr," "J. B. Stetson" and "Nehalem" are, respectively, of 453 tons net, 521 tons, and 265 tons.

No more orders for ships are being taken by the Union Iron Works, according to an announcement made by J. J. Tynan, the manager. The company, according to Tynan, is not on the market for the building of any more vessels and is not likely to be for some time. The next big launching scheduled at the works is that of the "Hiram B. Everett," a 10,000-ton tanker, which is being constructed for the Vacuum Oil Company, a Pennsylvania concern. She is being built on the Isherwood longitudinal plan and when she is completed she will be placed on the Panama Canal route to ply between Atlantic and Pacific ports. She will be launched on August 5.

A general investigation into transportation charges to points in Alaska has been ordered by the Interstate Commerce Commission. The investigation will seek to result in the establishment of reasonable charges for all these transportation services, including such rail proportional rates and such joint rail and water rates over the through routes as in the opinion of the commission should be established between the points of origin and the various destinations

involved. The respondents named to the investigation are the Alaska Steamship Company, Pacific Coast Steamship Company, Copper River and Northwestern Railway Company, Northern Navigation Company, Limited, Pacific and Arctic Railway and Navigation Company, British-Yukon Railway Company, British Yukon Navigation Company, Limited, British Columbia-Yukon Railway Company, American-Yukon Navigation Company, Valdez Dock Company, Kenecott Copper Corporation, Northern Commercial Company and Pacific Coast Company.

The United States Coast and Geodetic Survey reports that the location of five shoals in the southern and eastern parts of Sumner Strait, southeast Alaska, has been reported by wire drag party No. 4. A pinnacle rock, with ten feet over it at mean lower low waters and not marked by kelp, was found in the eastern part of Sumner Strait, about one and three-eighths nautical miles southeast of Shingle Island, where the chart shows five fathoms. In the southern end of Sumner Strait a rock covered by 32 feet at mean lower low waters and unmarked by kelp was found about two and one-fourth nautical miles northeast from Point St. Albans and one-third mile north of a rock shown on the chart. A pinnacle with a depth of eighteen feet at mean lower low waters and surrounded by a depth of eleven to thirteen fathoms was found about two and three-eighths nautical miles south of a light on Point St. Albans. The sunken rock two and one-half miles northeastward from Point St. Albans Light was found to bare one and one-half feet at mean lower low waters. It is marked by kelp. A shoal of small extent, with a least depth of fifty-three feet, was found one-fourth mile east of Black Buoy No. 1. It is not marked by kelp. The ten-foot pinnacle, the eighteen-foot pinnacle, and the rock bare at low water constitute serious dangers to navigation.

The number of oceangoing ships making the transit of the Panama Canal in May was 129. Tugs and dredging equipment in the service of the Canal are not included in the totals. Five of the vessels making the transit were in the military service of the United States, and 124 ships were in regular commercial service. Traffic from the Atlantic to the Pacific included 69 vessels (three in the Government military service), with an aggregate net tonnage, according to the rules for the measurement of vessels for the Panama Canal, of 215,473 tons. Their aggregate net tonnage according to the rules for measurement for registry in the United States was 170,401. The three military ships had an aggregate net tonnage of 5189 tons, according to Panama Canal measurement. These included two colliers, carrying a total of 11,025 tons of coal. The aggregate cargo carried through the Canal from Atlantic to Pacific by all ships in May was 248,289 tons. Traffic from the Pacific to the Atlantic included 60 vessels (three in military service of the Government), with an aggregate net tonnage of 179,070, according to Panama Canal measurement. The total net tonnage on the basis of measurement for United States registry was 143,188 tons. The three military ships, carrying no cargo, had aggregate net tonnage of 4292. The total cargo moved through the Canal from Pacific to Atlantic during the month was 251,184 tons.

Molasses residue from the cane-sugar mills of the Hawaiian Islands, of which a large percentage formerly went to waste into the ocean, has become one of the important commodities of export to San Francisco. Two of the steamers of the Matson Navigation Company are fitted with tanks especially arranged for the carrying of molasses in bulk from Kahului, Maui, and Honolulu, Oahu. The former United States Navy gunboat "Bennington," which, after being wrecked by an explosion in San Diego, was repaired and sold at public auction, was purchased by the Matson Navigation Company and converted into a molasses-carrying barge. It carries molasses from Ewa and Waipahu sugar plantation, on the Island of Oahu, to Honolulu, where the product is pumped into vessels loading for San Francisco. Two steel tanks have been built at Hilo, Island of Hawaii, by a California company, for molasses storage. These are to take molasses from the sugar plantations of Olaa, Honoum, Laupahoehoe, Kukaiaio, Kawiki, Pauuilo, and Waieka. It is anticipated that steamers will call at Hilo for molasses for this company every six weeks, using the new Kuhio Bay wharf. Altogether, about 9000 tons of molasses will be shipped to the Crockett refinery before the present sugar-grinding season closes. All of the plantations mentioned have erected large iron storage tanks at their mills. Seven of the plantations will ship their molasses to Kuhio Bay wharf over the line of the Hawaii Consolidated Railroad.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Adv.)

## International Seamen's Union of America

Affiliated with  
AMERICAN FEDERATION OF LABOR  
and

INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary.

570 West Lake St., Chicago, Ill.

AFFILIATED UNIONS.

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NEW ENGLAND COAST FISHERMEN'S UNION.

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Hastings and Main, P. O. Box 1365. Tel. Seymour 8703.

TACOMA, Wash., 2216 North 30th St.

SEATTLE, Wash., 84 Seneca St., P. O. Box 65.

ABERDEEN, Wash., P. O. Box 6.

PORTLAND, Ore., 44 Union Ave., North.

EUREKA, Cal., 227 First St., P. O. Box 64.

SAN PEDRO, Cal., P. O. Box 67.

HONOLULU, H. T., Cor. Queen and Nuuanu Sts.,

P. O. Box 314.

(Continued on Page 11.)



## Coast Seamen's Journal

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I. M. HOLT.....Manager

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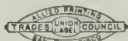
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### NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, JULY 19, 1916.

### SEAMEN AND SUBSIDIES.

The American shipowner, like everybody else, has his troubles, both real and imaginary. But, unlike everybody else, the shipowner has but one cure for all the ills that flesh is heir to. He calls it Subsidy.

The shipowner's reasoning, like Ah Sin's smile, is childlike and bland. He notes the fact that the foreign-going shipping of certain other nations exceeds that of the United States. He notes the further fact that these other nations pay subsidies to certain lines. He concludes, therefore, that the difference between these nations and the United States, in respect to the amount of shipping in the foreign-going trade, is due to the payment of subsidies. The American shipowner is nothing if not logical.

But the American people are an illogical race. They can't, or won't, see the point. In other words, they won't subsidize the shipowner. Apparently they have a cross-grained notion that the shipowner ought to take his chances with the rest of them. They fail utterly to appreciate the element of patriotism involved in "keeping the flag afloat." They can't, or won't, see that the shipowner is first of all a patriot; that his business is a patriotic one, as distinguished from a money-making one, a public as distinguished from a private one. Logically, the shipowner is entitled to payment for his patriotism. But, as already stated, the American people are not logical. They positively refuse to "come across."

It now appears that the public attitude on this question is about to undergo a change. We are informed that by reason of the high freight rates prevailing in these war times the erstwhile opponents of subsidies are showing signs of conversion to the policy of aiding the American merchant marine by raiding the public treasury. That is to say, the people, instead of paying high freights, may be willing to pay the same amount (and peradventure a little more) in the form of subsidies. "Strange all this difference should be 'twixt tweedle-dum and tweedle-dee!"

However, the coast is not yet entirely

clear. Opposition still persists, and in a quarter from which better things might be expected. The seamen are still to be counted among the unregenerate. The situation in this respect is thus set forth by Winthrop L. Marvin of Boston, as quoted by the Pacific Marine Review:

Strange to say, the seamen, or perhaps it would be more accurate to say the organized union seamen of this country, have been recorded in opposition to subsidy—that is, to protection—to American ships against the cheaper wage and sometimes the subsidized ships of foreign governments. \* \* \* The International Seamen's Union is the only free trade labor organization in America—and this extraordinary fact is probably because there are now so very few native or naturalized Americans who are members of it.

The writer quoted is to be congratulated upon his correctness as to the fact of the seamen's opposition to subsidies. But the same can not be said of the reasons given in explanation of the seamen's attitude. The seamen are opposed to subsidies—that is, to protection, if you please—not because they are in favor of free trade, but for the very opposite reason. The subsidy measures thus far proposed have been essentially free-trade measures, at least in their treatment of the labor phase of the subject. In this respect these measures have followed closely the general run of protectionist proposals. The subsidy bills proposed to protect the American shipowner but left the American seamen exposed to the unrestricted competition of the world.

Protection to capital and free trade in labor is the leading characteristic of all protectionist legislation. Accordingly, it may safely be assumed that the labor movement is opposed to such legislation. In this respect the International Seamen's Union, so far from being "the only free-trade labor organization in America," is in strict accord with the labor movement.

Strange as it may seem, the organized seamen are not likely to change their attitude in opposition to subsidies, at least so long as the subsidy proposals remain unchanged in respect to the treatment of labor. A subsidy proposal that should extend the principle of protection to the seamen might conceivably appeal to the latter, if only upon the ground of self-interest. But so long as such proposals are designed to benefit only the shipowner, without any consideration whatever for the men who man the ships, the latter are not at all likely to change their attitude.

No amount of flag-waving, no appeal to "patriotism," can obscure from the seamen the fact that subsidy spells special privilege. If we do not miss our guess, the people at large still feel the same way about it. Respecting the reported change of attitude on the part of the "agricultural Americans," we are "from Missouri."

At the time of going to press the strike of the Bay and River Steamboatmen's Union of California, is on the verge of a compromise settlement. This organization has made a splendid fight for a just and righteous cause. On the firing line since June 1, the membership has been steadfast and determined to a man. All the predictions of certain steamboat owners "that the Portuguese would break away" have been dashed to the winds, the Union being stronger to-day, numerically and otherwise, than at the beginning of the strike.

The labor movement is a thing not of idealism but of instinct.

### THE LONGSHOREMEN'S STRIKE.

Since the beginning of the Pacific Coast longshoremen's strike several distinct chances for a favorable settlement with all Coast employers, except the lumber carriers, have been "passed up" by the District Executive Board in charge of the strike.

By the provisions of the first temporary settlement arranged with the Waterfront Employers' Union the men went back to work under their own terms and conditions with the understanding that these terms and conditions should remain in full force and effect until modifications had been agreed to in joint conference. Then, because of the murder of a union man the strike was renewed, not to enforce union wages, hours or conditions which were then enjoyed, but to force the discharge of the strike-breakers then housed on a barge at San Francisco.

The second peace terms wrung from the employers were not nearly as favorable as the first but did provide for the increase in wages originally demanded, except that overtime pay was reduced from \$1.00 to \$0.82½ per hour. This offer was rejected by the District Executive Board, composed of 13 men. The employers then withdrew this proposition and began to import strike-breakers on the wholesale plan.

About a week thereafter, another conference was arranged through the good offices of Waterfront Workers' Federation. This time the San Francisco employers refused to meet the District Executive Board. They also announced that they could only speak for themselves, i. e., they could only settle for San Francisco and for such work as the respective companies controlled elsewhere, the employers in Northern ports having announced their withdrawal from the San Francisco negotiations. The compromise proposition which emanated from this conference received the endorsement of the local longshoremen's committee and of the District Executive Board, and reads as follows:

The longshoremen of the port of San Francisco to return to work on Monday, July 17th, under the terms and conditions of the Agreements in effect May 31st, 1916.

That a conference, composed of a committee from the Waterfront Workers' Federation, a committee from the Riggers & Stevedores' Union, Local 38-33, a committee from the Waterfront Employers' Union and a committee from the Locals of the ports that are now affected by the strike, shall go in conference on Tuesday, August 1st, 2 p. m. in the city of San Francisco to adjust working conditions and wages. It is agreed between the employers and employees that any adjustment of conditions and wages agreed upon at the above conference shall be effective August 1st, 1916.

Should longshoremen at other ports not resume work under conditions and terms of Agreements in effect on May 31st, 1916, owing to differences between them and the employers, the members of the Waterfront Employers' Union of San Francisco agree to employ union men direct to do such work as they control under the terms and conditions of the Agreements existing at the various ports on May 31st, 1916.

The foregoing was the first proposition to be submitted to a vote of the longshoremen's locals along the Coast. At San Francisco, it was approved on Saturday last, by a two-thirds majority (secret ballot vote), but because of the delay in taking the vote along the Coast the local men did not return to work on Monday.

The JOURNAL has intentionally refrained from commenting upon the inner history of the present longshoremen's strike. However, in view of the many misstatements and unfounded rumors which are making the rounds



it has been deemed to the interest of all concerned to publish at least the few plain facts related herein.

### THE ANGLO-JAPANESE ALLIANCE.

One result of the Anglo-Japanese alliance is noted with apparent approval by the "Japanese American News," as follows:

According to a recent Melbourne dispatch there is a scheme afoot in Australia for the institution of a chair of Oriental languages in the universities, to help in the cementing of the Anglo-Japanese alliance, and incidentally to promote Japanese-Australian commerce.

We wonder if the poor Australian boys who so freely gave their lives in trying to force the Dardanelles had any idea that their sacrifice would promote Japanese-Australian commerce and incidentally help to institute a chair of Oriental languages in Australian universities?

Doubtless such thoughts were furthest from their minds.

But such is the natural sequence of a policy which to all intents and purposes left British interest in the Pacific to the tender mercies of her ally Japan.

The Mikado's diplomats are not exactly advertising it, but to a man up the tree it would seem as if the White Australia policy is doomed to early failure.

A few weeks ago the San Francisco Hearst-De Young newspapers, in boosting the preparedness parade, announced that "Labor was now lined up for the preparedness program and would march shoulder to shoulder with the militia." This particular lie was promptly and effectively repudiated by the local Labor Council, Building Trades Council, Waterfront Workers' Federation, and other organizations who are authorized to speak for Labor. Now the same morning liars announce that "labor leaders" will participate in the parade. Well, sometimes truth is stranger than fiction. But it is a certainty that these leaders will not lead the organized sons of toil. They may lead the poor underpaid and overworked conscripts of the department stores; they may lead a political division of City Hall clerks, or they may even lead the membership of a fashionable club. But, let us be thankful that the living, breathing voice of Labor, the organized labor movement, has already repudiated the labor leaders who have climbed on the rear steps of the band wagon of militarism.

Through the efforts of Senator La Follette the following amendment was inserted in the sundry civil appropriations bill:

Provided, That courts of the United States shall be open to seamen, without furnishing bonds or prepayment of or making deposit to secure fee or costs, for the purpose of entering and prosecuting suit or suits in their own name and for their own benefit of wages or salvage and to enforce laws made for their health and safety.

This means that seamen cannot in the future be deprived of their rights and privileges under the Seamen's Act simply because they are unable to make advance payment of the required fees. Thus many a poor friendless seaman will be able to obtain the "justice" which has been all too long denied.

The most valuable lessons that trade unionism can learn are the lessons of patience and mobility—the lesson of how to wait for victory and the lesson of how to change a position in a fight.

### AN INTERESTING INTERVIEW.

Lincoln Steffens Talks to Representative of Mexican Workers and Hears Truth About Mexico.

As already noted in these columns five official representatives of the Mexican labor movement met recently with the executive council of the American Federation of Labor in complete harmony and friendship.

While the Mexican labor representatives were in Washington an interview was arranged in the office of the Committee on Industrial Relations by Lincoln Steffens, who led the questioning with a view to bringing out the attitude of the Mexican people.

"We represent 60 Mexican labor unions with a membership of 100,000," said Carlos Lovera, of Yucatan, and chief spokesman for the Mexicans. "We realize that it is quite possible we shall have to go to war when we have no quarrel, and we are here to do what we can to prevent it. It may be that we shall fail, just as labor failed in Europe."

"Since we arrived here we have learned that the American people do not want war, and especially the working people. To a certain extent we can carry that news to the Mexicans and give them that impression, that the American people have no quarrel with us and do not want war. We believe the trouble is made by the special interests, and not by the people."

"Mr. Carranza does not want war, nor do the men around him."

"As far as we know, we don't think there is anyone in Mexico that wants war."

"Labor and the government of Mexico are working together. The government recognizes us, and the labor movement agrees to help the Constitutional revolution. We had regiments in the field, under our own officers. They were called the 'red battalions.'"

"When we have a big strike now, the military does not help the employers. They do not interfere, they do not help us, but they leave us free to use the strike weapon. The government of Yucatan is helping all they can. We have the 8-hour day and the English week of 44 hours. We quit work at 11 o'clock on Saturday morning and are paid for the full day."

"On the day we left Mexico, we had the first actual distribution of land in Yucatan."

The Mexican delegates were told that Americans say Mexicans are treacherous. They said that the Mexicans believed the same thing about Americans. Asked why, Lovera said:

"In the first place, the war in 1848. The United States took California and Arizona, New Mexico and Texas, nearly half our country. General Grant and many other Americans have condemned that war. After that, the United States government and press tried to support the Diaz government, which was bad for the Mexican people. Then there was the part we believe Ambassador Henry Lane Wilson took in overthrowing Madero. He was a friend of Huerta and used his influence to put Huerta in power."

"Now we see a punitive expedition taking heavy artillery into Mexico to capture a bandit. They have set their military base 150 miles south of the border. Besides, they are talking of building military railroads. Do you use heavy artillery to chase bandits?"

"Even Mr. Carranza would not be able to control the people and prevent war if the troops stay in Mexico. Mr. Carranza feels no different about it from all the people of Mexico."

The Mexicans were asked about American ownership of mines and railroads.

"Until the revolution," said Lovera, "employees on the railroads with \$100 a month were all Americans. For thirty or forty years the Mexicans did all the track work and all the hard labor, under the command of Americans. No matter how bright or capable a Mexican might be, he could not be promoted. The American employees were paid in gold. The Mexicans got silver, they got about one-half or one-fourth of what the Americans used to get. It was the same in the mines."

After answering many questions from the newspaper men, the Mexican delegation through Mr. Lovera questioned the correspondents.

"Why is it," he asked, "that there is such a difference between the feeling of the American people and the way the American press expresses itself? We all see that the American people do not want war, yet the press talks as if the people wanted war. Pictures of Villa and Carranza shaking hands and saying: 'Now we'll clean up the gringos.' Is that the way to keep peace? We know that Villa is dead or has left the country. Carranza would not accept his services. The Carranza army shoots every Villa bandit they can catch."

"When Carranza ordered the release of the prisoners, the papers said: 'Carranza backs down.' They should have told the truth, that Carranza realized it would not be justice to keep prisoners when war had not been declared."

"Will you adjust your conduct to the feeling of the American people? We know that the American press is more powerful than that of any other country. We know the great power of the press. You might say that you lead

(Continued on Page 10.)

## OFFICIAL.

### SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., July 17, 1916.

Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping medium. Full Shipwreck benefit was awarded to two members of the crew of the steam-schooner "Northland."

The following corrections should be noted in the list of officers, published in last week's issue: Portland Agent, Jack Rosen; Eureka Agent, Otto Dittmar. Geo. Stedman was elected a delegate to the San Francisco Labor Council.

JOHN H. TENNISON, Secretary pro tem.  
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., July 10, 1916.

No meeting. Shipping and prospects good.

REGINALD TOWNSEND, Agent.

Room 11, De Cosmos Block, 1424 Government St.

Vancouver, B. C., July 10, 1916.

Shipping good; prospects good.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, July 10, 1916.

No meeting. Shipping dull; prospects uncertain.

H. L. PETTERSON, Agent.

2216 North 30th St. Tel. Main 808.

Seattle Agency, July 10, 1916.

Shipping fair.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, July 10, 1916.

Shipping poor; prospects good.

E. J. D. LORENTZEN, Agent pro tem.

P. O. Box 6. Tel. Main 557.

Portland Agency, July 10, 1916.

Shipping dull; prospects uncertain.

JACK ROSEN, Agent.

44 Union Ave. North. Tel. East 4912.

Eureka Agency, July 10, 1916.

Shipping dull; prospects uncertain.

OTTO DITTMAR, Agent.

227 First St. P. O. Box 64. Tel. 159.

San Pedro Agency, July 10, 1916.

Shipping good; prospects fair.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, July 3, 1916.

Shipping dull; prospects poor.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

### MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., July 13, 1916.

The regular weekly meeting was called to order at 7 p. m. T. McGlinchy in the chair. Secretary reported shipping fair, men scarce. To appropriate the sum of \$2000 in aid of the Bay and River Steamboatmen's Union now on strike was referred to a referendum vote of the coast.

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, July 6, 1916.

Shipping slow. Longshoremen strike situation unchanged.

LEONARD NORKGAUER, Agent.

Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, July 6, 1916.

No meeting. Shipping very slow.

HARRY POTHOFF, Agent.

P. O. Box No. 54.

Portland Agency, July 10, 1916.

No meeting. Very few men ashore.

THOMAS BAKER, Agent.

89 Second St. N. Phone Broadway 2306.

### DIED.

Charles Peterson, No. 383, a native of Sweden, age 66, died at the City and County Hospital, San Francisco, Cal., July 13, 1916.

The wrecking steamer "Salvor" from the "Bear," called at Eureka during the past week. She landed some of her centrifugal pumps, which will be taken overland to the scene of the "Bear" and placed aboard that vessel. The commander of the "Salvor" has no doubt that he will float the vessel, though it will be some time yet before this is done.



### RACIAL ORIGIN OF JAPANESE.

The racial origin of the Japanese again has become a live issue in Hawaii, the revival being brought about by the recent refusal of Federal Judge Charles F. Clemons to admit Takao Ozawa, a Japanese, to American citizenship.

A recent edition of *The Friend*, the official publication of the Hawaiian Board of Missions and the Hawaiian Evangelical Association, contains a lengthy editorial discussion of the rejection of Ozawa's petition. The editorial follows:

"On January 13, 1915, a petition for admission to citizenship was presented to the United States District Court by Takao Ozawa, a Japanese of high character, employed by one of our largest business houses, who had resided more than 20 years in America, had gained most of his education in our schools, part of it at Stanford University, had applied for his first papers a dozen or more years previous to petitioning for naturalization, had devoted the interim to fitting himself for the duties of American citizenship; had not sent to Japan for a wife, but had married a Japanese lady educated in America, had trained his children to speak English as their native language with such faithfulness that they use their ancestral tongue with difficulty, and had become an honored member of a Christian church. Mr. Ozawa presented his own brief and later filed another.

"The case was argued for the government by the assistant district attorney. Judge Sanford B. Dole withheld his decision, which was pending when his term of office expired last December, and Judge Clemons finally disposed of the case by ruling that under the law Ozawa, as a Japanese, was not eligible to naturalization.

"Both Judge Dole, last year, and Judge Clemons, in rendering his decision, went out of their way to characterize Ozawa as unusually well fitted for American citizenship, both by character and training in Americanism. Judge Clemons, however, felt that there was but one course open to the court. The statute, as applied to all but Negroes, reads that only 'free white people' are eligible to naturalization. The courts have held with practical unanimity that Japanese are Mongolians, and that Mongolians are not 'white.'

"Judge Clemons was of the opinion that the preponderance of ethnological authority amply supported the first of these propositions. Into the merits of the second dictum that Mongolians are not white, Judge Clemons did not go. He dissented from Judge Lowell's famous decision in the case of a Syrian petitioner for naturalization. He pointed out that as the question of the Mongolian origin of Finns and Magyars had never been raised in any case before the courts, the admission of persons of these races did not count as precedents classifying Mongolians as white.

"Nor did he find any precedent in the case of the 50 or more Japanese admitted to American citizenship by our courts where the question of their being not white under the statute was not raised. He concluded by advising recourse to Congress, where alone the remedy lies.

"While we hoped that Judge Clemons might decide this case in favor of Ozawa, especially because of the instructions

given by the government at Washington to the local district attorney to appeal to the higher courts in such a contingency, we were not sanguine that he would do so, and hence were not greatly disappointed at the outcome.

"The classical decision of Judge Lowell, however, had given ground for the hope of a different result, and this ground was buttressed on a number of considerations. The first of these is progress in civilization. We live in a larger day and a larger meaning must be given to words like 'free white persons' embodied in laws passed away back in the eighteenth century.

"Judge Clemons argued that the retention of the word 'white' by Congress in 1906, when the naturalization laws were overhauled, indicated that Congress did not wish to have it include any more than the courts had read into it, yet he was also of the opinion that the word 'free' might well have been dropped. Is it not a fairer inference from the retention of the word 'free' that no particular attention was paid to this traditional wording? It had always been in the statute and was allowed to stand as many archaisms are in statute tinkering.

"The freedom with which Syrians and Jews, who are Semites, Magyars and Finns, who are Filipinos (whom Judge Clemons' decision admits), who are Malays and Hindus, some of whom are Aryans, have been admitted to American citizenship, shows that the courts have all along interpreted the word 'white' not ethnologically, certainly not as a designation of color, but civilizational. Under this interpretation, present-day Japanese are certainly white men.

"Whether the Ozawa case will rest where it now lies, or an attempt will be made to appeal it to the circuit court of appeals, is not yet known. If it appears that the circuit court is likely to consent to entertain an appeal, one will doubtless be taken. Courts have decided this class of cases in such variant ways that a decision from the United States Supreme Court ought to be had. Then Congress could have an authoritative opinion as to the legal meaning of the term 'free white persons' and the way would be open for any new legislation on the subject that is desired. The conduct of such a case would be watched with great interest and the popular discussion provoked might lead to an earlier enactment of some such statesmanlike handling of the question as that proposed by Dr. Sidney L. Gulick."

Doctor Scudder took an active part in the nation-wide movement of two years ago to strengthen the friendly relations between the United States and Japan. He is a student of the language and an authority on the affairs of the big eastern empire.

### PROPERTY RIGHTS.

"Property is not an absolute right of the individual owner, which the State is bound to maintain at his behest. On the contrary, the State on its side is justified in examining the rights which he may claim, and criticizing them; seeing that it is by the force of the State, and at its expense, that all such rights are maintained."—Prof. Hobhouse, "Democracy and Reaction."

### ELECT LABOR CONGRESSMEN!

(From Committee on Industrial Relations.)

A great writer says: "Those who are not virile enough to take public action are inevitably condemned to be its pawns."

Whether labor is to continue to be the pawn of politicians and the special interests that now control them is up to labor itself.

The eighteen union men forming the "labor group" in Congress have shown what can be done. Reactionary employers and exploiting interests have always recognized the importance of electing Congressmen who will vote and fight for their interests.

There are not enough labor men in Congress. To-day many bills to strengthen the power of the few over the many are before Congress, and in danger of being passed.

Those eighteen union men on the firing line in Congress need your help.

Organized labor in every district in the United States surely possesses one tried and true representative who is qualified to stand for nomination and election to Congress as a real spokesman of the people.

Will labor find such men, get them into the race, and stand behind them?

Or will it continue to play into the hands of any plausible politician who comes along?

If labor makes the most of its opportunities, there will be fifty men instead of eighteen in the labor group at the next session.

### GREATEST THING IN THE WORLD.

"What is the greatest thing in the world?"

It was asked the scholar, and he gravely answered that learning is, "for it comprehends all and promotes all."

It was asked the artist and he cried: "Art, for it combines matter and spirit both at their best."

The preacher solemnly declared: "Religion, because it is a light from Heaven."

The lawyer argued: "Justice, for it is the soul of peace and progress."

"Money," said the banker, for it is the spring of all action."

The young man, full of hope and spirit, cries: "Ambition!"

Out of his garnered wisdom the weary old toiler answered: "Content."

The pair of lovers, hand in hand, lisped together: "Love."

The mother with her baby at her breast, smiled: "Sacrifice."

The wild roysterer cried: "Pleasure."

The wan invalid whispered: "Health."

To a shambling, grinning fool was put the question. He simpered and sickly said: "I don't know."

And after all, which is really the wiser of them all—from the scholar to the fool?

### ONE CAUSE OF HEADACHES.

Thinking, in the true sense of the word, gives the average man the headache. . . . It is much easier to take your politics from the newspaper, your science from the professors, your religion from the pulpit, than it is to study for yourself.—Dan Beard.

Demand the union label upon all purchases!



## CONSTRUCTIVE THINKING.

"Life is a search for power," Emerson says. We cannot stand still on the life path. We are either going ahead or backward, progressing or retrograding, and the only way we can continue to improve is by perpetual effort to do so. In no other way can we find real and enduring happiness.

Putting ourselves in harmony and in a spirit of cooperation with progress in all that makes for the betterment of mankind places us in the very center of power, in the current that is running Godward. It enlarges our vision and keeps us constantly growing.

Those who are not progressive, not public-spirited, who are selfish and indifferent to the welfare of others, are so simply because they lack the tremendous stimulus which comes from being in this current. They are placed at the same disadvantage as a motorman who, instead of putting up his trolley pole and drawing his power from the electric wire, should try to push his car along by his own puny strength.

The greatest satisfaction of life is the consciousness of mental expansion, of spiritual growth, the consciousness of the constant widening of life in the effort to do our part in the advancement of humanity.

To keep growing one must constantly improve one's self. There must be a perpetual stream of supply or the spring will run dry. So many brilliant people of marked attainments get into ruts and their mentality shrivels just because they do not keep in touch with the current of progress.

Having become indifferent to the advancement of human affairs, they fail to keep posted on the never-ceasing changes in social institutions. They insist on holding on to their old foggy ideas. They have no sympathy with new ideas or progressive methods. They believe in the past but not in the future.

When people cease to grow, when they begin to look backward instead of forward, their usefulness is at an end. It is the live, forward-looking people who push the world onward and upward.

None of the men who have given the world a boost believed that things should go on in the same old way as they always had gone. They saw a great light ahead, as does every one whose daily action is kindled with a consuming hope of a better day.—United Mine Workers' Journal.

A contemporary is of the opinion that since Dana wrote "Two Years Before the Mast" no American author has won an assured place in the world of letters by books on seagoing experiences by the author. It is yet too early to say what the verdict of time will be on the stories of Jack London, J. B. Connolly and other living writers of sea yarns, all influenced, more or less, by the success of Frank T. Bullen and Joseph Conrad, and many of them with a record of voyaging beside which Dana's was brief.

The man who insists upon "running his own business" would be more consistent and more successful if he would recognize the line between his business and the business of the human race.

Demand the union label upon all purchases!

## LABOR IN FRANCE.

One of the most interesting events which have occurred recently in connection with the economic development of France was undoubtedly the invitation extended to M. Joubaux, the secretary-general of the Confederation Generale du Travail, by the Federation of French Manufacturers to attend their monthly luncheon at the Palais d'Orsay, and address them on the relations between capital and labor. M. Joubaux is, of course, well known as one of the leading labor men in France and an earnest advocate of all social reforms. Many people were disappointed with the use he made of the opportunity afforded him by the federation's invitation. They looked for a declaration indicating that the great labor leader expected the present truce between capital and labor to continue and to be strengthened after the war, and that he practically saw the end of all differences in sight.

M. Joubaux took no such view of the situation, and yet a careful consideration of his speech by no means shows him as pessimistic in regard to the future. Labor, he said in effect, made certain just demands, and until these demands were conceded a settlement could not be reasonably looked for. Employers would have to accord greater liberty to their men and treat them as genuine collaborators, so as to awaken their intelligence, encourage the dignity of labor and prevent them from becoming mere machines. There could not be any real continuity of effort unless both parties united to bring it about. French workmen were in favor of the introduction of the latest machinery, and did not raise any objection to an intense but short-day system of labor, provided their organizations were recognized, and they were allowed as an organized body to take part in the deliberations between master and workmen in the drawing up of their future regulations.

Those who understand anything of the steady development in the demands of labor all over the world can hardly fail to admit that M. Joubaux here makes a reasonable enough statement as to the position. It is impossible to overlook the fact, to which indeed M. Joubaux himself makes special reference, that compulsory secular education has within the last two decades completely changed the position of labor wherever such education has obtained. Men, everywhere, are beginning to think for themselves, to recognize certain demands as just and to make them. It was hardly to be expected that M. Joubaux's remarks would be received with enthusiasm by the federation: nevertheless he was listened to with respectful attention. It was, moreover, a distinct point gained, when Andre Lebon, who presided, in the course of his reply, maintained that whilst he disagreed with many of M. Joubaux's conclusions, he felt that no time ought to be lost in discussing the situation with the authorized representatives of labor, so as to arrive at a working basis before the war was over.—Christian Science Monitor.

Analyze almost any radical "ism" and you will find that it is composed mainly of solecism and cynicism.

It is the "dreamer" who keeps the world from going to sleep altogether.

## NOTICE TO SEAMEN.

## IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,  
V. A. OLANDER, Secretary.

## LAKE DISTRICT, I. S. U. of A.

## LAKE SEAMEN'S UNION,

570 West Lake Street, Chicago, Ill.

## BRANCHES AND AGENCIES:

BUFFALO, N. Y. ....55 Main Street  
Telephone Seneca 936 R.  
CLEVELAND, O. ....1401 W. Ninth Street  
Telephone Bell Main 1842.  
MILWAUKEE, Wis. ....133 Clinton Street  
Telephone South 240.  
ASHTABULA, O. ....21 High Street  
Telephone 552.  
NORTH TONAWANDA, N. Y. ....152 Main Street  
Telephone Bell 2762.  
DETROIT, MICH. ....15 Twelfth Street  
Telephone 3724.  
SUPERIOR, WIS. ....1721 N. Third Street  
Telephone, New, Broad 385.  
BAY CITY, MICH. ....108 Fifth Avenue  
OGDENSBURG, N. Y. ....70 Isabella Street  
CONNEAUT, O. ....922 Day Street  
SOUTH CHICAGO, ILL. ....9142 Mackinaw Avenue  
PORT HURON, MICH. ....517 Water Street  
ERIE, PA. ....107 E. Third Street

## MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

## HEADQUARTERS:

71 Main Street, Buffalo, N. Y.  
Telephone Seneca 48.

## BRANCHES:

CLEVELAND, O. ....1185 W. Eleventh Street  
CHICAGO, ILL. ....406 N. Clark Street  
MILWAUKEE, Wis. ....151 Reed Street  
DETROIT, MICH. ....27 Jefferson Ave., East  
SUPERIOR, Wis. ....1814 Fourth Street  
OGDENSBURG, N. Y. ....70 Isabella Street  
BAY CITY, MICH. ....108 Fifth Avenue

## MARINE COOKS AND STEWARDS' UNION.

## HEADQUARTERS:

406 N. Clark St., Chicago, Ill.  
Telephone Main 365.

## BRANCHES:

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Cleveland, O. ....North Tonawanda, N. Y.  
Milwaukee, Wis. ....Superior, Wis.  
Ashtabula, O. ....Erie, Pa.

## UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

## MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

## RELIEF STATIONS:

Ashland, Wis. ....Ogdensburg, N. Y.  
Ashtabula Harbor, O. ....Oswego, N. Y.  
Buffalo, N. Y. ....Port Huron, Mich.  
Duluth, Minn. ....Manitowoc, Wis.  
Escanaba, Mich. ....Marquette, Mich.  
Grand Haven, Mich. ....Milwaukee, Wis.  
Green Bay, Wis. ....Saginaw, Mich.  
Houghton, Mich. ....Sandusky, O.  
Ludington, Mich. ....Sault Ste. Marie, Mich.  
Manistee, Mich. ....Sheboygan, Wis.  
Erie, Pa. ....Superior, Wis.  
Menominee, Mich. ....Toledo, O.



## WEEKLY NEWS LETTER.

(Continued from Page 3.)

losses of the economic world through disease were being recognized more and more, and that the physician found poverty, ignorance, intemperance and greed his greatest enemies. Medical education of the public is beginning to have its effect, but a great struggle is still ahead before the public generally would accept all that was required, he said.

Government establishment of model counties and the upbuilding of sanitary towns, in which hygiene should rule supreme and form a model for other communities when the good results of public health became apparent, was advocated by Assistant Surgeon General Rucker, of the Public Health Service.

Speaking on insanity Dr. Richard H. Hutchins, of Ogdensburg, Superintendent of the New York State Hospital, said the reports of the great increase in insanity, due to the "high tension" of American life of to-day, was a myth. He said that twenty-five years of observation had convinced him that "if there is any increase in insanity among Americans it is very small, and that the greater proportion of insanity is found among foreign-born residents." The speaker declared that insanity is not hereditary in the true sense of the word, as has long been the belief, and that it is subject to preventative measures, just as tuberculosis is.

Dr. Helen Sumner of the Children's Bureau, Federal Department of Labor, urged that physicians demand scientific data on child labor.

"We talk of preparedness," she said, "but the greatest preparedness will be to see to it that we raise healthy, normal citizens, generation after generation, who will be able to pass the army examination if needed by their country."

## Low Wages and Long Hours.

After investigating laundries in the principal cities of Kansas a sub-committee of the State Industrial Welfare Commission reports that of 564 women workers checked up, 179 are receiving less than \$6 a week, 85 less than \$5 and some are receiving \$3.50. Out of the entire number but fifteen are paid more than \$10 a week.

One laundryman wrote the committee: "No woman should work more than eight hours a day. There is hardly a woman that has worked in a laundry for five years that ever sees a well day after."

Miss Linna Bresette, Secretary of the State Commission, says there are only a comparatively few laundries where only a half hour is allowed for lunch. "But at that," she continued, "the condition of the average woman worker in the laundry is a hard one. In too many cases the girls are underpaid and overworked. In some no attempt is made to mitigate the heat. No provision is made for changing clothing. They handle clothes from everywhere, risking every day the catching of some terrible infectious disease.

"Many women still are required to work standing when they might as well be provided with stools. Where it is necessary to stand to work, concrete floors should be covered with matting or padding. Ten hours a day standing on a concrete floor is a more nerve racking occupation than those who have not experienced it can imagine."

One laundryman reported that his employees work ten hours "if they feel like it," and if they don't feel like it they work less. He stated that his employees set their own wages and run the shop as they please.

The committee investigated this unusual report and found that the employees were the laundryman's wife and daughter.

## "Educating" the Public.

Trade unionists in Michigan are circulating petitions for a constitutional amendment regulating the issuance of injunctions in labor disputes. Legislation of this character has been passed by the United States Congress, but the editor of the News-Palladium, in blissful ignorance of this fact, assures his readers:

"It is stated that if this amendment becomes a part of our constitution it will be impossible for the employer to appeal to the court for protection though a mob of strikers were assaulting his workmen, preventing the employment of other help, destroying his property and ruining his goods. The amendment would make it impossible for him to stay the hands of the mob until such time as amicable agreement could be entered upon, or the difficulties adjusted. We do not believe that the labor union men of Benton Harbor will, as a body, favor such a change in our constitution."

Trade unionists are asking if this "molder of public opinion" has ever read or if he is merely trying to attract attention.

## Stock Held by Brokers.

It is stated in Wall street that from April 1, 1915, to April 1, 1916, the number of United States Steel Corporation common stockholders of record dropped from 56,825 to 41,910, or over 26 per cent. This is the smallest number of common shareholders in many years.

This information does not sustain the claim that the Steel Trust's stock is being purchased by its employees, thereby "settling" the differences between capitalists and laborers.

It is also claimed that 50 per cent. of steel common is now held by brokerage houses. The trust would create the impression that this stock nestles in the humble homes of laborers, working 11, 12 and 13 hours a day, and who are partners in this great concern.

## Employers Reject Award.

Employers of machinists at Hamilton, Ontario, have refused to accept the fifty-hour week award of the royal commission, and 2000 machinists and toolmakers employed on war munitions have suspended work.

The Employers' Association of Hamilton is running large advertisements in the daily press against "paid agitators" who are charged with fomenting this trouble. According to the employers, their machinists and toolmakers were happy and contented under the driving strain of a ten-hour day. The question of reducing hours never entered their minds until the serpent, in the form of a "paid agitator," came in their midst.

The Hamilton Herald takes these employers to task for their senseless fulminations and shows that citizens having no connection with organized labor encouraged these metal workers.

Trade unionists are calling attention to the recent report of a committee appointed by the English government to investigate conditions of workers in munitions plants. This committee declared in favor of an eight-hour day and objected to long hours on the ground that it was injurious to the worker and that it was false economy.

## Unions Are Favored—"If Conducted Right"

The Anderson Evening Mail of Charleston, S. C., says:

"A labor union is all right, but it must be run with common sense if it is to do anybody any good."

Which is replied to by the Charleston Review as follows:

"The Mail, which has been fighting the organization of the printers of that town, wants its readers to understand that there are no good unions unless the bosses write the by-laws and constitution, select the officers and run the union in the interest of the bosses. Of course, that would be very nice—for the bosses. It would be almost equal to the scheme for a union of the miners of Colorado presented by John D. Rockefeller, Jr. Some of these days there will land in Anderson a bunch of printers that will not give in to the bosses so easily, and a bunch that will not leave town until every printshop there is thoroughly organized; and when the bosses discover the benefits they themselves derive from organized labor they will never think of going back to the old way of 'everybody-for-himself-and-the-devil-take-the-hindmost' plan now in vogue."

## AN INTERESTING INTERVIEW.

(Continued from Page 7.)

public opinion. They don't do that in Mexico. We tell our people that the American people don't want war, but there is no one to say that in America.

"War means crushing our revolution. It means crushing our ideals. It means the occupation of Mexico after a little struggle."

Lovera was interrupted here by Colonel Martinez.

"I don't agree with you," he said. "It would not be so easy as that. We are united. The women and children will fight. It would be a long struggle."

"Why should the United States make war on us? Villa's army is gone. He is dead or has left the country. His last stroke was to start trouble between the United States and Mexico. The American people ought to be more lenient. The Mexicans are doing all they can. How long did it take you to capture the James boys? Yet our land is different from Missouri and Kansas. It is mountainous and thinly-settled and there are many wild places."

Lovera said:

"We think the real bandits are in Wall street. To catch them the United States would have to send a punitive expedition to New York. We hear talk about going to Mexico and helping them, paying the Mexican laborers real money. You can pay real money to labor without going to Mexico. Why don't the Americans start here. How about Colorado?"

"The American people are very good and very kind and very civilized. We saw them in Mexico whipping people and doing things such as were not done since the Spanish inquisition."

"Our aim is not to do away with the Americans, but to get the rights of free speech and free assembly, the right to strike, a free press, and also to get rid of the big ranches. For many years they have been taking the land away from the people, so that the people had to work in the mines and big plantations and mills for a few cents a day or starve. We want to change that."

All of the Mexican delegation now in Washington are men of intelligence and ability, and of influence in Mexico. They have a fine feeling of brotherhood with the workers of every country, and are filled with zeal for the upbuilding of a great Mexican labor movement that can form part of a Pan-American Federation of Labor.

After leaving Washington, Lovera and Pages will go to Central and South America to further cooperation between the labor movements of every American country.



## THE CAUSE OF STORMS.

The predictions of the Weather Bureau are based largely on the fact that when a storm-center develops and starts on its eastward track across the continent, it is not difficult to forecast the direction and speed of its motion. Up to the present time, however, the origin of storm-centers, and of their opposites, the "anticyclones," or fair-weather centers, has been a mystery, though many have traced them to solar influence. The director of a private observatory at Houston, Tex., Mr. W. F. Carothers, is now using the solar theory in long-distance forecasting with such success that Dr. Willis L. Moore, former chief of the United States Weather Bureau, avers, in an editorial written for The National Editorial Service (New York), that Mr. Carothers has "outstripped all the Government and other meteorologists of the world in the search for the key to the general law of the weather." Writes Dr. Moore:

"I have carefully examined the work done by him during the past five years, and do not hesitate to say that he has shown a definite relation between the appearance of storm-conditions in the western part of our country and variations in the intensity of solar-radiation; that there are rifts in the photosphere of the sun, or what might be called cloudless areas, from which is emitted increased heat; that the sun rotates in twenty-five days, instead of twenty-seven, as indicated by the appearance of the photosphere; that there are from five to eight of these extra-hot areas always present in the sun, and that they may retain their existence for many months at a time, with varying degrees of intensity, and each crosses our central meridian every twenty-five days; that each and every one of the cyclones and anticyclones that constitute our weather can be traced back, by Carothers' system, to one of these heat-pulsations of the sun, and that the intensity of the cold waves and storms is directly proportional to the strength of the solar heat-rifts or cloudless areas; that there is an interval of eighteen to eighteen and one-half days between the passage of the earth through the extra heat emitted by one of these solar rifts and the appearance of cold waves on our Rocky Mountain Plateau.

"The splendid work of C. G. Abbot, of the Smithsonian Institution, has shown the variable character of the sun's radiation. A working hypothesis that sacrifices the requirements of science with regard to this discovery may be stated as follows:

"That the passage of the earth through a shaft of extra heat expands the lower air at the equator more than it does at high latitudes, causing the air at the equator to bulge upward until huge masses, like avalanches of snow on a mountainside, break loose and slide down the incline toward the poles. These masses crowd each other because of the converging of the meridians of longitude, have their northward movement checked, and drop or settle down to the earth in the form of cool or cold waves in the middle latitudes, or near the arctic circle. They settle over continents in winter and over oceans in summer, because the plane on which they slide is steeper over land in winter and over oceans in summer. As they settle

they cause rotating cyclonic storm-eddies to ascend on both their eastern and western sides, and thus indirectly cause rain and snowfall.

"An enormous conservation of human energy in the performance of all out-of-doors work should follow the adoption of this system by the Government or other public institution."

## THE SUBMARINE.

The apparition of the submarine in modern war, with its portentous possibilities, among which is the annulment of ironclad navies, has been undoubtedly the outstanding feature of Europe's world-conflict. What are the nature and history of this new and formidable engine? And what may be looked for in the future when it shall have reached its full development? These questions are answered in instructive fashion in Mr. Bishop's "Story of the Submarine." This little book is written in an easy, untechnical style, and it appeals alike to man and boy. There are sixty illustrations and diagrams, some of them of unusual interest, the whole series serving to show the development of the submarine from a tiny covered row-boat to the latest-designed enormous under-sea monitors which are capable of crossing the ocean. The author, who is a son of Joseph B. Bishop, formerly secretary of the Panama Canal Commission, who has himself written that excellent book, "The Panama Gateway," claims for American inventive genius the largest share of credit for the submarine.

The idea of the submarine, the author assure us, is much older than most people imagine. His researches for the genesis of the now formidable under-sea boat trace it back to John Napier, the famous Scotch mathematician who invented logarithms. His name will be recalled by those who have wrestled with the abstruse mysteries of trigonometry and calculus at college, and the question as to which of the two inventions is the more terrible may be left to the decision of the student. The author has unearthed a passage written by Napier in 1596, in which the latter makes allusion to his "Devices of sailing under the water, with divers other devices and stratagems for the burning of enemies." The first man, however, who actually built and navigated a submarine was a Dutchman, a certain Dr. Cornelius van Dreibel, "a very fair and handsome man and of very gentle manners," whose learning made him a welcome guest at the Court of James I. of England. Lodged in the palace of the King, van Dreibel designed and built three submarine boats between 1620 and 1624. On this occasion the English monarch anticipated by nearly three centuries the feat of ex-President Roosevelt by embarking in one of van Dreibel's row-boatlike, decked-over submarines and being submerged several hours at a depth of fifteen feet. From such interesting origins the author passes to the developed submarine inventions of Robert Fulton, David Bushnell, John P. Holland, and others. The book concludes with a spirited account of an imaginary trip in a modern submarine.

The "Story of the Submarine" is illustrated and published by The Century Company, New York. \$1 net.

## Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

## International Seamen's Union of America

(Continued from Page 5.)

### MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

#### Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

#### Branches:

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PORTLAND, Ore., 242 Flanders St.  
SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

### MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

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#### Branches:

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### ALASKA FISHERMEN'S UNION.

#### Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

#### Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.  
ASTORIA, Ore., P. O. Box 138.

### DEEP SEA FISHERMEN'S UNION OF THE PACIFIC.

#### Headquarters:

SEATTLE, Wash., 84 Seneca St.

#### Branches:

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### UNITED FISHERMEN OF THE PACIFIC.

ASTORIA, Oregon, P. O. Box 138.

### BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.

SAN FRANCISCO, Cal., 10 East Street.  
SACRAMENTO, Cal., 200 M Street.

## The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia  
29 ERSKINE STREET, SYDNEY, N. S. W.



## Labor News.

After a ten-days strike the Building Laborers' Union of Lincoln, Neb., established a minimum wage of 30 cents an hour. Wages formerly ranged from 20 to 25 cents.

Differences between the Brotherhood of Railway Clerks and the Maine Central Railroad have been adjusted. Wage increases of approximately 7 per cent. for all clerks and better working conditions are agreed to.

Fifteen thousand accidents on steam railroads, street railways and other common carriers during the year ending May 31, 1916, is the record in Pennsylvania, says the public service commission's bureau of accidents.

The Labor Council of San Francisco has instructed its officials to ask the Washington authorities to arrange for a six-day work week for engineers and firemen employed at army posts and in federal buildings in the vicinity of San Francisco.

Union plumbers and their employees at New Britain, Conn., have adjusted wage differences. The new scale will be postponed until August 1 that contracts may be fulfilled under the old rates. After August 1 wages will be 55 cents an hour, or an increase of 7 cents.

The Interstate Commerce Commission has made public reports from eight express companies doing an interstate business operating over 295,000 miles of lines. The American Express Company has changed a \$418,000 deficit into a \$2,060,000 balance. The other companies made similar gains, despite former fears that the parcel post "would destroy their business."

Influences that are opposing Prof. Scott Nearing are worthy over the action of the Toledo municipal university in retaining Prof. Nearing for another year and attempts are being made to have the common council reject the university tax levy. The Central Labor Union has diplomatically notified the city lawmakers that "something will drop" if this plan is followed.

At a meeting of delegates of the various State branches and central labor bodies in Boston, a New England State Federation of Labor was organized, permanent officers elected and a constitution and by-laws adopted. The eight-hour day was favored and Edward S. Alden, of Holyoke, Mass., chosen president and John J. Coyne, of Manchester, N. H., secretary-treasurer.

The United States Supreme Court has ruled that the Federal safety appliance regulations relating to brakes apply to electric as well as steam railroads operating in interstate commerce. The court affirmed a judgment of \$7500 in favor of Edgar E. Campbell, motorman, who was injured in a collision between Spokane, Wash., and Coeur d'Alene, Idaho, in which eighteen persons were killed.

Machinists employed at the Black & Clawson shop at Hamilton, Ohio, struck because their shop committeeman was discharged. With a loud flourish the company announced that the machinist was discharged because he "shirked on the job." The machinists replied that if the time sheets of the company would sustain this position the strike would be called off immediately. The machinists are still out.

## SEATTLE, WASH.

Office Phone  
Elliott 135

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Up-to-date methods in Modern Navigation and Nautical Astronomy  
Compasses Adjusted

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Established 1890 SEATTLE, WASH.

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Best Line of Men's Suits

Overcoats, Raincoats, Shoes, Hats  
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103-107 First Avenue South

Near Yesler Way SEATTLE

## Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

|                     |                      |       |
|---------------------|----------------------|-------|
| Anderson, J.        | Larsen, C.           | -1904 |
| Alfredsen, Adolf    | Lorentsen, Karl      |       |
| Anderson, N. G.     | B. Macfarlane, Jas.  |       |
| Anderson, Alf.      | -1638 Machads, Henry |       |
| Anderson, Albert    | McIntosh, James      |       |
| Ackerson, A. R.     | Madsen, Brynol       |       |
| Antonsen, Victor    | Mathison, Nils       |       |
| Astad, Ole          | Meyer, Claus         |       |
| Bessen, George      | Mikkelsen, K.        | -1620 |
| Benson, C. A.       | -1894 Mictenen, John |       |
| Berglin, Gust       | Morrisay, James      |       |
| Borgesen, Eric      | Munsey, Dick         |       |
| Berg, Johannes      | Mynkmeyer, H.        |       |
| Bjerke, Ole         | Nashis, P.           |       |
| Boek, J.            | Naro, H.             |       |
| Brunn, Sverre       | Nelson, A. W.        |       |
| Carlson, Gust.      | Nielson, John        |       |
| Connouton, T. H.    | Nielson, Estwan      |       |
| Cottingham, F.      | Nilsen, Feder        |       |
| De Kay, Cloud       | Nitske, C.           |       |
| Dennett, J.         | Nygard, Oluf         |       |
| Edwards, Louis      | Nygren, Gus          |       |
| Emkow, Otto         | Olsen, Ole           |       |
| Erlee, L. J.        | Olsen, C. A.         | -1303 |
| Ericksen, Lars      | Olsen, Ernest        |       |
| Fjellman, Geo.      | Olsen, Ludwig        |       |
| Duncan, Geo.        | Olsin, O.            | -739  |
| Ferward, C.         | Otten, A.            |       |
| Forslund, V.        | Oserhowky, Leo.      |       |
| Fredericksen, B.    | Peters, Fred         |       |
| Frisolt, J.         | Petersen, A.         | -1720 |
| Frandsen, Nils      | Peterson, W.         |       |
| Gardner, W.         | Peterson, R. S.      |       |
| Gerber, Fritz       | Peterson, Calle      |       |
| Gilroy, Wm.         | Poppe, Geo.          |       |
| Glmore, D.          | Powers, James A.     |       |
| Graae, C.           | Rasmussen, John      |       |
| Gilbert, Arthur     | Rlebe, Otto          |       |
| Gibson, Bill        | Rinne, A. R.         |       |
| Haas, W.            | Reaues, N. R.        |       |
| Harknes, A. E.      | Robertson, Nils      |       |
| Hartman, Fred       | Robberstad, Nils     |       |
| Hakonsen, Ben       | Rosenwald, I.        |       |
| Halvorsen, John     | L. Sand, Henry       |       |
| Hansen, Olaf        | -2267 Samsing, C. J. |       |
| Hansen, Oscar       | Sampson, C.          |       |
| Harriksen, August   | Schantz, H. Van      |       |
| Haug, G. H.         | Schilling, Chas.     |       |
| Hillborn, J. A.     | Sarger, E.           |       |
| Hohne, A.           | Starck, D.           |       |
| Holm, C.            | St. Clair, T.        |       |
| Hunter, E.          | -2376 Swanson, J.    | -1331 |
| Jacobsen, M.        | Swanson, Reuben      |       |
| Jensen, Hans        | Samuelsen, W. L.     |       |
| Johanson, Aug.      | Schauman, W.         |       |
| Johanson, Knut      | Tjornen, K. M.       |       |
| Johnson, Andrew     | Tarjusen, G. T.      |       |
| Jonsson, Karl       | Tullgowski, Carl     |       |
| Julson, C. A.       | Taft, Hans           |       |
| Jung, H.            | Thostrup, L.         |       |
| Kelly, T.           | Tuomlinen, J.        |       |
| Kjorsvik, Johan     | Thorsen, Andrew      |       |
| Kristiansen, Nils   | Tskila, E.           |       |
| Kristiansen, Trygve | Valentinsen, G.      |       |
| Kroon, Al.          | Wetland, John        |       |
| Laamanen, J.        | Westerlund, Albert   |       |
| Lalan, Jas.         | Walsh, Ed.           |       |
| Laine, A. V.        | Wahlstrom, E.        |       |
| Larsen, Nels        | Wills, S. C.         |       |
| Larsen, Sigurd      | Wlekstrom, A.        |       |
| Larsen, C. A.       | Wernersen, Leonard   |       |
| Larsen, C.          | Williams, T. C.      |       |

Phone Main 1202

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ALASKA OUTFITTER

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Conducted by CAPTAIN H. S. SMITH  
Four years Assistant Inspector of Steam-  
boats, Puget Sound District. Formerly  
Instructor in New York Nautical College.

Room 4187 ARCADE BUILDING  
Next Room to Masters, Mates and Pilots  
Association  
SEATTLE, WASH.

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Dealer in

Clothing, Shoes, Hats and  
Gents' Furnishing Goods

108-110 MAIN STREET

Squire-Latimer Block, Seattle, Wash.

## Tacoma Letter List.

|                      |                      |
|----------------------|----------------------|
| Adolfssen, Gottfrid  | Magnusson, Chas.     |
| Busch, Hans          | -718                 |
| Farrell, William     | Marks, Thorvald      |
| Hoseth, Kristian     | Murphy, Daniel       |
| Hunter, Gilbert H.   | Olsen, Martin E.     |
| Iceberg, T.          | Olsson, Per          |
| Jensen, Hans         | -1555 Paterson, John |
| Johannsen, Christian | Rimmer, C. M.        |
| Johnson, Hans        | Sater, Erik          |
| Linea, W.            | Ullman, Emil         |
| Line, Wiktor         | Vigen, Elias         |

## HARRY W. LEVY

CLOTHING AND FURNISHINGS

Union Made Goods, Hats, Shoes,

Trunks and Suitcases

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Main 3393

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UNION MADE CIGARS AND

TOBACCO, ETC.

Wholesale and Retail

Pool in Connection

(OLD TOWN) Tacoma, Wash.

## INFORMATION WANTED.

J. F. Joseph, supposed to be sailing mate on some schooner on the Pacific Coast, is inquired for by his sister. Anyone knowing his whereabouts, please notify Mrs. Josie Jantzen, nee Langhorne, 196 Tenth street, Oakland, Cal. 3-29-16

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

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The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

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318 F STREET, EUREKA, CAL.

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ED. SWANSON, Prop.

## Eureka, Cal., Letter List

|                  |                   |
|------------------|-------------------|
| Contreras, Julio | Kustel, Victor J. |
| Kyrkslatt, Lars  | Klowsky, A.       |
| Lawrence, Harry  | Ingebretsen, Alf. |
| Melander, G. L.  |                   |

## SPECIAL NOTICE.

Hotel with Restaurant for sale on water front. On account of sickness will sell at a sacrifice, half or whole, hotel of eighty-two rooms and restaurant with liquor license, doing a business of three thousand a month. For particulars address this office.

## INFORMATION WANTED.

Ingvald Andreas Hansen, alias Andrew Hansen, a native of Norway, age about 36; tall, dark; last heard of July, 1905. His address then was, Andrew Hansen, Karluk, Kodiak Island, Alaska. He is inquired for by his mother. Anyone knowing his whereabouts please notify Staff Captain Robert Smith, district officer, native work, Alaska, Box 925, Wrangell. 4-13-15

Olof Pedersen, a native of Norway, age about 60, supposed to be sailing on the Pacific Coast, is inquired for. Anyone knowing his whereabouts please notify J. T. Miles, 761 Greenwich St., New York, N. Y. 2-16-16

Anyone knowing the whereabouts of Thomas Rowe (now aged about 74), who was at one time a seaman and longshoreman on the Pacific Coast and also served in the Pacific Coast Navy Yards, will greatly oblige inquiring relatives by supplying such information. Address, Editor, Coast Seamen's Journal. 1-5-6



## Portland, Ore.

## Willamette Cigar Store

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CIGARS, TOBACCO,  
CONFECTIONERY, FRUIT AND  
SOFT DRINKS  
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HOUSE

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French Dry and Steam Cleaning  
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Corner of Cauch PORTLAND, ORE.

P. ROSENSTEIN J. G. WOOD  
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FINE CUSTOM AND READY MADE  
CLOTHING

Gent's Furnishing Goods, Hats, Caps,  
Boots, Shoes, Rubber and Oil Cloth-  
ing, Trunks, Valses, Etc.  
23 N. 3d St., nr. Burnside, Portland, Ore.  
Tel. Main 8295 ROSENSTEIN BROS.

## Portland, Or., Letter List.

|                    |                     |
|--------------------|---------------------|
| Andreasen, N. S.   | Johansson, Chas.    |
| Anderson, N. P.    | -2407               |
| Anderson, Nils     | Jarwinen, John      |
| Anderson, Rasmus   | Karlsen, Ingvald    |
| Adolfson, John     | Kjer, Magnus        |
| Anderson, Hans     | Kristensen, Wm.     |
| Anderson, Gotfrid  | Lindberg, A. C.     |
| Benson, S.         | Lange, Peter H.     |
| Bernhardson, Chas. | Larsson, Ragnar     |
| Bernadt, H. W.     | Ljungstrom, John    |
| Brien, Hans        | Larsson, C. -1632   |
| Bosse, Geo.        | Molen, Derk von     |
| Carlson, Gustaf    | Nygren, Gust        |
| Dybdal, Olaf       | Ohlsson, J. W.      |
| Erickson, Eric     | Oglive, Wm. A.      |
| Edstrom, John      | Paulson, Herman     |
| Eriksen, O. H.     | Palm, P. A.         |
| Fisher, Fritz      | Roos, Oscar         |
| Hoten, J.          | Rensmand, Robert    |
| Henriks, Waldemar  | Rosenberg, Adolf    |
| Hagen, Arthur      | Ryberg, S.          |
| Helm, M.           | Smith, John         |
| Hylander, Gust     | Swanson, John L. V. |
| Jespersen, Martin  | Schroder, Paul      |
| Jonsson, Karl      | Sward, A.           |
| Jensen, Henry      | Tuhkanen, J. J.     |
| Johansen, Nikolai  | Westengren, C. W.   |

## Aberdeen, Wash.

When in Aberdeen Trade at

## BEE HIVE

Very best union made Hickey Shirts,  
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Shoes, Underwear, Beddings, Tobac-  
cos, and notions for seafaring men.

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GENERAL MERCHANDISE  
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Everything Guaranteed  
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Clothing

Huotari & Co.

320-322 So. F. St., Aberdeen, Wash.  
212 Eighth Street, Hoquiam, Wash.  
209 First Street, Raymond, Wash.

## INFORMATION WANTED.

Wilhelm Ekelund, a native of  
Sweden, is inquired for by his  
brother, Axel Ekelund, New Harbor  
Hotel, Drumm street, San Francisco,  
Cal. Anyone knowing his where-  
abouts please notify the above ad-  
dress. 3-10-15

Patrick McFee, who was cook on  
board the schooner "Robert Henry"  
on a voyage to Mexico last year, is  
inquired for by the U. S. Shipping  
Commissioner, at San Francisco, Cal.  
9-15-15

When making purchases from our  
advertisers, always mention the Coast  
Seamen's Journal.



Named shoes are frequently made in  
Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears  
a plain and readable impression of this  
UNION STAMP.

All shoes without the UNION STAMP  
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Do not accept any excuse for absence  
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## Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

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## VOTE AGAINST PROHIBITION



DEMAND  
PERSONAL LIBERTY  
IN CHOOSING WHAT YOU  
WILL DRINK

Ask for this Label when  
purchasing Beer, Ale  
or Porter,

As a guarantee that it is  
Union Made

## Aberdeen, Wash., Letter List.

|                            |                     |
|----------------------------|---------------------|
| Andersen, Andrew           | Magnusson, Ernst    |
| Burmester, T.              | W.                  |
| Bjorklund, G.              | Malkoff, Peter      |
| Benson, W. J.              | Malmberg, Ellis     |
| Bowman, C.                 | Nilsen, Harry       |
| Brogard, N.                | Nielsen, C.         |
| Christiansen, Dld-<br>rich | Nordman, Karl       |
| Crantz, F.                 | Paaso, Andrew       |
| Carlson, Walter            | Pettersen, Karl     |
| Davis, Frank               | Peterson, Nels      |
| Debus, Friedrich           | Palmqvist, Albert   |
| Fottinger, Aug.            | Peters, Walter      |
| Gronros, Oswald            | Quiroga, Juan       |
| Gueno, Pierre              | Risenius, Sven      |
| Holmroos, W.               | Rudt, Walter        |
| Hansen, Ove Max            | Schmidt, Heinrich   |
| Hylander, Gustaf           | Scheffner, Bernhard |
| Hansen, Jack               | Sandqvist, Gunnar   |
| Hansen, Thorleif           | Skottol, A.         |
| Johnson, Alex              | Stenwall, Sigurd    |
| Johnsen, Carl              | Scarabosio, M.      |
| Johnsen, F. -1723          | Schmidt, Emil       |
| Johnsen, Hilmer            | Toves, H. C.        |
| Jonsson, E.                | Toren, Gustaf A.    |
| Krause, Otto               | Williams, T. C.     |
| Kuldsen, John              | Waalder, Edgar      |
| Kustel, Victor J.          | Wagner, Ed.         |
| Ludtke, Emil               | Wedqvist, Axel      |
| Lindholm, John             |                     |
| Lindgren, Ernst            | Packages.           |
| Lindholm, Sallar           | Gorgensen, Olaf     |
| Lindroos, A. W.            | Hansen, J. -2123    |
| Lundkvist, Alarick         | MacGuire, O. F.     |
| Munsen, Fred               | Stanners, W. S.     |
|                            | Wendt, Walter       |

## INFORMATION WANTED.

Hans Nilson, a native of Tons-  
berg, Norway, was last heard from  
at Mobile, Ala., is inquired for by  
his mother. Anyone knowing his  
whereabouts kindly notify Louis  
Donald, Norwegian Vice Consul, 77  
St. Francis St., Mobile, Ala. 12-22-15

Oscar Olsen, age 37, a native of  
Hallarna, near Gothenborg, Sweden,  
who was sailing on the Great Lakes  
about three years ago, is inquired  
for by John V. Olsen, Sun Com-  
pany, Marcus Hook, Pa. 5-26-15

Hugo Carlson Ljung, age 29, a  
native of Gothenborg, Sweden, was  
last heard from in a Cable Boat on  
the Atlantic Coast, is inquired for  
by his brother. Anyone knowing his  
whereabouts please notify John Carl-  
son Ljung, Jungmansgatan 5, Goth-  
enborg, Sweden. 1-12-16

Knut Jensen, No. 5018, a member  
of the Lake Seamen's Union, a  
native of Denmark, is inquired for  
by his wife, Lieschen Jensen, of  
Tangemunde, A/Elbe Ostenerweg,  
No. 7, Germany. Anyone knowing his  
whereabouts please notify the Lake  
Seamen's Union, 133 Clinton street,  
Milwaukee, Wis. 4-14-15

Fred Marjama, a native of Russia,  
age 36, has not been heard from  
since 1908, at Buffalo, N. Y. Anyone  
knowing his whereabouts please  
notify his brother, J. Marjama, 51  
South St., New York, N. Y. 9-1-15

## Port Townsend, Wash.

## FRANK STHEVENS

Deals exclusively in Union-Made

CIGARS, TOBACCO, ETC.

Call at his old Red Stand on  
Water Street, Port Townsend  
Next door to Waterman & Katz

## INFORMATION WANTED.

Paul Laux, American, age 23, 6  
feet tall, who was last heard from  
about 4 years ago at San Jose, Cal.,  
supposed to be a sailor, is inquired  
for. Anyone knowing his where-  
abouts please notify his father, Carl  
Laux, 112 E. 28th St., Los Angeles,  
Cal. 6-21-16

Adolph Krakan, last heard of at  
Port Pirie, January, 1912, and again  
in March, 1913, from Warumbo, 118  
miles from Adelaide, South Australia,  
is inquired for by his mother at  
Hamburg, Germany. 8-25-15

Otto E. Bickel and John Sherman  
Bickel, brothers, who have not been  
heard of for many years, are in-  
quired for by their sister. They are  
both tall, light complexioned, and  
blue eyes. Any information regarding  
their whereabouts will be highly ap-  
preciated. Please address Miss Laura  
Bickel, 1591 East Ninety-third street,  
Cleveland, Ohio. 4-14-15

Any information regarding Wilhelm  
Kuhme, age 27, a native of Germany,  
who was supposed to have been  
drowned in the wreck of the steam  
schooner "Francis H. Leggett," Sep-  
tember 18, 1914, will be thankfully re-  
ceived by the German Consul, San  
Francisco, Cal. 1-19-16

Rare.—"Her talk stood out above  
many others that have been given  
there within the year, primarily be-  
cause she said that which would be  
of value to the students, and then  
the thing that marked her talk far  
beyond many others was the fact  
that she said what she wanted to  
say and stopped."—The Chico (Cal.)  
Tribune.

His View.—Cubist Teacher—Can  
any one give an impressionistic defi-  
nition of New York?

Bright Pupil—A small body of li-  
mousines almost entirely surrounded  
by Fords.—Houston Chronicle.

## Home News.

Establishment of an aerial coast  
patrol system in connection with the  
militia for education and training of  
aviators, is proposed in a bill intro-  
duced by Senator Johnson. It would  
appropriate \$1,500,000.

Seventeen hundred army wagons,  
costing \$213,675, which are to be de-  
livered within 30 to 45 days, have  
been contracted for by the quarter-  
master's depot at Jeffersonville, Ind.,  
by Major T. B. Hacker, on instruc-  
tions from the war department at  
Washington.

A bill appropriating \$3,500,000 to  
construct a "military and national de-  
fense highway and post road" from  
Los Angeles to connect with the  
California State Highway at Redding,  
has been introduced in Congress by  
Representative Raker. Automobile  
associations of California are advo-  
cating the bill, which, if it becomes a  
law, will provide a magnificent high-  
way sixty feet wide for practically  
the length of the State.

Superintendent Shanahan of the  
San Francisco Mint announced that  
coin and bullion on hand at the  
close of the fiscal year amounted to  
\$370,628,914.36. The influx of gold,  
as in recent months, was heavy in  
the month of June, with receipts of  
\$4,155,438.26. Gold valued at \$665,-  
918.66 was sold. Coinage was at a  
low water mark last month. Five-  
cent pieces to the amount of \$24,000  
were coined, and one-cent pieces to  
the amount of \$2700.

Senator James E. Martine of New  
Jersey introduced a resolution in  
the Senate asking the President to  
intercede in behalf of Sir Roger  
Casement, under sentence of death  
in London for treason until a new  
trial can be obtained. Mr. Martine  
asked that his resolution be taken up  
and passed immediately, but Senator  
Stone succeeded in convincing the  
Senator from New Jersey that it  
would be better to have it go to the  
committee on foreign relations.

Houston's example is teaching the  
citizens in the rural districts close  
by, how to deal with the land  
monopolists. S. B. Boone and J. D.  
Cook, farmers and school trustees of  
Alief, Harris county, 15 miles from  
Houston, appeared before the County  
Commissioners on May 15 to ask  
that assessments of land in their  
school district be increased from \$15  
to \$25 an acre. Much of the land  
in the district, they said, is owned  
by non-residents who "are in the  
East, while we are here creating the  
values. Yet they are unwilling to  
pay their share of the taxes." These  
two trustees are going about matters  
in the right way.

The House of Representatives by a  
vote of 280 to 85 voted to call Dis-  
trict Attorney H. Snowden Marshall  
of New York City to the bar to  
answer charges of contempt. The  
action resulted from indictment of  
Congressman Buchanan on a charge  
of conspiracy relating to agitation  
for an embargo against exportation  
of munitions. Mr. Buchanan and his  
friends charged that he was included  
in indictments against a number of  
others for political purposes only.  
He demanded an investigation, which  
was granted. The conduct of this  
investigation brought from District  
Attorney Marshall the remark that  
the Judiciary Committee of the  
House was attempting to run him  
and his office." The contempt pro-  
ceedings followed.



## Domestic and Naval

The Bureau of Navigation, Department of Commerce, reports 1030 vessels of 347,847 gross tons were built in the United States and officially numbered during the fiscal year ended June 30, 1916, compared with 1266 vessels of 215,711 gross tons during the fiscal year ended June 30, 1915.

The shipbuilding plant of Washburn Brothers at Thomaston, Me., has been leased by the Atlantic Coast Co., of which Walter D. Noyes is president, and Lewis K. Thurlow is treasurer, both of Boston. Work will begin as soon as possible on a four-master schooner, 200 ft. on keel, and with a carrying capacity of 2400 tons. The Washburn yard has been idle for 15 years.

The schooner "Lucinda Sutton," which put in Rio de Janeiro leaking, while on a voyage from Buenos Ayres for New York, is so badly damaged that owing to the prohibitive cost of repairs she will be abandoned by the owners. The cargo of bones, etc., will probably be forwarded to another vessel. The hull of the schooner is practically uninsured. In view of the record of coasting schooners in ocean voyages since the war began they constitute very undesirable risks.

Since the inauguration of the United States Army Transport Service between the west coast of the United States and the Philippine Islands, these ships have been supplied with coal from Japan, in most cases coaling at Nagasaki. Bids were recently opened for the supply of coal for the coming year for the transports, and the Kailan Mining Administration in North China was awarded the contract, which calls for delivery to the transports at Chinwantao, North China, of 60,000 long tons of coal at \$2.50 per ton for lump and \$3 for washed nut coal.

Bids called by the Bureau of Supplies and Accounts, Navy Department, for the transportation of one cargo of coal (5000 to 7000 tons) from Hampton Roads to Naval Coal Depots at Tiburon, Cal., and (or) San Diego, Cal., and (or) Navy Yard, Puget Sound, Washington, brought only one offer, that of Houlder, Weir & Boyd, New York, which has been accepted by the bureau. Their bid is as follows: American steamship "Buenaventura," about 7200 tons; loading August 1-15; \$8.50 per ton. Canal tolls on account of United States government.

After lying at the bottom of the sea for more than a year off Fenwick Island, the American-Hawaiian steamship "Washingtonian" may be floated. Captain Lester H. Blake, formerly master of the American-Hawaiian steamships "California" and "Ohioan," is at the head of a syndicate which will attempt to raise the vessel. The "Washingtonian" was sunk January 26, 1915, in a collision with the schooner "Elizabeth Palmer" in a fog. The "Washingtonian" was virtually a new vessel, having been launched at Sparrows Point, Md., in the latter part of 1914. She is of 6650 tons gross. The "Elizabeth Palmer" was a five-masted schooner built in Bath, Me., in 1903. She was 2446 tons net and has since been blown up.

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June 30th, 1916

|                              |                 |
|------------------------------|-----------------|
| Assets                       | \$63,811,228.81 |
| Deposits                     | 60,727,194.92   |
| Reserve and Contingent Funds | 2,084,033.89    |
| Employees' Pension Fund      | 222,725.43      |
| Number of Depositors         | 68,062          |

### San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abbers, E. Anderson, A. -1344  
Abrahamsen, Berner Anderson, Albert  
Abrahamsen, Half-Anderson, C. F.  
tan Anderson, Ernst  
Abrahamsen, Verner Anderson, Gustav  
Adamson, J. -1144 W.  
Addicks, Heinrich Anderson, Herman  
Adelson, John Anderson, Hilding  
Ahl, Einar T. Anderson, S.  
Ahlfors, Arthur Andersson, Axel  
Ahlstrom, Eills Andersson, C. E.  
Albertsky, Fritz Andersson, Erick  
Albrecht, Chas. M. -1781  
Albright, Emil Andersson, G. -1109  
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Alexandersen, Char-Andreassen, A. -1635  
ley Andreasen, Carl  
Alksen, Charlie Andreasen, H. -1477  
Allen, James Andstrom, Ivar  
Amundsen, Albert Andersson, J. A.  
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Andersen, S. P. Arndt, Paul  
Andersen, Victor Aylward, James  
Andersen, W. J.

Backman, Paul Bjork, R. -2206  
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Berg, Charles Brekke, Hans  
Bergholm, Edward Brenen, Wm.  
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Berntsen, Jullus Brismann, Charles  
Berthelsen, Charley Bryant, Wm. J.  
Beschornier, Robert Bulgarian, Lazaus  
Bilstein, Karl Bullock, Andrew  
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Bjorkholm, A. M. Byglin, Oiva O.

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Zankert, Karl

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Hansen, N. -989 Pedersen, H. -1263  
Jansson, A. L. Penningrud, Ludwik  
Jensen, Henry Petterson, O. -1551  
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-2321

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maid, if you will pose for me I'll  
give you a dollar an hour.  
"Sorry, sir; but I'm getting a thou-  
sand a week from a moving-picture  
concern over the hill."—Life.

Accurately Put.—"Why did Rever-  
end Binks leave his charge?"  
'He said his parishioners were  
guilty of contributory negligence.'—  
Judge.

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least admit that there are two sides  
to every question, and—"

"I admit nothing of the kind!" in-  
terrupted J. Fuller Gloom. "As far  
as I am concerned there is only one  
side and a lot of confounded fool-  
ishness."—Judge.

Enemy Absolved.—Atkins No. 1—  
Hi say, w'en did 'Aroid get the  
lower 'arf of 'is face shot hoff?  
Atkins No. 2—Hit ain't shot hoff.  
'E's a-yawnin'.—Jack o' Lantern.

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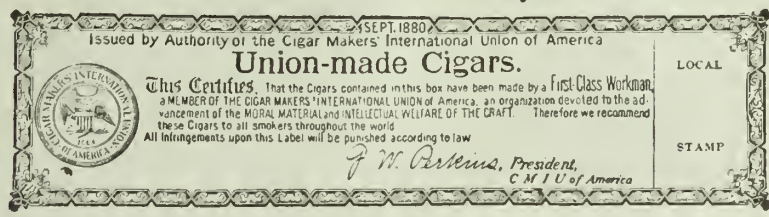
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Pacifism.—"Officer, what is the  
charge against these two men?"  
asked the court.

"Disturbing the peace by scuffling."  
"Your Honor," piped one of the  
accused. "We wasn't scrappin'. I  
wuz tellin' him 'bout a fight dat de  
Rooshans won, an' he sez dat I didn't  
pernounce de name right. Den I  
called him a liar, an' den he hit  
me, an I hit him back. Dat wuz  
all, your Honor."

"Discharged. But hereafter when  
you fellows have a dispute about a  
foreign name delete it. That's the  
way the censors do, and they never  
get hit."—Richmond Times-Dispatch.

Impatient.—Lawyer—You say you  
want this damage suit pushed through  
with the utmost speed?

Client—Exactly. I have a child  
six weeks old, and I want the money  
to pay his college expenses.—Gar-  
goyle.

## INFORMATION WANTED.

Adolph Godfred Eriksen, born in  
Moss, Norway, is inquired for by  
his brother, Herman Eriksen. Any-  
one knowing his whereabouts please  
notify W. Nielsen, 206 Moravian St.,  
Philadelphia, Pa. 5-26-15

Edward Beahan, a native of Cali-  
fornia, supposed to be sailing on the  
Lakes, is inquired for by his brother,  
J. J. Beahan, 2003 Chestnut street,  
Oakland, Cal. 5-10-16

Eugene Martin, age 25, 6 feet tall,  
gray eyes, is inquired for by his  
mother. Anyone knowing his where-  
abouts please notify Mrs. Rose T.  
Martin, 4231 15 N. E., Seattle,  
Wash. 1-27-15

Bernard Baasen, a native of She-  
boygan, Wis., a former member of  
the L. S. U., who was last heard  
from at Milwaukee, Wis., April 29, is  
inquired for by his mother. Anyone  
knowing his whereabouts please no-  
tify Mrs. Sophie Baasen, 561 Clinton  
street, Milwaukee, Wis. 7-5-16

Kindness of Heart.—His face was  
pinched and drawn. With faltering  
footsteps he wended his way among  
the bustling crowd.

"Kind sir," he suddenly exclaimed,  
"will you not give me a loaf of bread  
for my wife and little ones?"

The stranger regarded him not un-  
kindly. "Far be it from me," he  
rejoined, "to take advantage of your  
distinction. Keep your wife and  
little ones; I do not want them."  
—Tit-Bits.

Remember This.—"Will you have  
me for your wife?" said the leap-  
year maiden, sweetly.

"Since you have suggested it, I  
will," he replied. "But just remem-  
ber, Mame, if I don't turn out to be  
all you expect you have only yourself  
to blame."—New York Globe.

Placing the Blame.—Dubbleigh—At  
a reception this afternoon I ex-  
changed ideas with the famous Pro-  
fessor Saduka.

Miss Keen—That explains why I  
found the professor so tiresome.—  
Boston Transcript.

**News from Abroad.**

Inventive genius appears to have  
been depressed by the war. The  
number of patents granted by the  
British controller-general in 1915 was  
18,191, which was 6629 less than in  
1914. It is lower than any year  
since 1887.

Nova Scotia has taken a long step  
forward. A bill just passed the leg-  
islature abolishes personal property  
taxes. Furthermore, land and im-  
provements are to be assessed sep-  
arately and next year the tax rate  
on improvements will be reduced 25  
per cent.

It is again stated that the Chilean  
government is negotiating directly  
with the owners of the thirty-two  
German steamers interned in Chilean  
ports, for the purpose of utilizing  
them for traffic with neutral coun-  
tries, providing previous consent is  
secured from the allied governments.  
The steamers would be returned to  
the owners at the end of the war.

The Russian Minister for Sea Traf-  
fic has arranged with Mr. Groen-  
ningsaeter, a Norwegian engineer, to  
supply drawings of plans for the  
building of six cargo steamers, each  
of 2000 tons deadweight. The steam-  
ers are to be built in Russia, under  
the supervision of Engineer Groen-  
ningsaeter. It is said that the steam-  
ers are to be put in the trade be-  
tween Yenisei River (Northern Si-  
beria) and England.

Honduras has provided for the  
establishment of a free port on Cara-  
tasea Bay, which is connected with  
the Caribbean Sea. The new port  
has been named Puerto Herrera, in  
honor of the first President of Hon-  
duras. When construction is com-  
pleted it will open up to commerce  
the Department of Mosquitia, com-  
prising one-sixth of Honduras' terri-  
tory, which is absolutely untouched  
commercially or industrially.

The Hindoo Nationalist in San  
Francisco has received an account  
from Lahore where 82 were tried  
for conspiracy, the press being ex-  
cluded from the proceedings. Nine  
were sentenced to death, 62 banished  
and deported for life, and 11 im-  
prisoned for long terms. Official  
government reports state that during  
the last year 350 papers have been  
suppressed in India, many publishers  
imprisoned and their papers confis-  
cated.

It will be called to mind that the  
Spanish liner "Principe de Asturias"  
was wrecked in March last on the  
rocks at Ponta do Boi (Bullock's  
Point), Brazil. In that connection  
the following list of vessels totally  
lost at the same place since 1865 may  
prove interesting: "Duarte" (Br.),  
1865; "Cresta" (Br.), 1867; "Attilio"  
(Braz.), 1905; "Velasquez" (Br.),  
1908; "Hathor" (Br.), 1909; "Guar-  
amy" (Braz.), 1915; "Principe de  
Asturias" (Sp.), March, 1916.

The flood tide of battle continued  
with the allies during last week,  
although there was a marked ebb  
near Verdun and a slight backwash  
at one or two points along the east-  
ern front. Several times Berlin and  
Vienna announced that the drives had  
been halted, but each succeeding re-  
port to that effect spoke of fighting  
at places farther and farther inside  
the lines as held by the Teutons  
some weeks ago. London admits  
that the British losses have been  
heavy, but a new map drawn on the  
basis of Berlin reports shows that  
the drive has made wonderful pro-  
gress.



### With the Wits.

Did She Know?—Newwed—It is hard to ask for bread and get a stone.

Mrs. Newwed—It is worse to ask for a stone and get paste.—New York Sun.

It's the Shells.—Waiter—Yes, sir, omelets has gone up on account of the war.

Diner—Great Scott! Are they throwing eggs at each other now?—Tit-Bits.

Naturally Inferred.—Suitor—What makes you think, sir, that I will not be able to support your daughter?

Her Father—The difficulty I've had in doing it myself.—Boston Transcript.

Well Picked—Aunt—Your bride, my dear boy, is wealthy and all that, but I don't think she'll make much of a beauty show at the altar.

Nephew—You don't, eh? Just wait till you see her with the bridesmaids she has selected.—Nashville Tennessean.

Just as Good.—"How is your boy Josh getting along with his books?"

"First rate," replied Farmer Corn-tassel. "He's learned a whole lot."

"Knows more than you do, I bet."

"I won't say that. But he kin tell me a lot of things I already know in language I can't understand."—Washington Star.

A Fresh Outrage.—"Ottawa, Feb. 7.—Parliament to-day sat, and, in the clatter of hammers and the screech of saws, workmen all day long labored in the task of transforming the dignified halls of the Victoria Museum into long rows for members, Senators, and House officials.

"Work has not yet been completed upon the new Senate chamber, and, whether by accident or design, the placard which stood above the door still remains in the chamber. It reads: 'Hall of vertebrate fossils (temporary exhibit).'—From the Manitoba Free Press.

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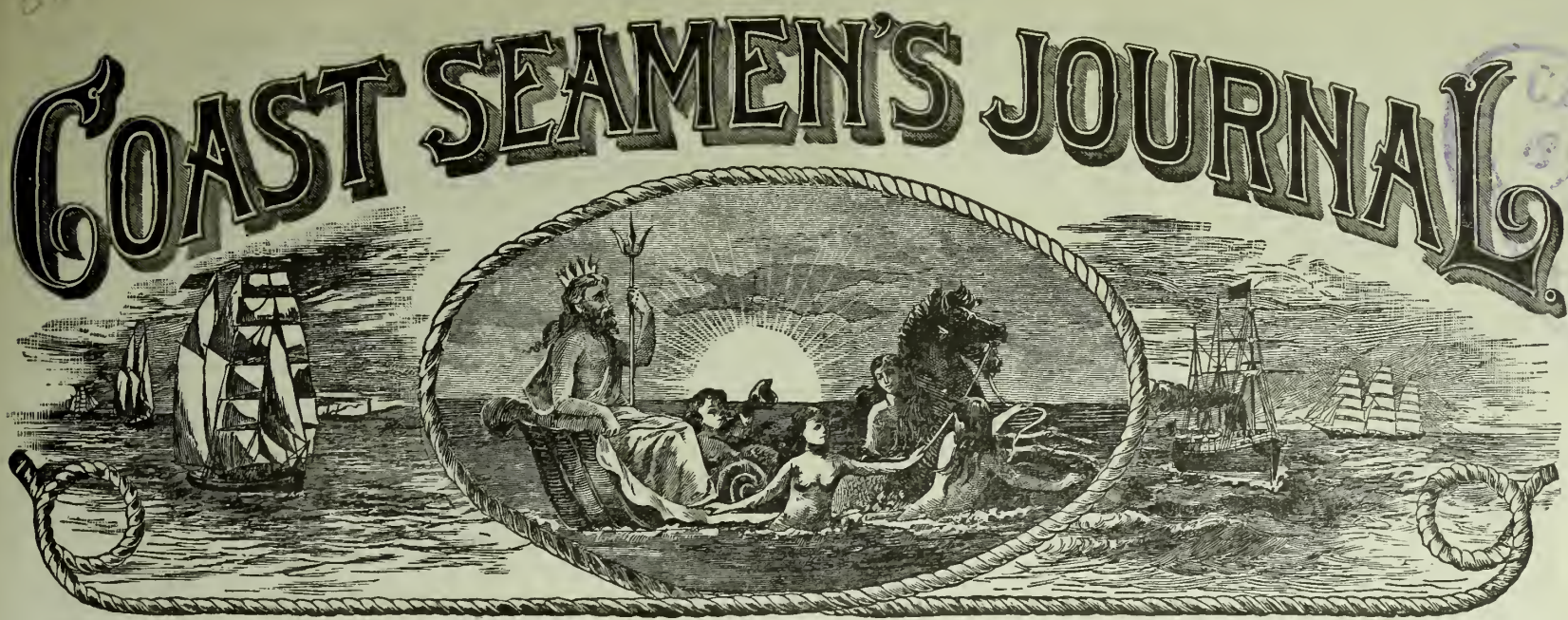
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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXIX, No. 46.

SAN FRANCISCO, WEDNESDAY, JULY 26, 1916.

Whole No. 2392.

## A GREAT PEACE MEETING.

### San Franciscans Hold Monster Rally Against "Preparedness" Hysteria.

Although persistently ignored and boycotted by all the great (?) dailies of San Francisco, except the Bulletin, the peace meeting scheduled for Thursday of last week spontaneously developed into a monster protest demonstration against the preparedness hysteria which has swept the country and found expression in conscript parades.

Dreamland Rink, with a seating capacity of 5000, was actually packed to the doors by men and women who joined in a mighty demonstration against militarism. Every seat was taken. Men and women stood up. At the height of the demonstration the police were compelled to close the doors to comply with the fire ordinances. Hundreds were turned away.

#### Every Phase of Life Represented.

Every phase of life was represented in the great gathering, and the meeting developed into one of the most remarkable crusades against the war spirit that has ever occurred anywhere.

The program of speeches produced many eloquent arraignments of the militaristic program, and the great crowd repeatedly evinced, with deafening emphasis, its determination to preserve this nation as the world's foremost exponent of peace.

Preparedness parades were criticized and ridiculed by many of the speakers, who characterized it as an attempt by selfish and powerful interests to instill into the masses of common people a false and dangerous spirit of war.

"Capitalizing fear" was the descriptive phrase applied to the preparedness propaganda by Sara Bard Field, who delivered an inspiring address in behalf of the women of San Francisco.

Labor, fraternal, civic, religious and feminist organizations were represented in the huge assemblage of people, and the platform was packed with more than 200 vice-presidents, representing every element in the community.

Rudolph Spreckels, president of the First National Bank, was chairman of the meeting, and the list of speakers included Rabbi J. Nieto, representing the American Union Against Militarism; Daniel C. Murphy, president of the San Francisco Labor Council; Sara Bard Field, suffrage worker of national repute; William McDevitt, Election Commissioner of San Francisco, and Paul Scharrenberg, editor of the Coast Seamen's Journal.

Rudolph Spreckels was introduced as chairman of the meeting by George A. Tracy, president of the San Francisco Typographical Union.

#### A Truly Spontaneous Outpouring.

"I feel assured," said Tracy, in a brief introductory speech, "that after this meeting at least some of the hysteria that has enveloped San Francisco concerning preparedness and militarism will be dispelled."

He called attention to the fact that the great meeting was a spontaneous outpouring, as no paper in San Francisco except the Bulletin had made any mention that it would be held.

A demonstration that lasted several minutes greeted Chairman Spreckels when he arose to address the crowd.

"We have gathered here," he said, when he

was finally able to make himself heard, "to protest against wholesale murder, sanctioned and legalized under the name of war. We are here to protest against the introduction in this country of a system intolerable to democracy.

"We realize that in Europe during the past fifteen years there has been a distinct movement towards democracy. The people were commencing to demand their own. But unfortunately in Europe the system gave to a minority, under monarchical forms of government, the right to suppress and hold in bondage the great mass of the people. We observe that in the great struggle which is now sending millions of people there to an untimely death, there is involved no quarrel of the masses engaged in the conflict. The quarrel that has resulted in this greatest of all wars is a conspiracy of commercialism. It is due to the desire of those who have too much to seek more.

"They have enslaved the people, and are now giving them the choice of going into the trenches and being shot to death, or of facing death in a court-martial by their own comrades. That's the system we won't tolerate in America.

"I am not here to represent the capitalistic class. I haven't been asked to speak for them. I am here to raise my voice with those who believe that humanity has rights that are paramount to all others. If I had one dirty dollar I wouldn't be here. I think that you will realize that with the capitalistic class of this community against me—some of them having been prosecuted through my own efforts—and with the subsidized press hating me bitterly, that there is nothing discreditable in my career that you wouldn't know if they could possibly tell it to you.

#### "With a Kindly Feeling and Good Will."

"I come here to-night with a kindly feeling and good will towards all those who live on this earth with you and me.

"I am surprised by the utter lack of appreciation of their own position displayed by those men who prate of patriotism and preparedness. They are utterly lacking in that sense of humor that is sometimes a saving grace.

"Who is it that has organized this parade and will march in it on Saturday? Why, the public service corporations, who have grafted upon and debauched our community, and who now stand sponsor for and claim to represent patriotism. They ought to apologize for making such a claim. There are men who will wave the flag on our streets on Saturday who should hide themselves in shame because they have brought disgrace on our flag.

"I'm not afraid to be called a mollicoddle, but I would be ashamed to march in a parade and say I'm for preparedness and all those things, and then not volunteer to go to the front when the country calls for volunteers as it is doing to-day.

"These men are inconsistent. They'll march in preparedness parades, but I haven't heard that any of them have enlisted."

In a fiery speech, bristling with sarcasm and punctuated with flights of sardonic eloquence, Rabbi Jacob Nieto kept the big crowd on the

tiptoe of enthusiasm, and his brilliant sallies against the hypocrisy of the preparedness program were greeted with gusts of laughter and outbursts of applause that made the great hall resound.

"The iron hand inside the silken glove does not fool us to-day as it might have done years ago," he said. "The preparedness program does not commend itself to to-day's ideas of fairness, honesty and justice.

"We are confronted by a bewildering array of menaces from the war partisans in our midst. One day they tell us that we are going to fight Japan. Unless Japan is crazy, I do not believe it. The Japanese are not so foolish as to abandon the iron and coal and other supplies they can get so easily in China from a kindred people in order to cross the broad ocean and invade a nation in which the people would always be entirely hostile to them.

#### Rockefeller, Morgan and Hearst!

"The next day they tell us that Mexico is the menace. We know who is responsible for that tale. It is the Rockefellers and the Morgans and the men—and I don't have to mention their names to you—who want land down there. You all know who I mean.

"Who's to get the land for them under this admirable scheme? Why, you and I and the rest of us—the truck heap fellows.

"Who's going to pay for the widows and orphans that will be created? You and me—except for the thousand dollars or so that they'll throw back at us in the form of a sort of charity.

"It's absurd. Uncle Sam is a giant, not a bully. The fifteen millions of men in Mexico are fighting for freedom there more nobly than we are doing it here to-day. And if we should get them, what are we going to do with them? Let's help them make good. Let's be a big brother to them.

"What are they really getting this thing up for, anyhow? Why, they want contracts, these big manufacturers and munitionmakers who are behind it all.

"For my part, I don't love any one man more than another, and I don't hate any man for his religion, his race or anything else. Instead of preaching this sort of preparedness, why don't they organize the industries of this country and make it possible for every man to get a job when he wants it? They tell us that we must copy the preparedness and the efficiency of Germany. Well, why don't they go through with it? There isn't and never has been any unemployment in Germany.

#### Rabbi Nieto's Bristling Satire.

"The other day on Market street I saw the signal corps boys going out to the front to what is almost certain death—if not from bullets, then from exposure, or heat, or illness. Was there any cheering or enthusiasm or concerted demonstration? Not a bit of it. Nobody paid any attention to them.

"But next Saturday out will walk the great, fat-bellied banker, in august panoplied grandeur, holding his hand on his stomach, or some other part of his anatomy, to make sure that he's safe. Behind him will march a man in a stove-



pipe hat, perhaps left over from the Exposition. "They'll pretend that they are fighting for the spirit of '76. They're not. They're fighting to hold what they've got and perhaps to get more. "What's really going to happen on Saturday? Oh, that I had the combined gifts of Gilbert and Sullivan, that I might construct a comic opera to fit the occasion!"

"Who's hurting you?" I'd have my comedian inquire. "Who's touching you?" And the answer would come: "Nobody, but somebody might."

"My advice to you is to let them blow—let them do what they like. But maintain the same silence that the Market street crowd displayed when the signal corps went away. Don't cheer. Don't hiss. Treat them with the silence they deserve. Just pass the whole thing up as if it were dead."

"Just picture to yourselves in advance the well-fed paunches from Montgomery street, signing up for a musket to go out and fight. Theirs not to reason why. Theirs but to do, and for you to die!"

#### President Murphy Speaks to the Point.

President Daniel C. Murphy of the San Francisco Labor Council, in an inspiring address said:

"I believe that it would be better for the mass of the American people to show their patriotism in a helpful manner instead of making a display of their ability to build up an army capable of crushing some other nation."

"The attitude of the Labor Council is very logical, for although we've always been just as unprepared as we are now, no nation has ever made war upon us. Apparently nobody wants to quarrel with us, and we should not want to quarrel with anybody else."

"We can be just as loyal to our ideals of Americanism as those who insist upon parading their loyalty through our streets."

"Not one central labor council in the United States has favored preparedness, nor has a single labor union been officially represented in the line of march of a preparedness parade anywhere."

"Organized workers can and do refuse to parade, but the unorganized workers do not dare to refuse the commands of their employers to march. If all the workers were organized Saturday's parade would be a sorry spectacle indeed."

Election Commissioner William McDevitt was introduced by the chairman as the representative of the Socialist party.

"I am not here," explained McDevitt at the outset, "to speak on behalf of the Socialist party, but rather to speak as one of the party in behalf of humanity, and in behalf of the light we're making against war."

"We're not for preparedness a la Pierpont, nor a la John D., nor a la Teddy, but we are all willing to march long miles in the cause of humanity."

#### The Reasons for Marching.

"The kind of marching they'll do Saturday is not the kind that will turn Americans to the right kind of patriotism. It will simply be a grand display of the rising spirit of our generation to make the United States grand in war, grand in its army and its navy. But the effort comes at a belated time. Any day now you may read that Congress is about to adjourn. The country is rejoicing in the prospect of getting its Congressmen home again, where they can't do any particular harm. But we must march on Saturday for the purpose of overawing Congress."

"That is not necessary. An appropriation of \$840,000,000 has already been arranged for, so why this belated parade? It has been postponed from day to day, and I doubt now whether it ever really will happen. Can't they all see that you people are sincerely against it?"

"The only purpose of the preparedness parades must be to force Congress to tack on another \$160,000,000 to the appropriation and make it a round billion for war."

"The lessons of the war in Europe, the lessons of the great peace propagandists are making an impression upon the youth of our country. They are not aching for war. They are not as savagely patriotic as they were supposed to be some time ago. We have but few professional killers now. Thank God, most of us demand an ideal that really justifies the shedding of human blood."

"War is capital punishment organized on a monstrous scale. Every one who is opposed to capital punishment must be against war."

"I appear here to-night in the name of an organization that is the most loyal army enlisted, an organization that stands for peace in the name of the people, and only for war in the name of the people against despotism. We use force for peace only; never against it. We stand for the cause that helps put into practise the great principles of our constitution—the right of life, liberty and the pursuit of happiness for every man, woman and child."

Paul Scharrenberg, editor of the Coast Seamen's Journal, spoke, in part, as follows:

"As a citizen of California and an humble member of the great world-wide labor movement, I welcome this opportunity to voice my earnest protest against the popularizing of militarism by means of preparedness parades. "Of course, you know that the councils and

federations of labor in San Francisco and throughout the Nation have formally and officially repudiated the military boosters who would lead Labor into conscript preparedness parades. I am proud of the fact that Labor in America refuses to be stampeded toward militarism in any form. I am even more proud in the knowledge that Organized Labor of San Francisco will not participate in any parade led by a Thornwall Mullally, the notorious enemy of Labor and the successful disrupter of a local labor union."

#### Enemies Who Are Among Us.

"This great Republic may have foes abroad but some of its most deadly enemies are to be found right at home. They are the industrial vampires who undermine the Nation's vitality by cruel, merciless exploitation of labor. Special privilege, monopoly and greed are rampant. Starvation wages and long enervating hours of toil are imposed upon millions of American toilers, of whom one-third are poverty-stricken all the year around. So deplorable are conditions in the big industrial centers that nearly 20 per cent. of the Nation's school children are constantly under-fed and under-nourished, and the babies of the poor die three times as fast as those of the rich. Yet they have the nerve to ask Organized Labor to take part in military preparedness parades designed to intimidate some unknown foreign foe when the known foes of the Nation, who live among us, are brazenly taking the lead in those demonstrations."

"I claim there are no citizens in our country more truly patriotic than the organized wage-earners—or all of the wage-earners. We have done our share in the civic life of the Nation as well as in the Nation's wars. We have done our share to protect the Nation against insidious attacks from within that were directed at the very heart of our national life and would have inevitably involved us in foreign complications. The wage-earners stood unflinchingly for ideals of honor, freedom and loyalty. Their wisdom and their patriotism has served our country in many a crisis and crucial period. Yes, even during the late Mexican crisis Organized Labor did more than any factor in the Nation to avert needless war."

#### Wage-Earners Will Fight for Liberty.

"No one can question that the wage-earners of the United States are patriotic in the truest sense. No one can question their willingness to fight for the cause of liberty, freedom and justice. No one can question the value of the ideals that direct the labor movement."

"Labor resents an insult to the Country's flag as deeply and as quickly as any Dollar patriot. But Labor insists that there are different ways of insulting the flag. An example may be taken from the unpublished reports of the Department of Labor in its investigation of child labor a few years ago. In one cotton mill of the South the flag was put to an unique use. It was hoisted to warn the people that Government inspectors were in town and that the children must be kept away from the mill. But when the inspectors left, the flag was hauled down to show that the children might go back to work. That seems to me as deep an insult to the flag as could be conceived. But, of course, neither Mr. Hearst nor Mr. De Young will ever print a soul-stirring editorial over that sort of insult."

"Among the great champions of military and naval preparedness are the various Chambers of Commerce throughout the Nation. They have all 'resolved' for preparedness on land and sea. They want the Stars and Stripes on the masthead of our foreign commerce carriers, but in the same breath they insist upon the repeal of every section in the Seamen's law which interferes with the carrying of coolie crews. Oh yes, these mercenary gentlemen dearly love and honor our flag. They actually shed tears over its beauty when the sailor who hoists it to the masthead is brown or yellow and works for \$7.00 per month."

"But the shipowner is not a bit worse than the other war profiteers. Not at all. Some shipowners actually take a risk in their business but the captains of preparedness industries ashore take no chances whatever. The manufacturers of shot and shells usually insist upon payment in advance."

"Way back in the eighteenth century the illustrious Samuel Johnson maintained that 'patriotism was the last refuge of a scoundrel.' If Mr. Johnson were alive to-day he would probably declare that 'preparedness is the first aid to militarism.'"

#### What Preparedness Brought to Europe.

"The nations of Europe believed in preparedness and they certainly got what they had prepared for."

"Shall we do likewise? Shall we teach our children military ideals, blind obedience and an unquestioning 'patriotism' in the schools?"

"Shall we sit idly by and have our war profiteers pick up the pestilence of feudal militarism just as Europe is burning it out?"

"I say 'No,' a thousand times 'No.' Let us protest to-night and continue to protest with all our might against an incipient militarism, falsely labeled preparedness."

"Let us ever bear in mind that 'that nation is best defended whose homes are best worth defending,' and devote our attention to fundamental and primary preparedness."

"Let us prepare against poverty, disease, in-

dustrial accidents, unemployment and exploitation."

"Let us announce to the workers of the world that Labor in America stands for peace and strongly disapproves of the modern war dances, known as preparedness parades. And to prove our sincerity let us all work overtime in preparing for more school houses and less jails; more books and less arsenals; more learning and less vice; more constant work and less crime; more leisure and less greed; more justice and less revenge; in fact, more of the opportunities to cultivate our better natures, to make manhood more noble, womanhood more beautiful, and childhood more happy and bright."

#### CORPORATION TOOL EXPOSED.

The Grand Marshal of San Francisco's Preparedness Parade has brought upon himself the following caustic but well-deserved flaying, written by Rudolph Spreckels and published in a local daily on Monday of this week:

"I am certain that all law-abiding citizens of San Francisco deplore and condemn the outrage perpetrated by the fiend or fiends who made and set the bomb which killed and maimed men, women and children during the preparedness parade on Saturday. My heartfelt sympathy for the victims and their families and friends is deep and sincere. Mere words cannot express my condemnation of the outrageous crime committed."

"Because I abhor this crime so strongly I am not disposed to remain silent before the remarkable accusations which have been made public in Mr. Hearst's Examiner. In yesterday's issue of that paper appeared an interview with the grand marshal of the preparedness parade in which that distinguished representative of a corporation which debauched our municipal government is represented as saying: 'I attribute the crime to the incendiary work done by one of our most prominent citizens at the mass meeting held Thursday night to protest against the preparedness parade.'"

"I presided at the mass meeting on Thursday evening to which he referred. I challenge the statement of Thornwall Mullally as wilfully malicious and false, but in keeping with the record and life of the man who made it. I have for many years treated Mr. Mullally and his kind with the silent contempt they deserve, but his assurance in attempting to place the odium of the work of assassins upon me and the citizens who attended the mass meeting which met to protest against war, militarism and the preparedness parade compels me to remind the people of San Francisco of some very black municipal history with which his activities are associated."

"Seven years have passed since the graft prosecutions ended. Among the public service corporations involved in the bribing of public officials the United Railroads was the most prominent, and Mr. Mullally, one of its employees, was indicted."

"A point had then been reached in which the only hope of cleaning up San Francisco and ridding it of its corrupt rulers lay in the testimony of one witness. Mr. Mullally did not then take a serious view of the dynamite outrage which wrecked the home of this witness and but for a miracle would have taken the lives of innocent men, women and children, and for which the poor duped tool who exploded the bomb is now serving a life sentence in San Quentin. Apparently Mr. Mullally thought those happenings had been forgotten."

"The shooting of Mr. Heney while performing his sworn duty as a deputy district attorney during the trial of a graft defendant was another outrage which occurred during this interesting period of Mr. Mullally's life. I do not recall that he went out of his way to denounce that outrage. I cannot think of any previous outrage or injustice that Mr. Mullally has taken the trouble to denounce and I can think of many in which he went to the other extreme."

"It is an insult to decent, law-abiding citizens of San Francisco to have this employee of the United Railroads so brazenly pose as a patriot and defender of the law. I face the people of San Francisco feeling sure that those who are honest and informed do not doubt my loyalty to law and order with strict justice for all."

Liberty of each, limited by the like liberties of all, is the rule in conformity with which society must be organized. Freedom being the prerequisite to normal life in the individual, equal freedom becomes the prerequisite to normal life in society. And if this law of equal freedom is the primary law of right relationship between man and man, then no desire to get fulfilled a secondary law can warrant us in breaking it. —Herbert Spencer.

War is delightful to those who have had no actual experience in it.—Erasmus.



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## No Money Dividends Expected From P. O.

The United States Senate has amended section 7 of the post office appropriation bill which provides that the post office department shall not extend its present policy of sending second-class matter by freight trains. An effort was made to abolish this practise on the ground that it gives the post office officials a club to use on publications hostile to them. Advocates of the plan pleaded economy and insisted that many monthly magazines and other publications could be forwarded by fast freight. It was finally agreed that where a publisher believes he is discriminated against he may appeal to the post office department and then to a Federal court of appeals.

Senator Ashurst of Arizona did not favor the plan, and in answering the plea for economy, said:

"Mr. President, I notice that these economists, whenever it becomes necessary to save dollars, always resort either to the schools or the newspapers; they always resort first to that which happens to affect the life of the American people.

"We lose \$80,000,000 in the transportation of second-class matter. Has the Senate reached the situation where all principles are to be tried by the balance sheet? Is there nothing else in this nation except money? We lose money by our army; we do not get any cash dividends out of the army, but we get protection to the institutions and the people of America. We do not get any dividends out of our navy; the navy does not pay dividends. Senators look for dividends. The dividends from the navy are the protection to our shores against foreign invasion. Senators look for dividends possibly from the schools. We get no cash dividends from our schools. Our dividends, Mr. President, are an informed and learned public opinion; and a public opinion that is not informed is deleterious to a free republic. Why, Mr. President, I presume the next Congress will say, 'If we just abolish the county-free circulation of newspapers, we will save another million dollars.' One by one we take these steps, one by one we encroach upon these institutions that make up the very life of the republic."

## Rural Credits Bill Passed.

The House of Representatives, by a vote of 311 to 12, has accepted the rural credits bill, as presented by the conference committee of both Houses.

By a rural credits system is meant an arrangement under which very large sums of money can be made available for the use of agriculturists. It is stated that the average rate of interest now charged is at least 3 per cent. higher on farm loans than it would be if farm credit was properly organized, and thereby save the farmers from \$120,000,000 to \$180,000,000 annually. The rural credits bill will enable farmers to take advantage of their combined credit, as has been done by business men, who can secure short-term loans from banks and other institutions created and regulated by public authority, or

long-term loans by the sale of stocks and bonds.

Twelve special agencies, known as farm-land banks, to be located in convenient sections of the country, will make loans through the medium of local associations of farmer borrowers, or directly, as circumstances may determine.

Any farmer who holds good title can borrow money up to 50 per cent. of the appraised value of his land for general agricultural purposes. The loan is to be paid on the installment plan and must run for not less than five years or more than 36 years, at the option of the borrower. Interest charges shall not exceed 5 per cent.; also an operating charge not to exceed 1 per cent. Students of this legislation are confident that these figures can be easily reduced when the system is in complete working order.

Congress took the initial step in rural credits legislation March 4, 1913, when it authorized the President to appoint a commission for the purpose of studying rural credits systems in Europe. From the findings and recommendations of this commission came the present legislation.

## Reason for Babes' High Mortality.

Of the 39,851 babies that have died in Chicago during the past six years, Health Commissioner Robertson estimates that 70 per cent. could be avoided.

These figures are said to be low because of faulty registration of babies.

"It has been estimated," says the bulletin, "that 70 per cent. of the infant mortality should be preventable under ideal conditions. This is, in a way, borne out by our ward tabulations, showing that the infant deaths are above the average for the city in the wards where congestion and insanitary conditions are prevalent."

It is stated that the diarrheal diseases, which take such a heavy toll of infant life in both the first and second years, prevail almost exclusively in the wards where the people are crowded closely together.

## English Unionists Attend Dedication.

H. Wilson Howes and George A. Isaacs, of London, England, representing the British Trades Union Congress, attended the A. F. of L. office building dedication at Washington. The former is secretary of the Printing Machine Managers' Trade Society and the latter is general secretary of the National Society of Operative Printers and Assistants of Great Britain. These, together with representatives of the Mexican trade union movement, who are in the city conferring with the executive council of the A. F. of L., Canadian organized workers and a banner forwarded by the Porto Rico Federation of Labor all gave testimony to an internationalism that only labor feels and knows.

Practically every national and international union affiliated to the A. F. of L. was represented, as was central and the State bodies from every section of the

(Continued on Page 10.)

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

### AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

### GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekland Bldgs., 22 Canning Place, Liverpool.

### BELGIUM.

Internationale Zeemansvereniging, St. Pieters-vliet 2.

### GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

### FRANCE.

Federation National des Syndicats des Inscriptions, Maritimes de France, 33 Rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

### NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

### SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgaten 1 B., Sweden.

### DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

### HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

### ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

### AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

### SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

### URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

### ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

### BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

### SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



## World's Workers.

According to the British Board of Trade, the supply of seamen for mercantile ships during May was almost equal to the demand. From South Shields it was reported that the supply of seamen was in excess of the demand, and that for firemen and trimmers considerably exceeded it; from Swansea the supply of seamen was slightly in excess of the demand. Shortage of seamen was reported from Newport (Mon.) and Penarth. At nearly all the other ports included the supply was stated to be quite equal to the demand.

A special Trades Union Congress of 600 delegates, representing 3,000,000 organized British workers, met in London on June 30, and adopted a resolution asking the Government to regulate the price of food and fuel. Another resolution favored Government ownership of merchant shipping. A third resolution declares that if the Government makes objection to these proposals, steps will be taken to press for such an advance in wages as will meet the higher cost of food and coal, which the mover of the resolution declared to be 59 per cent. The Government was asked also to increase the old age pensions 50 per cent.

A recent issue of the Bollettino dell' Ufficio del Lavoro (the journal of the Italian Labor Department) publishes the text of a Vice-regal Decree, to enter at once into force, which authorizes the fixing of maximum prices for articles in common use or which are required for agricultural or industrial production. The list of such articles and the maximum prices which may be charged by producers will be determined from time to time by the issue of Ministerial Decrees. Rules for fixing maximum prices for both wholesale and retail trades are to be issued by the Minister of Agriculture, Industry and Commerce in conjunction with the Minister of the Interior. Any person selling goods for prices higher than the maxima fixed in pursuance of the Decree may be fined from two to three times the price received by him. For any offense after the first, imprisonment for periods ranging from one month to one year may be added to the fine.

Labor conditions in Germany which at the beginning of the war were strongly influenced by the recruiting of the army, are now reported to have settled down to a degree of regularity. A large amount of female labor has been introduced into various commercial lines where male labor was formerly employed. In a number of industries the importation of foreign laborers, particularly Scandinavian and Dutch, has substituted the lack of domestic labor. The Berlin Chamber of Commerce reports that its assistance in obtaining foreign labor was particularly solicited by the local meat trade. It is stated that there are now approximately 650,000 prisoners of war employed in farming and industrial pursuits in Germany. The authorities in charge of the funds for insurance against sickness continue to report a more favorable situation than in times of peace. As a result of the employment of men partially incapacitated for military service and women, the statistics of the unemployed of the Empire have been materially improved.

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### REMOVAL ANNOUNCEMENT.

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### ALASKA FISHERMEN.

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|                     |                 |
|---------------------|-----------------|
| Bergman, John       | Johnsen, Aug.   |
| Blom, Ernest        | Konig, D.       |
| Christiansen, Anton | Nielsen, Harold |
| Christiansen, A.    | Olander, Ed     |
| Doris, Geo.         | Thomson, John   |
| Eckart, T. G.       |                 |

### San Pedro Letter List.

|                      |                     |
|----------------------|---------------------|
| Alexander, P.        | Martinson, E.       |
| Anderson, Louis      | Mariner, Robert     |
| Andersen, John       | Nelson, Dick        |
| Andersson, Oskar     | Nilsen, Oskar       |
| Bentsen, Hans B.     | Nilsen, Edward      |
| Bushman, John        | Nilsen, Oskar J.    |
| Berglund, Emil       | Olsen, Nick         |
| Blucker, John        | Orling, Gust        |
| Carlson, Gus         | Olsen, Andy         |
| Carlmark, B. G.      | Olsen, Olof S.      |
| Carlson, Harry       | Ophaug, W.          |
| Carlson, Gustaf      | Owen, Fred          |
| Ellwes, Fred         | Oquist, Gust        |
| Eklund, G. E.        | Olson, Frank        |
| Fjellman, Jonas      | Olausen, Kristian   |
| Fuglutsen, Thor      | Peterson, Nicolai   |
| Fjellman, Karl       | -1234               |
| Forsman, G.          | Pintz, Johan        |
| Ginar, Walter        | Peterson, N.        |
| Grigolett, E.        | Peterson, Hugo      |
| Galleburg, Martin    | Petterson, C. V.    |
| Heesche, Henry       | Pakki, Emil         |
| Holmstrom, Fritz     | Pederson, Ole       |
| Haupt, Fritz         | Phlpk, K.           |
| Hansen, Charley      | Palmquist, A.       |
| Hansen, Ole          | Peterson, Aage      |
| Howery, Lon          | Raun, Binar         |
| Hoversen, Carl       | Rosenblad, Axel     |
| Hogstrom, Axel       | Rudd, Walter        |
| Janson, Oscar        | Schuldt, Theodor    |
| Johnson, J. A. -1659 | Samuelsson, Frank   |
| Johanson, Victor     | Smith, Johan        |
| Jacobsen, Louis      | Soderlund, Anton    |
| Jansson, Fredrik     | Schmidt, Louritz P. |
| Karnup, Edward       | Strom, C. L.        |
| Kashlund, Franz      | Swanson, J. N.      |
| Kallo, Anton         | Stromsberg, I.      |
| Lassen, Johan -1542  | Schelby, Aksel      |
| Lutton, Theo.        | Stalt, Aksel        |
| Lauritzen, Ole       | Sandblom, Konrad    |
| Larson, Max          | Schallies, Charlie  |
| Iyheck, Thos.        | Svenson, Nicolaus   |
| Lindberg, G. W.      | Thorsen, Carl       |
| Lindberg, Ernst      | Tonnesen, Peter     |
| Lidker, Elth         | Th. John            |
| Lalan, Joe           | Uhlig, Richard      |
| Lidsten, Chas.       | Uappa, Kostl        |
| Lane, Frank          | White, Robert       |
| Lundin, C. -1054     | Warkkala, John      |
| Lill, Karl           | Wichman, Karl       |
| McNeal, John         | Wartila, Anton      |
| Monterro, John       |                     |
| Monts, Rehnolt       |                     |
| Makela, N.           |                     |
| Maim, Gustaf         |                     |

Newspapers and

Packages.

Schmidt, Lauritz P.

### Honolulu, H. T.

|                      |                   |
|----------------------|-------------------|
| Anderson, John E.    | Nelsen, C. F.     |
| Burk, Harry -1284    | Petersen, Carl    |
| Crantly, C. W.       | Peters, Walter    |
| Eugenio, John        | Reither, Fritz    |
| Ekelund, Rickhard    | Solberg, B. P.    |
| Ivertsen, Sigvald B. | Strand, Conrad    |
| Langewen, W. L.      | Thompson, Emil N. |
| Moller, F.           |                   |

### INFORMATION WANTED.

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio. 3-24-15

Anders C. Anderson, a native of Norway, who left his personal effects at Port San Luis, Cal., after leaving a ship at that place, is inquired for. Anyone knowing his whereabouts please notify D. R. Jacks, Deputy Collector of Customs, Port San Luis, Cal. 12-22-15

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Anyone knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St. 8-11-15

Olai Ingebrigtsen (Brock), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American hark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469-49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Steuart street, San Francisco, Cal. 8-4-15

Anyone knowing the whereabouts of Peter Murphy, better known as Boatwain McGann, will kindly notify Patrick Kieran, 58 Commercial St., San Francisco, Cal. 4-19-16

Vencelus Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolamo Durbich, Zurich, Switzerland. 7-28-15

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### INFORMATION WANTED.

John Edstrom, alias Brynjulf Edstrom, born in Norway in 1879, was last heard from at Mobile, Ala., where his address was Norwegian Chapell, is inquired for. Anyone knowing his whereabouts please notify his mother. Address, 22 Pilestradet, Kristiania, Norway.—12-22-15

George Alexander Sharman, a native of Brooklyn, N. Y. About 28 years of age, height 5 feet 9 inches,

supposed to have sailed on the Great Lakes in 1907, is inquired for by M. L. Kinvan, 1211 Mosher street, Baltimore, Md. 7-14-15

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15



# Pacific Coast Marine.

The schooner "Oakland," ashore since last March at Nehalem, Or., has been purchased by Henry Albers of Portland from Joseph Fyfe of San Francisco. A wrecking crew has been engaged and the Oakland's new owners will make an effort to float the vessel.

The fifth steel steamer to be built by the Willamette Iron and Steel Works and the Northwest Steel Company, Christiania, will be named the "John Erland," in honor of her owner in Norway. The "John Erland" probably will be launched in December of 1917.

The steamer "Nann Smith," which cost in 1907 \$250,000, has been disposed of by her owners, the Inter-Ocean Transportation Company, to a Norwegian syndicate for \$525,000. The price for which the steel vessel of 1276 tons was sold is notable even in the present inflated war-price records.

The Lincoln Steamship Company's steamer "Selkirk" has departed from Vancouver, B. C., for Kake, Alaska, with a salvage crew, under Captain William Bissett, to raise the American steamer "Northland," which foundered alongside the wharf as the result of the ports being open. The contract to the Vancouver Dredging and Salvage Company calls for "no cure, no pay."

William Crone, master of the steam-schooner "Coaster," filed a libel action in Federal Judge Maurice Dooling's court to recover \$8750 for salvaging the gasoline schooner "Magnolia," which was wrecked on the Klamath River bar and five persons drowned last April. The "Magnolia" was the property of W. E. Coggeshall. Crone alleges in his request that the value of the "Magnolia" was \$17,500.

The Hall Brothers' Shipbuilding plant at Winslow, Wash., has passed into the ownership of James Griffiths & Sons, the consideration being approximately \$300,000. Associated with Griffiths & Sons are Daniel B. Trefethen and A. M. Christianer, who have incorporated with a capital stock of \$600,000. Hall Bros. have been engaged in shipbuilding on Puget Sound for nearly half a century.

The first launching to take place at Aberdeen, Wash., for a number of years will occur Monday afternoon, July 31, when the "Oregon," now building at the Peterson shipyards, will take its initial plunge. The vessel is the first of two sister ships being built for Wilson Brothers. She is 200 feet long, 48 foot beam and 14 2-3 feet in depth of hold and has a capacity for carrying 1,200,000 feet of lumber.

According to Roderick L. Lamb, newly appointed manager to represent the interests of British capitalists at Fanning Island, the proposed new coaling station to be installed there will prove of value to shipping en route from either the west or the east coast of the United States to Australia, as Fanning Island lies 1100 miles south of Honolulu and will prove more accessible to vessels engaged in the Australian trade.

The steam-schooner "Shna-Yak" is reported ashore and in dangerous condition eight miles south of Point Sur, Cal. Messages telling of the vessel's plight were received on the 22nd by the marine department of Merchants' Exchange. The "Shna-Yak" went ashore during the night at high water, and with low tide was resting hard and fast. The Shna-Yak is owned by George E. Billings of San Francisco. She sailed from San Pedro in ballast for San Francisco.

The old three-masted schooner "Oriental," which was built in Bath, Me., in 1874, and which was one of the familiar schooners to be seen in San Francisco Bay in the eighties, has been condemned and burned in the Oakland estuary, where she has been laid up for the last ten years. The "Arcata," another of the fleet of ships lying in the Oakland estuary for the last five or ten years, has proceeded to the Pacific shipyards, where she will be put in a seaworthy condition for the lumber trade.

The fall term for the San Francisco Public Navigation class will open on July 31, when all those who desire to secure a knowledge of navigation without cost should present themselves at 7 p. m. at the class room in the

Santa Marina Building, 112 Market street, when a new class will be organized. This course is becoming very popular, and a large enrollment is expected. Other classes are in advanced stages of the work, so there is opportunity as well for those who have already some knowledge of the subject.

At the shipyard of the Seaborn Company, of Tacoma, the keels will be laid for two auxiliary lumber schooners, the largest vessels to be built in Tacoma in several years. The first and the larger of the two schooners will be 237 feet in length, with a capacity for 1,275,000 feet of lumber. She will be equipped with auxiliary engines and will be a five-masted vessel, 42½ feet beam and 18 feet depth. The second vessel will be either three or four-masted, 170 feet in length and with a capacity for 800,000 feet of lumber. She will also be equipped with auxiliary engines.

The China-American Motor Ship Company has been incorporated with a capitalization of \$1,000,000. The incorporators are Melbourne Crisp and Lester McDonough, of San Francisco, and Lewis A. Hewitt, of Oakland. It is announced that five ships will be built by the new company and operated on the Hongkong and Vladivostok runs, with San Francisco as the home port. The vessels will be of 2,000 gross tons, 256 feet on waterline, 48 feet beam and 24 feet deep. They will be equipped with 800 horsepower engines and will be of wood construction.

The investigation into the stranding of the steamer "Bear" has been completed by Inspectors of Hulls and Boilers Guthrie and Dolan. At the conclusion of Captain Nopander's testimony charges were filed by the inspectors against Ture Olund, third officer of the steamer. Olund was charged with negligence in handling the sounding machine of the "Bear" just before she went ashore. Following the taking of Captain Nopander's testimony, Olund was placed on trial and the log of the steamer introduced as evidence. The log showed no bottom a few minutes before the steamer grounded. The decision of the inspectors has not been made public.

Announcement was made during the past week of the chartering of three American schooners and one Japanese schooner by San Francisco firms. The S. E. Slade Lumber Company chartered the American schooner "Baxter" to carry lumber from the North Pacific to the West Coast at a rate of \$31 per thousand; Mohns Commercial Company took over the American schooner "Robert R. Hind" for a voyage from North Pacific ports to Callao with lumber at the same rate; Mitsui & Co. announced the charter of the Japanese schooner "Taiyo Maru" to carry machinery from Puget Sound to Yokohama and Kobe; and the American schooner "George E. Billings" was chartered for a voyage from the North Pacific to Sydney direct with a lumber cargo early in 1918.

United States Government officials have taken up the investigation of the causes leading to the collision between the United States army transport "Crook" and the Japanese liner "Anyo Maru" of the Toyo Kisen Kaisha line, which occurred off Lime Point in the Golden Gate during the dense fog Thursday night of last week. The "Crook," which was outbound for Seattle and Alaskan ports, lost her starboard anchor and chain and about fifty feet of rail, and three starboard plates and the stem were sprung well above the water line. The "Anyo Maru," inbound to San Francisco on her trip from the west coast of South America to the Orient, had the starboard side of her bridge knocked ten feet out of plumb, several plates sprung, and half a dozen davits and thirty feet of rail carried away.

Another attempt to float the Japanese steamer "Kenkon Maru No. 3" from the rocks of Belle Chain Reef, Saturna Island, has succeeded and the vessel is now in dry dock at Victoria. The Japanese crew, under the direct supervision of Mr. Inud, the owner, had previously succeeded in pumping the vessel out and she was floating free when the forward bulkheads gave way and she filled again and settled down on the rocks once more. The work of repairing and bracing the bulkheads was not a difficult job, and salvage men expressed the opinion that the vessel could be floated without any further trouble. The final attempt which just succeeded was the third or fourth made during the past two months. When the vessel stranded during a snowstorm January 12 she tore several holes in her bottom, through which the pinnales projected. The pinnales were blasted off by the Japanese salvage crew and the holes patched.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

## International Seamen's Union of America

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### NEW ENGLAND COAST FISHERMEN'S UNION.

Headquarters:  
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### LAKE DISTRICT. LAKE SEAMEN'S UNION.

Headquarters:  
CHICAGO, Ill., 570 West Lake St.  
Branches:  
BUFFALO, N. Y., 55 Main St.  
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MILWAUKEE, Wis., 133 Clinton St.  
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ERIE, Pa., 107 E. Third St.  
DETROIT, Mich., 15 Twelfth St.  
SUPERIOR, Wis., 1721 N. Third St.  
BAY CITY, Mich., 108 Fifth Ave.  
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SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.  
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HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

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## Coast Seamen's Journal

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BY THE

SAILOR'S UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBERG .....Editor  
I. M. HOLT.....Manager

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### NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, JULY 26, 1916.

### HEARST—THE SLANDERER.

A fiendish crime has been committed in San Francisco. At least six human lives were instantly snuffed out and nearly forty more seriously injured by the explosion of a bomb or infernal machine placed near the line of march of the preparedness parade held in this city on July 22.

No one but a wild fanatic or a monomaniac could have conceived and carried out such a dastardly deed. And no sane human being, be he rich or poor, for or against so-called preparedness, would hesitate a moment to condemn the monster guilty of such an appalling crime.

Upon the issues involved in military and naval preparedness, honest, sincere and patriotic citizens have disagreed ever since this Republic was born. Upon the issue of cruel, cowardly and wanton murder such as was perpetrated in this city on Saturday last, there never has been and there is to this day absolutely no difference of opinion. Arson and murder, called by whatever name, is abhorred by the organized workers not one whit less than by those who are banded together in employers' associations.

It would seem unnecessary to dwell upon the well-grounded fact that men who have different opinions upon preparedness and militarism are not necessarily far apart in opposition to brutal and cowardly murder.

Unfortunately, we have in San Francisco a newspaper owned and controlled by that slanderous knave, Hearst.

This notorious profligate, who through his newspapers persistently reviled and vilified one of the Nation's martyred Presidents up to the very day he was assassinated, is now attempting to brand as disloyal and unpatriotic all men and women who have dared to oppose his fantastic schemes for preparedness, militarism and war.

This malodorous politician and assassin of character, who has for almost two years past grossly maligned and shamefully misrepresented every official act of President

Wilson solely because of the latter's refusal to make war upon Mexico, is actually trying to lay the blame for the dreadful crime of Saturday last upon the heads of men who issued an appeal to their fellow workers not to be coerced into a so-called preparedness parade.

In true, matchless Hearstian style, cowardly and abhorrent murder on the streets of San Francisco is made the basis for a declaration that all those Americans who oppose militarism and war with Mexico are spreading "hate and disorder." Truly, this is approaching the limit of malignant slander. But, after all, it is typical of Hearst and his methods. And the patriotic men and women who have had the courage to oppose militarism and needless war have good reason to be rather proud of the vile abuse hurled at them by the Hearst mud batteries.

Ex-President McKinley was the recipient of such calumny almost right up to his last day on earth.

President Wilson has been getting it in heavy doses and will probably continue to receive it just as long as he refuses to take the Hearst program.

Under the circumstances, i. e., considering the distinguished company in which they find themselves, the anti-militarists can well afford to turn the other cheek every time a heinous libel or a poisoned lie is hurled at them by the Hearst Press.

### SLOW-MOVING CONGRESS.

After three and one-half years' delay the Kern-McGillicuddy workmen's compensation bill for injured Federal employees was passed by the House of Representatives at Washington on July 12th, by the practically unanimous vote of 286 to 3.

The only Republican vote in opposition was that of "Uncle Joe" Cannon of Illinois. Page of North Carolina and Dies of Texas were the two Democrats voting "No." Webb of North Carolina, the Judiciary Committee Chairman, answered "Present."

The bill is now before the Senate with victory in sight. But adjournment is probable within six weeks and you will recall how easily one Senator by objecting can defeat important legislation during the closing days of the session.

By way of explanation it should be said that under the law of 1908 provision is made for only one-quarter of the Government's 480,000 employees. If injured in a branch of the service not covered by the law an employee has no recourse through the courts, since the sovereign cannot be sued. He is lucky if, years after the accident, he secures redress through the passage of a private claim bill through Congress. The Kern-McGillicuddy bill brings all civilian employees of the United States Government under one uniform law.

The existing law grants full wages for one year only, a system which encourages malingering and is disgracefully meager in case of prolonged need. Following the best experience of industrial States like California, Kentucky, Massachusetts, New York, Ohio and Wisconsin, the Kern-McGillicuddy bill provides two-thirds of wages throughout disability, and in case of death reasonable benefits for dependents.

Reasonable compensation when needed and as long as needed for all its employees will bring our Government up to the stan-

dar's set by European countries and thirty-four of our own United States.

If you believe in Industrial Preparedness write to your Senator at once and urge upon him to vote and work for the Kern-McGillicuddy bill.

### IMPRISONMENT FOR DESERTION.

When the question of abolishing involuntary servitude of foreign seamen in American ports was before Congress, opponents of the Seamen's bill freely asserted that this was mere grandstand play on the part of the organized seamen.

This particular law, they said, was just a dead letter; arrest for desertion was never resorted to, etc., etc.

But note the touch of grim reality we have witnessed right up to the day when this provision of the new law actually took effect.

On June 22, John Quinn, Christoffer Carr and Thomas McGowan went ashore from the British steamship "South Point," at Newport News, evidently with the intention of taking a day off as they had done before. In the afternoon of the same day they were arrested and next morning, in the Police Court before Judge Robinson, they were charged with absenting themselves from their vessel without leave, and to prevent desertion the judge "held them for the ship." At that time the vessel was expected to be ready for sea about Wednesday, June 28. Later on it became evident, through lack of freight on the dock, that the vessel would not be ready to leave before some time after July 1. On Thursday, June 29, the information leaked out that the Consul was trying to arrange with the captain of the "South Point" to sign the men clear of the ship provided they were willing to go in another British vessel from Norfolk to New York and thence to Archangel, Russia.

The British Consul knew that after July 1 imprisonment for desertion would be a thing of the past. So he hastened to make the best of an entirely new condition, created under the terms of the La Follette Seamen's Act. He graciously consented "to sign the men clear of the ship" with the proviso stated. Of course, he fully understood, if he waited another day the men could not have been kept in jail awaiting his pleasure, for the American Seamen's Charter of Freedom has since July 1 opened the cell doors for all British seamen under arrest for refusal to perform involuntary servitude.

### CLASS RULE AND VIOLENCE.

The San Francisco Chamber of Commerce, having repeatedly declared its opposition to "class rule," is about to administer its own peculiar brand of "law and order" by a "class committee" composed of 94 class-conscious bankers, merchants and manufacturers, 5 clergymen and 1 (one) Federal judge.

Among those serving on this committee is Captain Robert Dollar, who recently declared in a public address, that "the sending of several ambulances full of union men to the hospital" was the only way to establish peace and quietness in San Francisco.

Dollar's incite and inflammatory speech was made in a mass meeting held under the auspices of the Chamber of Commerce on June 10. It was vociferously applauded by those present and published, at least in part, in the daily press of San Francisco. To date



not a single one of the aforesaid bankers, merchants and manufacturers has repudiated or even taken issue with the sentiments uttered by their co-worker for "law and order."

In view of this ominous silence are we not justified in assuming that the Chamber of Commerce tacitly approves the kind of violence as was openly and brazenly advocated by one of their most distinguished members?

Are we not justified in assuming that the executives of our own Chamber of Commerce are opposed to "class rule" only when it happens to be some other class; but that they heartily favor and deliberately seek to establish class rule and domination of all civic affairs by and for themselves?

A compromise settlement has been reached in the strike of the California Bay and River Steamboatmen's Union. The men returned to work under union conditions with the understanding that the question of the \$5.00 increase will be taken up at once by establishing a higher rate for freights. At previous hearings before the State Commission, which controls these rates, the San Francisco Chamber of Commerce opposed an increase. According to the executive officers of the Chamber of Commerce, this opposition will be withdrawn at the ensuing hearing and no difficulty is anticipated in arriving at an early satisfactory arrangement both as to rates and wages. This was the first strike of the Bay and River Steamboatmen's Union. If it resulted in a draw, as has been claimed by some, the steamboat owners have certainly learned to respect the "stick together" qualities of their crews. In a six-weeks' strike not a man deserted the ranks. The "union shop" is more firmly established than ever before and the steamboatmen's organization is prepared, if necessary, to enter upon another battle for improved conditions at a moment's notice.

As stated in last week's issue of the JOURNAL, the longshoremen at San Francisco, by a two-thirds majority, voted to return to work under the compromise proposition offered by the Waterfront Employers' Union. At the same time, most of the other local unions of longshoremen along the Coast rejected the compromise settlement. This created a muddle which has not been unraveled at the time of going to press. It should be noted also that the Waterfront Employers' Union was not authorized to make a settlement for the lumber carriers. The latter do business through a separate organization and, it is reported, have turned over all their labor troubles to the mysterious "law and order" committee of the San Francisco Chamber of Commerce. In the meantime, the Waterfront Workers' Federation of San Francisco has decided to supply all longshoremen's locals along the Coast with a true history of the strike, from the Seattle convention right up to date. This should make most interesting and instructive reading not only to longshoremen but also to the Pacific District members of the International Seamen's Union of America.

The JOURNAL apologizes for devoting so large a part of this issue's space to local (San Francisco) affairs. The boughten press of this metropolis, with one honorable exception, will not print the truth. It is absolutely necessary, therefore, to use the labor press for the purpose of circulating some of the real live news which is tabooed by the personal organs of Hearst, De Young, etc.

## AN EPOCH-MAKING CALL.

**President Gompers Issues Stirring Call for the Unity of Labor in All Pan-America.**

Out of the recent international labor peace conference has come a fresh impetus for a movement that has long been discussed by American trade unionists, and in which President Gompers has long been deeply interested.

This is a movement for a Pan-American Federation of Labor, uniting the organized workers of both American continents.

President Gompers has now issued a call to the workers of the Americas for the formation of such a Pan-American Federation, a call that is the first definite step looking toward realization of a dream that has stirred many a worker in the years past.

President Gompers' call in full is as follows: "To the Workers of All American Countries:

"A purpose has long been in the minds of many which has gradually been taking form and seeking an opportunity for concrete expression. Such an opportunity has been born out of the strained relations that have recently existed between the United States and Mexico and the great anxiety aroused thereby in hearts and minds of the workers of both countries. There has come at least one result that is potential for the maintenance of human welfare in international relations.

"Just as the situation between the United States and Mexico was most critical, there came to our country two representatives of the Government of Yucatan, Mr. Carlos Loveira, Chief of the Department of Labor, and Mr. Baltazar Pages, editor of the Voice of the Revolution, bringing an appeal to the workmen of our country to use their influence in the interest of peace and justice between our countries. At the same time, in response to an invitation from the American Federation of Labor, the organized labor movement of Mexico sent as representatives to Washington for the purpose of holding a conference Mr. Luis N. Morones, Mr. S. Gonzalo Garcia and Mr. Edmundo E. Martinez.

"During the recent past, through personal representatives of the Mexican Government and information gained from others in close contact with conditions in Mexico, it became plain to us that the revolution in Mexico represented the cause of humanity and democracy, and that the Constitutionalist government represented a genuine effort on the part of the Mexicans to establish institutions of freedom and justice. The American Federation of Labor made an appeal to the President of the United States to recognize the Constitutionalist government of Mexico. "It has since on several occasions, when important decisions of national policies affecting the United States and Mexico were in balance, been the instrumentality through which the desires of the masses of the people have been expressed, and further time and opportunity afforded to Mexico for understanding our national attitude and demonstrating good will and good faith on her part.

"Because of this historic relation, it was felt that a conference between representatives of the labor movement of Mexico and representatives of the American Federation of Labor would be a direct means by which the masses of the people of both countries could wield an influence that would counteract the influence of financial powers and those who were willing to precipitate international conflicts for their own aggrandizement.

"At this conference, held in Washington, between the representatives of the Mexican labor movement and the Executive Council of the American Federation of Labor a declaration was signed by all parties to the conference. This declaration, in addition to provisions which concerned immediate relations between our two countries, provided for future conferences between representatives of both countries and declared in favor of efforts to establish a Pan-American Federation of Labor.

"This was not a new thought for the American Federation of Labor. Upon several occasions the same idea had been advanced, and in the proceedings of the 1915 convention of the American Federation of Labor endorsement was given to a proposal for an organization that would represent rights and interests in all Pan-American countries. The necessity for such a labor federation has been made increasingly greater through efforts to establish closer commercial and political relations between the countries included in the Pan-American Union.

"In the High Commission which recently made a trip to Pan-American countries for the purpose of promoting better commercial and industrial relations, although there was no phase in any of the relations between these different countries that did not in some way affect human interests and human welfare, there was no one on that commission who distinctively represented human interests and the rights and welfare of the masses of the people.

"I have urged upon the United States Government that this serious omission ought to be rectified, and I urge the labor movements of all Pan-American countries to bring the same matter to the attention of their respective governments. But such representation, valuable as it would be, is not sufficient to protect and pro-

(Continued on Page 10.)

## OFFICIAL.

### SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., July 24, 1916.

Regular weekly meeting came to order at 7 p. m., O. B. Holmberg presiding. Secretary reported shipping medium. It was decided to send the full quota of delegates to the annual convention of the State Federation of Labor, which meets at Eureka on Oct. 2. Nominations for delegates will be made at the regular meetings held in San Francisco, San Pedro and Eureka on the first Monday in August. The election will take place the first Monday in September.

JOHN H. TENNISON, Secretary pro tem.  
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., July 17, 1916.

No meeting. Shipping fair; men scarce.

REGINALD TOWNSEND, Agent.  
Room 11, De Cosmos Block, 1424 Government St.

Vancouver, B. C., July 17, 1916.

Shipping fair; prospects uncertain.

W. S. BURNS, Agent.  
213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, July 17, 1916.

No meeting. Shipping fair; men scarce.

H. L. PETTERSON, Agent.  
2216 North 30th St. Tel. Main 808.

Seattle Agency, July 17, 1916.

Shipping dull.

P. B. GILL, Agent.  
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, July 17, 1916.

Shipping and prospects good.

E. J. D. LORENTZEN, Agent pro tem.  
P. O. Box 6. Tel. Main 557.

Portland Agency, July 17, 1916.

Shipping medium; prospects uncertain.

JACK ROSEN, Agent.  
44 Union Ave. North. Tel. East 4912.

Eureka Agency, July 17, 1916.

No meeting. Shipping and prospects fair.

OTTO DITTMAR, Agent.  
227 First St. P. O. Box 64. Tel. 159.  
San Pedro Agency, July 17, 1916.  
Shipping fair; prospects uncertain.  
HARRY OHLSEN, Agent.  
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, July 10, 1916.

Shipping dull; prospects poor.

JACK EDWARDSON, Agent.  
P. O. Box 314. Tel. 2526.

### MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., July 20, 1916.

Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping fair. Shipwreck Benefit was ordered paid to one member wrecked on the steamer "Bear."

EUGENE STEIDLE, Secretary.  
42 Market St. Phone Kearny 5955.

Seattle Agency, July 13, 1916.

Shipping slow; plenty of members ashore.

LEONARD NORKGAUER, Agent.  
Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, July 12, 1916.

No meeting. Shipping slow; few members ashore.

HARRY POTHOFF, Agent.  
P. O. Box No. 54.

Portland Agency, July 17, 1916.

No meeting. Shipping fair; few members ashore.

THOMAS BAKER, Agent.  
89 Second St. N. Phone Broadway 2306.

By actual count there were 22,458 marchers in San Francisco's preparedness parade. It is estimated that less than 10,000 of this number were residents of San Francisco, and that approximately 75 per cent. of all in line were conscripts. Considering the fact that the parade was led by a man who only a few years ago debauched the city government and played a leading act in disrupting the street carmen's union, the numerical strength of the parade was all that could be expected.



### MODERN FISH DISTRIBUTION

The new Bureau of Fisheries car, constructed at Wilmington, Del., has been placed in commission. A crew of five men has been assigned to the new car, transferred from one of the old wooden cars.

The car is entirely of steel and is thoroughly insulated by the latest improved method to insure against heat and cold. It has a length of 60 feet  $\frac{1}{2}$  inch over ends of body plates, and a standard width of 10 feet. The weight of the car with equipment is 10,000 pounds and is designed to carry a load of 35,000 pounds.

The car is specially designed for carrying live fishes long distances. In the center, running lengthwise on each side, are insulated tanks with a total capacity for 130 ten-gallon cans in which the fish are held. During transportation the fish will be furnished with oxygen and fresh water by means of air and water pumps, operated by a 6-horsepower steam boiler. The boiler will also furnish heat to the car, but in addition to this independent heating system the usual train attachment for heating from the locomotive is provided.

Tanks for carrying a reserve water supply are located beneath the car, and an ice box of a capacity of one ton of ice provided. In addition to the facilities for the transportation of fish the car is fitted with living accommodations for a crew of five men, a cook's galley, an office, and a space for a dining table.

Fish are distributed by the Bureau of Fisheries in every State of the Union, some 10,000 individual applications being filled annually in addition to the large public plants of the so-called commercial species in the Great Lakes and coastal streams of the seaboard. This phase of the bureau's work has grown to enormous proportions, and in the fiscal year ending June 30, 1915, 49 species were propagated, these including, in addition to fishes, the lobster and several species of economically valuable fresh-water mussels. The total output of these was over four and a half billions, which were planted in every State and Alaska. Same idea of the magnitude of the work of distributing fish is indicated by the fact that it involved 637,716 miles of travel, of which 146,544 was by the bureau's special cars and the remainder by car messengers.

Solely by reason of these fish-cultural operations and similar activities on the part of the States, the supply of trout and other game and food fishes in streams and small lakes is being maintained and increased, the whitefish of the Great Lakes is holding its own, the shad in certain waters is being saved from extinction, and the effects of exhaustive fisheries for the Pacific salmon and certain marine fishes are being offset. As a result of transplanting, the Atlantic shad and striped bass are abundant on the Pacific coast, and the former are being shipped back in large numbers to supply the markets of the East. Certain depleted salmon rivers of Maine recently have been planted with humpback salmon from the Pacific coast, and small runs of breeding fish already have appeared in several of these streams, indicating that the nearly exterminated Atlantic salmon may be replaced by a worthy successor, better able to cope with

the new conditions in the streams incident to industrial development.

### ARMED MERCHANTMEN.

Declaring that the originating of armed merchantmen dates back to the year 1913 when Sir Winston Spencer Churchill, First Lord of the British Admiralty, announced "Great Britain will arm her merchantmen for defense," Prof. Dr. Kurt F. Perels, a recognized authority on maritime laws, has published an exhaustive study about the legal status of ships carrying mounted guns.

"Churchill's declaration," declares Dr. Perels, "is one-sidedly British and in international law is nowhere confirmed. The proof for this theory can be found in the essay of Rhodes' Shipping Manual and Directory of Passenger steamers under the heading 'Armed Merchantmen and Mr. Churchill's new plan.' The paper declared this new type of ship to be a 'riddle' and with no place in the organized fleet and no status in international law."

Dr. Perels explains further that all judges of international law unanimously declare that armed merchant ships which attack any warships may be destroyed and their crews treated as pirates. He says that Professor L. Oppenheim of the University of Cambridge, teaches this in his works on international law.

Dr. Perels continues to cite and prove numerous cases where armed British merchant ships opened fire on German war vessels. His legal questions arising out of these occurrences were satisfactorily revised and judgment given in the prize court in the "Berlin" case by Sir Samuel Evans, where he formed a decision about armed fishing steamers which support the enemy, and used the following words.

"Immunity would have to be discarded and it would be a matter for the naval authorities of the crown to expel all similar vessels from such immunity, if it was to be expected that some of them could be used for the support of the enemy."

Here Dr. Perels comes to the case in which armed merchant ships made counter attacks on prize ships and says:

"The majority of the members of the 'Institut de Droit International' in Oxford in 1913 declared a step like that to be justified in international law, but as this corporation has no official charter, merchant ships of that kind have been treated as warships since the beginning of this war. And this proof is the point of view of Holland, where armed merchantmen are treated as men-of-war, in regard to occupation of ports."

Dr. Perels comes to the final conclusion that armed merchant ships have no status in international law. They are an innovation for the specific use of one side only and recognized by a general declaration.

"Even a British authority declares such ships to be warships," he says, and he cites the English prize court of 1914 which declared that the term "warship" included armed merchant ships.

In conclusion Dr. Perels declares that the problem can only be solved by stating the armament to be used by a ship armed exclusively for defensive purposes.

"But as armament only for defensive purposes is an impossibility one cannot quite imagine a ship armed for that pur-

pose only. The whole problem is too antiquated for our present day," he concludes.

### M. AND M. STUPIDITY.

(From the Fresno Republican.)

The Los Angeles Merchants and Manufacturers' Association has once more set its face against industrial peace in California. Just as the settlement of the waterfront strike in San Francisco had averted the danger of the most serious industrial disturbance which California has known for fifteen years, the Los Angeles M. and M. proceeds to protest against any settlement at San Pedro, and to threaten boycott against any who enter into such a settlement. In the interest of the sacred principle that "every man has the right to run his own business," these illogicians propose to use the weapon of organization to deny the San Pedro waterfront employers the right to run their own business, and to the waterfront workers the right to organize. All of which, of course, is bound to fail, but is viciously indefensible, nevertheless.

There are evils in unionism, but only stupid ignorance imagines that the cure for them is non-unionism. Unfortunately that stupid ignorance is organized, in the Los Angeles M. and M., and in its offshoots throughout the State. Unionism is here to stay. A single institution, a single industry, or a single community may temporarily displace unionism from their own affairs. Sometimes, the abuses of unionism may even make this the right and just course. But the general non-unionization of industry is as impossible as slavery and as unthinkable as anarchy. It simply can not be done, and those who imagine they are undertaking it are sweeping back the sea. All efforts at a rational handling of the labor problem are held in abeyance, when ignorant persons, like the M. and M. organizers, undertake impossible solutions. If organized labor were generally in charge of leaders of so little information and intelligence, we should be in a bad way, indeed.

### TRAGEDY OF IGNORANCE.

It is not because of his toils that I lament for the poor. We must all toil, or steal (howsoever we name our stealing), which is worse; no faithful workman finds his task a pastime. The poor is hungry and athirst, but for him also there is food and drink; he is heavy laden and weary, but for him also the heavens send sleep, and of the deepest. In his smoky cribs a clear, dewy heaven of rest envelops him, and fitful glitterings of cloud-skirted dreams. But what I do mourn over is, that the lamp of his soul should go out, that no ray of heavenly, or even of earthly knowledge, should visit him, but only in the haggard darkness, like two specters, fear and doubt. Alas! while the body stands so broad and brawny, must the soul lie blinded, dwarfed, stupified, almost annihilated? Alas! was this, too, a breath of God, bestowed in heaven, but on earth never to be unfolded? That there should one man die ignorant who had capacity for knowledge, this I call a tragedy.—Carlyle.

Demand the union label upon all purchases!



## NEED OF A FREE PRESS.

"The great need of the present is an honest, free and unbridled press," declared Frank P. Walsh, chairman of the Committee on Industrial Relations, to a great mass meeting of workers in Union Square, New York City, on July 4. "The privately owned press, the privately owned newspaper, is inevitably a corrupt press and a corrupt newspaper. I throw down this challenge to every newspaper in the country to-day. I care not whether the man who runs the paper is personally honest or not, he cannot have a newspaper and a press service, where the economic interest of the man or men who own it are not opposed to the interests of the great masses of the people. That selfish opposing interest forbids the publication of the real news in the interests of the masses of the people, and makes the privately owned press corrupt. We must have a press of the people, by the people and for the people if we are to have laws and social conditions and government of the people, by the people and for the people."

The basic thought of Mr. Walsh's Independence Day address was that the independence of the worker to-day is economic independence.

"Progress can only be made," he said, "from political independence to economic independence, and industrial freedom. There can be no free race unless the workers have absolute protection against arbitrary discharge, unless they are protected by their own organized economic power in the right to an eight hour day and unless their right to a decent living wage is in their own power. These things are not a subject for arbitration, but belong of right to the workers."

He traced the beginning and progress of political institutions, and how in the lives of men like Thomas Jefferson and Abraham Lincoln political independence was grounded on industrial and social freedom.

"Thomas Jefferson," Mr. Walsh said, "long before his immortal Declaration of Independence, set the issue squarely when he abolished in the Virginia House of Burgesses the old privilege of the eldest born to get all of an inheritance. When one Tory pleaded at least to let the oldest son have twice as much as any other Jefferson declared 'unless you can prove to me that one man can eat twice as much as another man, I deny his right to twice the necessities of life of another man.' The right of men to start equal and to have equal opportunities is basic in American independence. It was declared again in the noble words of Abraham Lincoln, fourteen years before his Emancipation Proclamation, when he said: 'Inasmuch as most good things are produced by labor it follows that all such things of right belong to those whose labor has produced them. But it has so happened in all ages of the world that some have labored and others have without labor enjoyed a large proportion of the fruits. This is wrong and should not continue. To secure to each laborer the whole product of his labor, or as nearly as possible, is a worthy subject of any good government.'"

Mr. Walsh showed how these ideals of true independence and industrial freedom

have been prostituted and have been denied to the great mass of the working people. To get these facts of social injustice and cruelty and of monopolistic incompetence out of all the people, Mr. Walsh declared that there must be education through publicity.

At one point in his address, Mr. Walsh said: "I thank God for the sublime patience of President Wilson, which has kept us out of war with Mexico." He declared that selfish interests are attempting to bring on war with Mexico and that "the slow progress being made in recruiting is due to the horror in the American mind at attacking a neighbor republic struggling to support starving women and children."

In conclusion, Mr. Walsh declared: "To-day we rededicate ourselves and our lives to an America in which justice shall be administered and benefits distributed to all its people by the measures of free opportunity and of service."

## THE WORLD'S GREATEST PORT.

A table published in the Statistical Abstract of the United States for 1915, compiled in the Bureau of Foreign and Domestic Commerce, Department of Commerce, credits New York with an aggregate foreign trade of \$2,125,000,000, which exceeds by \$200,000,000 the commerce of London, now second in rank. In the matter of exports the preeminence of New York over London is even greater, export clearances from the American metropolis aggregating \$1,194,000,000 in the fiscal year 1915, against \$696,000,000 from London, a difference of more than 70 per cent. The following table, condensed from a more extended one appearing in the Statistical Abstract, shows the imports and exports of the 20 leading ports of the world in the latest available year:

| Ports               | Imports        | Exports         |
|---------------------|----------------|-----------------|
| New York .....      | \$ 931,000,000 | \$1,193,600,000 |
| London .....        | 1,232,100,000  | 696,000,000     |
| Hamburg .....       | 1,084,300,000  | 817,300,000     |
| Antwerp .....       | 623,200,000    | 588,200,000     |
| Liverpool .....     | 810,000,000    | 836,000,000     |
| Marseilles .....    | 389,600,000    | 365,700,000     |
| Havre .....         | 357,900,000    | 258,800,000     |
| Bremen .....        | 370,600,000    | 211,400,000     |
| Calcutta .....      | 229,300,000    | 317,600,000     |
| Bombay .....        | 202,800,000    | 225,400,000     |
| Buenos Aires .....  | 200,800,000    | 140,400,000     |
| Trieste .....       | 176,000,000    | 161,400,000     |
| Singapore .....     | 186,400,000    | 145,400,000     |
| Hull .....          | 199,700,000    | 130,500,000     |
| Sydney .....        | 151,900,000    | 151,400,000     |
| Genoa .....         | 199,800,000    | 103,100,000     |
| New Orleans .....   | 79,700,000     | 209,400,000     |
| Montreal .....      | 141,200,000    | 119,300,000     |
| Boston .....        | 152,700,000    | 107,500,000     |
| Shanghai .....      | 159,200,000    | 98,600,000      |
| Manchester .....    | 164,200,000    | 93,200,000      |
| Galveston .....     | 10,100,000     | 230,400,000     |
| Glasgow .....       | 82,100,000     | 155,000,000     |
| Kobe .....          | 140,400,000    | 83,400,000      |
| Dunkirk .....       | 187,500,000    | 36,200,000      |
| Yokohama .....      | 89,000,000     | 134,200,000     |
| Alexandria, Egypt.. | 91,100,000     | 116,100,000     |
| Melbourne .....     | 118,400,000    | 86,400,000      |
| Southampton .....   | 91,100,000     | 94,700,000      |
| Petrograd .....     | 110,900,000    | 69,100,000      |

While the workers should act collectively, they must think individually and give their fellow workers the benefit of their mental labor. And out of the mass of ideas thus collected the philosophy, principles and policies of the movement, grow and develop.

It is not desirable to cultivate a respect for the law so much as for the right. The only obligation which I have a right to assume, is to do at any time what I think right.—Henry David Thoreau.

## NOTICE TO SEAMEN.

### IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,  
V. A. OLANDER, Secretary.

## LAKE DISTRICT, I. S. U. of A.

### LAKE SEAMEN'S UNION,

570 West Lake Street, Chicago, Ill.

#### BRANCHES AND AGENCIES:

|                             |                      |
|-----------------------------|----------------------|
| BUFFALO, N. Y. ....         | 55 Main Street       |
| Telephone Seneca 936 R.     |                      |
| CLEVELAND, O. ....          | 1401 W. Ninth Street |
| Telephone Bell Main 1842.   |                      |
| MILWAUKEE, Wis. ....        | 133 Clinton Street   |
| Telephone South 240.        |                      |
| ASHTABULA, O. ....          | 21 High Street       |
| Telephone 552.              |                      |
| NORTH TONAWANDA, N. Y. .... | 152 Main Street      |
| Telephone Bell 2762.        |                      |
| DETROIT, MICH. ....         | 15 Twelfth Street    |
| Telephone 3724.             |                      |
| SUPERIOR, WIS. ....         | 1721 N. Third Street |
| Telephone, New, Broad 385.  |                      |
| BAY CITY, MICH. ....        | 108 Fifth Avenue     |
| OGDENSBURG, N. Y. ....      | 70 Isabella Street   |
| CONNEAUT, O. ....           | 922 Day Street       |
| SOUTH CHICAGO, ILL. ....    | 9142 Mackinaw Avenue |
| PORT HURON, MICH. ....      | 517 Water Street     |
| ERIE, PA. ....              | 107 E. Third Street  |

### MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

#### HEADQUARTERS:

71 Main Street, Buffalo, N. Y.  
Telephone Seneca 48.

#### BRANCHES:

|                        |                         |
|------------------------|-------------------------|
| CLEVELAND, O. ....     | 1185 W. Eleventh Street |
| CHICAGO, ILL. ....     | 406 N. Clark Street     |
| MILWAUKEE, Wis. ....   | 151 Reed Street         |
| DETROIT, MICH. ....    | 27 Jefferson Ave., East |
| SUPERIOR, Wis. ....    | 1814 Fourth Street      |
| OGDENSBURG, N. Y. .... | 70 Isabella Street      |
| BAY CITY, MICH. ....   | 108 Fifth Avenue        |

### MARINE COOKS AND STEWARDS' UNION.

#### HEADQUARTERS:

406 N. Clark St., Chicago, Ill.  
Telephone Main 365.

#### BRANCHES:

|                      |                        |
|----------------------|------------------------|
| Buffalo, N. Y. ....  | Toledo, O.             |
| Cleveland, O. ....   | North Tonawanda, N. Y. |
| Milwaukee, Wis. .... | Superior, Wis.         |
| Ashtabula, O. ....   | Erie, Pa.              |

### UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

#### MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

#### RELIEF STATIONS:

|                      |                         |
|----------------------|-------------------------|
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| Ashtabula Harbor, O. | Oswego, N. Y.           |
| Buffalo, N. Y.       | Port Huron, Mich.       |
| Duluth, Minn.        | Manitowoc, Wis.         |
| Escanaba, Mich.      | Marquette, Mich.        |
| Grand Haven, Mich.   | Milwaukee, Wis.         |
| Green Bay, Wis.      | Saginaw, Mich.          |
| Houghton, Mich.      | Sandusky, O.            |
| Ludington, Mich.     | Sault Ste. Marie, Mich. |
| Manistee, Mich.      | Sheboygan, Wis.         |
| Erie, Pa.            | Superior, Wis.          |
| Menominee, Mich.     | Toledo, O.              |



## WEEKLY NEWS LETTER.

(Continued from Page 3.)

country, either by a representative or their banner which they forwarded. They were here from the Atlantic seaboard and Southern States, from along the Pacific Coast and from the Great Lakes' region.

The banner of the Danbury Hatters' union, proudly carried by a delegation from this local, attracted attention. It recalled labor's successful fight against trust classification and the passage of the labor sections of the Clayton anti-trust law.

## Court Decisions Conflict.

In bulletin No. 189, issued by the United States Bureau of Labor Statistics, diverse rulings on labor laws by various State courts is shown.

The bulletin is a compilation of some 270 decisions affecting labor in 1915. In New York, New Jersey and Connecticut it is held that a worker receiving injuries outside the State can be compensated under the State law. The courts of Massachusetts hold contrary views.

It is shown, also, that where the terms of the acts are practically identical, courts hold different views on the inclusion or exclusion of diseases incurred by reason of occupation.

As in all recent years (since the enactment of the Federal law of 1908), the question of what employees on railroads are engaged in interstate commerce, and therefore entitled to sue under the Federal liability law, gives rise to many difficulties, and the rulings continue to be far from harmonious, though clarifying decisions have been rendered by the United States Supreme Court. The same is true of the hours of service and safety appliance acts of Congress, applicable to railroads.

## Free Speech Rights Flouted by Court.

Judge Boyd J. Tallman, Seattle, Wash., believes strikers have the right to picket—if they impersonate an Egyptian mummy.

The Court says he has discovered no law against picketing, provided it is "quiet, speechless picketing," or if the pickets use words which the Court directs, constitutional guarantees to the contrary notwithstanding.

The St. Germain bakery secured an injunction against striking cooks and bakers and later asked for damages because of picketing. This the Court refused, but told the strikers "not to insist on each and every one of your rights if it is going to get you into trouble."

The learned court dispelled any illusion workers may have regarding their right to freely speak their mind, being responsible for same as the law provides. This principle does not apply when strikers are involved. Then, property rights are paramount, with human rights sidetracked by injunction judges.

Judge Tallman could not conceal his mailed fist beneath the velvet glove. He permitted the strikers to picket, but they cannot speak to any one while in front of the unfair bakeries or say anything about the employment of Japs or Chinamen or do any other thing that would cause persons not to trade with plaintiff.

The pickets were given permission to carry a badge or scarf, with the words "St. Germain bakeries and restaurants un-

fair to Organized Labor." But nothing more, cautioned the court. "No such words as 'Don't trade with them,' or 'Don't go into their stores,' or anything of that kind."

After denying these workers rights that are conceded, without question, business men and all other citizens, Judge Tallman assured the plaintiff company that it could sue individual strikers for damages. He said:

"Hence I think that this (the union) being a voluntary association, not being organized under any express statute, it cannot be sued by an individual, but the individual members may be sued, just as the member of a co-partnership may be sued."

In other words, if the strikers exercise their right of free speech they may be sued for damages, not because they violated any libel law, but because their statement of facts regarding deplorable working conditions reduced the size of an employer's pocketbook.

After they have paid all damages, court costs and attorneys' fees, Judge Tallman can jail them, under contempt of court proceedings, for not confining themselves to his mummified vocabulary.

## Who Owns the Railroads?

In a pamphlet issued by the Bureau of Railway Economics, maintained by the railroads, it is stated that on June 30 the total number of stockholders was 626,122, covering 1285 railroad companies, with an operated mileage of 257,211 miles.

The average holding per stockholder, par value, was \$13,796 for the United States as a whole.

The Bureau indicates that the number of stockholders is less than 626,122, for the reason that "the same individual may, and often does, hold stock in more than one railway. If he is a stockholder in three railways, he is so reported by each of the three railways and is counted three times in making up the aggregate. In consequence the number of individual railway stockholders is smaller than the totals here shown."

## Southern Sheriff Scored.

Sheriff Rector of Greenville, S. C., is a candidate for re-election, but is handicapped by his record during the strike of textile workers at the Judson mills, which started last November when operatives were discharged when they joined the Textile Workers' Union.

Because the Home Circle called attention to the sheriff's strike activity, the official flippantly referred to Editor Peden as "a union organizer." The newspaper man came back with this retort:

"I have never organized or pretended to organize a union. But, I will add this much regarding his (Rector's) record. If he stayed out of the Judson strike and attended to his business the union would have won the strike. But he did all he could to break the strike, not only put the strikers out of their houses in bad weather, but afterward offered them the pitiful sum of \$10 to move off and compromise. And the union people believe the \$10 was the Judson Mills company and that Rector played double and a detective for the mills. If he stayed away like J. H. M. Ashley, sheriff of Anderson, did in the Brogon strike, we would have won, too.

Rector had no business there, as there was no violence and no disorder was reported."

## Workers Reject Old Theories.

Workers have rejected the theory of second-hand prosperity, said Congressman Taggart in a speech in the House of Representatives on the Clayton anti-trust law.

"Prosperity begins at the bottom and finds its way toward the top," he said. "That school of orators and political teachers who for many years were able to convince the people that prosperity begins at the top, and when it reaches the point of overflowing, that it drops down on those below, are going to have numerous difficulties in the future. That theory of promoting the public welfare has lost ground. If those doctors of politics were present at the feast of Dives they would have advised heaping the table of the rich man with more good things so as to induce him to be more generous to Lazarus."

The speaker called attention to the claims of anti-unionists that if labor was exempted from the operation of the anti-trust law "it would result in general lawlessness."

"It has turned out, however, that such fears and apprehensions were entirely without foundation," he said.

"It was not the intention of the original framers of the Sherman law that it should apply to labor organizations at all."

## Dangers in Factory Work.

In its statistics of industrial accidents, just issued, the New York State Department of Labor says there were 1081 fatal accidents in New York's factories alone during 1911 to 1914. The greatest proportion of these fatalities, 42.3 per cent., was caused by mechanical power. Heat and electricity caused 23.9 per cent.; fall of person, 18.4 per cent.; weights and falling objects, 7.5 per cent., and miscellaneous, 7.9 per cent.

The fatalities caused by fire are not included in the above list. These are: Asch building (Triangle shirt waist), 1911, with 146 deaths, Binghamton fire, 1913, with 30 deaths, and Husted mill explosion, 1913, with 28 deaths.

## AN EPOCH-MAKING CALL.

mote the rights and welfare of the workers of all countries. A Pan-American federation of labor is not only possible, but is necessary. It will constitute a ready and fit agency for injecting into international deliberations at opportune and critical times consideration for human rights, interests and welfare.

"In view of the importance of this purpose, it is most gratifying to find that the representatives from the State of Yucatan are to travel through the countries of Central and South America for the purpose of promoting a Pan-American federation of labor. The purpose of their mission has our most sympathetic and hearty co-operation. The realization of an international alliance between the labor movements of all Pan-American countries will constitute a genuine parliament of men, one of the highest purposes to which mankind has aspired.

"It is earnestly hoped that the representatives of all organized workers in Pan-America will come into and continue correspondence with the undersigned.

"With sincere greetings, I am, fraternally yours,

"(Signed) SAMUEL GOMPERS.  
President American Federation of Labor.  
Washington, D. C., July 6, 1916."

Every age has had its Calvary. Here it has raised the beam of prejudice. To this it has nailed the crosspiece of property. On the crucifix of prejudice and property all the martyrs of the world have died.—Herbert S. Bigelow.



## DEEP SEA FISHERMEN'S RULES.

The following working agreement has just been negotiated and signed at Seattle:

## Rules for the Year 1916.

1. All members of the crew, except the captain and any owner that owns one-fourth or over in his own vessel, shall be members of the Deep Sea Fishermen's Union of the Pacific. If cooks or engineers are members of any other maritime union of their craft, and are in good standing therein, this union shall claim no jurisdiction over them. Any present member of the Fishing Vessel Owners' Association, not to exceed twelve in number at any one time, when they own one-fourth or over in any association vessel, may act in any Association vessel without interference.

2. The share of the vessel shall be one-fifth. The fishermen agree to pay their share of grub, salt, oil, bait and ice, and to keep the fishing gear in good order and to replace their share of lost and condemned fishing gear. The following shall be construed as fishing gear: Ground-lines, gangings, hooks, beackets, twine, tar, skate-cover, skate-ropes, files, gaffs, nets, buoys, buoy-lines, anchors, knives, scrapers, hose, gurdies, doryrollers, tholepins and lights. The following items of fishing gear lost on the fishing grounds shall be taken out of the gross stock: Beackets, twine, ground-lines, hooks, gangings, buoys, buoy-lines and anchors. Fishing gear shall not be used as ship's gear. Not more than market price to be charged.

3. One fisherman, approved of by the captain, shall attend to the weighing of the fish. He must, in the absence of the captain, assume all responsibility. Settlement to be made in the port where the fish is sold and to be made between the owner or captain and the fishermen after the bills are paid. Back bills to be paid as follows: When the share is \$25 or less, nothing shall be taken out; when the share is over \$25, one-half of the amount from \$25 to the full share shall be taken out. If the captain desires to fit out on a cash basis, he shall be empowered to use the proceeds of the voyage for this purpose.

4. When an accident happens to a vessel having fish on board, in which a tow is needed, the full amount of the tow bill shall be taken out of the gross stock. When settlement is made with the tow boat company and the insurance company, if the vessel is insured, such part of the bill as may be left shall be divided between the vessel and the crew in the same manner as it was paid in.

5. A delegate shall be elected in each vessel. He shall see that all members of the crew, as per Section 1, are members of the Union in good standing. He shall check up the bills with goods put on board when same is most convenient. In vessels having four dories or over he shall be exempt from fitting out. The cook must be present when stores are taken in to see that he gets what he ordered.

6. The pilot and custom dues shall be paid out of the gross stock.

7. The fishermen agree to discharge fish from tackle to tackle. When any fishermen desire to lay off they shall hire substitutes who shall be members of the Union, if obtainable, and notify the captain to this effect. If they neglect to do so, the captain may hire substitutes and pay them from \$3 to \$5 according to the size of the trip. In case the vessel goes to another port to discharge the substitute's return fare to be paid, in case the vessel does not return at once.

8. The fishermen agree to pay their share of a watchman's wages when fish and stores are put on board.

9. Gear that is accepted by the crew coming in shall not be condemned by the crew going out.

10. The fishermen agree to wash out fish holds and decks and to keep the living quarters clean and in good order.

11. When captains intend to discharge any fishermen and any fishermen decide to leave, notice of same shall be given when settlement is made. The fishermen agree to be present and work, when supplies are put on board. Any members that wilfully delay a vessel, shall, upon conviction, be fined \$2.50.

12. A sufficient number of fishermen shall be on board and work, when ice, oil, bait and stores are put on board. Failure to do so shall give the captain the right to discharge them provided they can give no good reason for their absence.

13. The Union agrees to urge upon all its members to pay their share of any broken trip as per Section 3.

14. If deckhands or extra men are carried, such men's wages shall be paid by the vessel.

15. Members of this Union agree not to work for any vessel or company that will not pay or live up to the terms incorporated in this agreement.

16. All disputes that cannot be settled on board must be referred to the Association and the Union for adjustment.

17. All fish not accepted as first or second class, must be dumped or destroyed. Failure to do so will be punished by a fine of \$2.50 for the first offense and \$5 for all further violations.

It is further agreed, that a committee from each organization mentioned above will meet on the first Monday in December next, for the

purpose of discussing an agreement for the following year.

The above mentioned rules are hereby agreed to between the Fishing Vessel Owners' Association and the Deep Sea Fishermen's Union of the Pacific and are to remain in force and effect from date and continuously thereafter unless cancelled by either party hereto by thirty days' notice, such notice to be in writing.

FISHING VESSEL OWNERS' ASSOCIATION.  
By JOHN GIBSON, Manager.  
DEEP SEA FISHERMEN'S UNION OF THE PACIFIC,  
By P. B. GILL, Secretary.

Signed at Seattle, Wash., this fifteenth day of July in the year nineteen hundred and sixteen.

## DUTY OF OUR NAVY.

A large majority of the United States Senate has just indicated, in its vote on amendments to the Naval Appropriation Bill, what it means by preparedness. Senator La Follette introduced an amendment providing that the navy should not be used to collect private debts or claims of American citizens or corporations against foreign countries. It was defeated. Senator Norris introduced an amendment providing that the navy should not be used to collect private debts or claims until the resources of the courts and of arbitration had been exhausted. This amendment also was defeated. The natural conclusion is that the Senate is willing to turn the navy into a collection agency, and unwilling to commit the country to a policy of fairness as preliminary to one of force. This use of the navy has nothing to do with the national defense. The preparedness implied by the defeat of these two amendments is preparedness for aggression—for taking property without due process of law.

This is not the kind of preparedness that the public has been told it wants. It is not the kind that the public actually does want, if symptoms are to be trusted. Why, then, are we being offered this kind of preparedness?—San Francisco Bulletin.

## THEY STRUCK AND SMILED!

The rising generation are not content to merely knock at the door, they are hard at work kicking at it, and eventually we hope will succeed in breaking it down. At Armstrong's munition factory, the time-rate women recently struck work—some 7,000 of them. Girls from 18 to 20 years receiving the princely remuneration of 2¾d. per hour gave a really practical demonstration of their dissatisfaction. They went to the works as usual, but took their crochet, knitting, and books, kept their places, but refused to start their usual slavery until a notice had been posted in every shop that they were to receive 22s. weekly for 48 hours' work. Of course, there was trotted out the usual bogey of illegality of striking, but the girls refused to listen. The foreman swore and bullied, but the cheerful knitters smiled in response. One girl gave a patriotic director an unpatriotic shock by declaring that England was not worth fighting for at 2¾d. an hour. It is not recorded whether his dinner went untasted in consequence. The spirited attitude of the women is altogether one of the most hopeful features in the tragic times through which we are now passing. We can only hope that they will manage to evade the wiles of the politicians and axe-grinders.—Freedom, London, England.

Man's first duty is to organize.

## Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

## International Seamen's Union of America

(Continued from Page 5.)

## MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

## Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

## Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.  
PORTLAND, Ore., 242 Flanders St.  
SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

## MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

## Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

## Branches:

SEATTLE, Wash., Room No. 203, Grand Trunk Dock, P. O. Box 214.  
PORTLAND, Ore., 89 Second St. N.  
SAN PEDRO, Cal., P. O. Box 54.

## ALASKA FISHERMEN'S UNION.

## Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

## Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.  
ASTORIA, Ore., P. O. Box 138.

## DEEP SEA FISHERMEN'S UNION OF THE PACIFIC.

## Headquarters:

SEATTLE, Wash., 84 Seneca St.

## Branches:

VANCOUVER (B. C.), Canada, 437 Gore Ave.  
PRINCE RUPERT (B. C.), Canada, P. O. Box 968.

## UNITED FISHERMEN OF THE PACIFIC.

ASTORIA, Oregon, P. O. Box 138.

## BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.

SAN FRANCISCO, Cal., 10 East Street.  
SACRAMENTO, Cal., 200 M Street.

## The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia  
29 ERSKINE STREET, SYDNEY, N. S. W.



## Labor News.

Retail Clerks' Union of Hamilton, Ohio, is meeting with success in its efforts to reduce working hours. Many business houses have signed an agreement to this effect.

Organized teamsters of Philadelphia have secured a wage increase of \$1.50 a week and improved working conditions. Strong organization and a strike vote induced the employers to accept the teamsters' viewpoint.

Employers of various departments of the Ohio Quarries Company's plant at Amherst, Ohio, have been notified of a 10 per cent. wage increase. The employees had threatened to strike unless the company raised wages. About five hundred workers are benefited.

After conferences that extended over three weeks the Tri-City Railway Company of Rock Island, Ill., has signed a three years' agreement with the Amalgamated Street Car Men's Union. Wage increases average 10 per cent. for over 500 employees. Arbitration provisions are included in the contract.

Over 2000 non-union cigarmakers, including large numbers of boys and girls, are on strike at Detroit, Mich., because of low wages and poor working conditions. Several hundred have joined the Cigarmakers' Union. The Detroit cigar industry has been the subject of numerous investigations by organized labor.

At a meeting of the executive committee of the Ohio State Federation of Labor it was voted to favor an amendment to the constitution to exclude private liability companies from writing compensation in competition with the State fund. Petitions will be circulated for a referendum vote on this question at the fall election.

The eight-hour law for city employees of Baltimore is being violated in the municipal parks, and the trade-union movement, as is usual in these cases, is demanding the law's enforcement. The city solicitor, however, does not seem to favor the plan, because he believes the law is intended to apply to employees working by the day and not those employed by the week. The unionists have taken the matter up with State officials.

The recent convention of the National Brotherhood of Operative Potters made short work of a resolution which provided that sufficient funds be taken from the defense fund to build a pottery, same to be located in that part of the country offering the best inducements in the way of "bonus, fuel and freight rates." One delegate said: "The organization has trouble enough of its own, without going out of its way to borrow more trouble."

The convention of the Brotherhood of Locomotive Firemen and Engineers, held at Denver, voted greater power to its president in cases where members are charged with criminal negligence in connection with wrecks. The delegates expressed no sympathy for the man whose neglect causes loss of life or property, but they intimate that there have been cases where public officials, at the instigation of railroad companies, would not be averse to prosecuting a fireman, thereby relieving the company of responsibility, if they were sure the fireman was not financially able to defend himself.

## SEATTLE, WASH.

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Overcoats, Raincoats, Shoes, Hats  
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103-107 First Avenue South

Near Yesler Way SEATTLE

## Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

Anderson, J. Larsen, C. -1904  
Alfredsen, Adolf Lorentsen, Karl  
Anderson, N. G. B. Macfarlane, Jas.  
Anderson, Alf. -1638 Machads, Henry  
Anderson, Albert McIntosh, James  
Ackerson, A. R. Madsen, Brynolf  
Antonsen, Victor Mathison, Nils  
Astad, Ole Meyer, Claus  
Bessen, George Mikkelsen, K. -1620  
Benson, C. A. -1894 Mictenen, John  
Berglin, Gust Morrisay, James  
Borgesen, Eric Munsey, Dick  
Berg, Johannes Mynkmyer, H.  
Bjerke, Ole Nashis, P.  
Boek, J. Naro, H.  
Brunn, Sverre Nelson, A. W.  
Carlson, Gust. Nielson, John  
Connouton, T. H. Nielson, Estwan  
Cottlingham, F. Nilsen, Feder  
De Kay, Cloud Nitske, C.  
Dennett, J. Nygard, Oluf  
Edwards, Louis Nygren, Gus  
Emkow, Otto Olsen, Ole  
Erlee, L. J. Olsen, C. A. -1303  
Ericksen, Lars Olsen, Ernest  
Fjellman, Geo. Olson, Ludwig  
Duncan, Geo. Olsin, O. -739  
Ferward, C. Otten, A.  
Forstlund, V. Oserhowky, Leo.  
Fredericksen, B. Peters, Fred  
Frisolt, J. Petersen, A. -1720  
Frandsen, Nils Peterson, W.  
Gardner, W. Peterson, R. S.  
Gerber, Fritz Peterson, Calle  
Gillroy, Wm. Poppe, Geo.  
Gillmore, D. Powers, James A.  
Graae, C. Rasmussen, John  
Gilbert, Arthur Riebe, Otto  
Gibson, Bill Rinn, A. R.  
Haas, W. Reaues, N. R.  
Harknes, A. E. Robertsen, Nils  
Hartman, Fred Robberstad, Nils  
Hakonsen, Ben Rosenwald, I.  
Halvorsen, John L. Sand, Henry  
Hansen, Olaf -2267 Samsing, C. J.  
Hansen, Oscar Sampson, C.  
Harricksen, August Schantz, H. Van  
Haug, G. H. Schilling, Chas.  
Hilborn, J. A. Sarger, E.  
Hohne, A. Starck, D.  
Holm, C. St. Clair, T.  
Hunter, E. -2376 Swanson, J. -1331  
Jacobsen, M. Swanson, Reuben  
Jensen, Hans Samuelsen, W. L.  
Johanson, Aug. Schaurman, W.  
Johanson, Knut Tjormen, K. M.  
Johnson, Andrew Tarjusen, G. T.  
Jonsson, Karl Tulligowski, Carl  
Jullison, C. A. Taft, Hans  
Jung, H. Thostrup, L.  
Kelly, T. Tuominen, J.  
Kjorsvik, Johan Thorsen, Andrew  
Kristiansen, Nils Uskila, E.  
Kristiansen, Trygve Valentinsen, G.  
Kroon, Al. Wetland, John  
Laamanen, J. Westerlund, Albert  
Lain, Jas. Walsh, Ed.  
Laine, A. V. Wahlstrom, E.  
Larsen, Nels Wills, S. C.  
Larsen, Sigurd Wickstrom, A.  
Larsen, C. A. Wernersen, Leonard  
Larsen, C. Williams, T. C.

Phone Main 1202

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FURNISHER and HATTER  
ALASKA OUTFITTER

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Private Ambulance Service

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Conducted by CAPTAIN H. S. SMITH

Four years Assistant Inspector of Steam-  
boats, Puget Sound District. Formerly  
Instructor in New York Nautical College.

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Clothing, Shoes, Hats and  
Gents' Furnishing Goods

108-110 MAIN STREET

Squire-Latimer Block, Seattle, Wash.

## Tacoma Letter List.

Adolfsson, Gottfrid Magnusson, Chas.  
Busch, Hans -718  
Farrell, William Marks, Thorvald  
Hoseth, Kristian Murphy, Daniel  
Hunter, Gilbert H. Olson, Martin E.  
Iceberg, T. Olsson, Per  
Jensen, Hans -1555 Paterson, John  
Johannsen, Christian Rimmer, C. M.  
Johnson, Hans Sater, Erik  
Linea, W. Ullman, Emil  
Line, Wiktor Vigen, Elias

## HARRY W. LEVY

CLOTHING AND FURNISHINGS

Union Made Goods, Hats, Shoes,

Trunks and Suitcases

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Main 3393

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Dealer in

UNION MADE CIGARS AND

TOBACCO, ETC.

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Pool in Connection

(OLD TOWN) Tacoma, Wash.

## INFORMATION WANTED.

J. F. Joseph, supposed to be sailing mate on some schooner on the Pacific Coast, is inquired for by his sister. Anyone knowing his whereabouts, please notify Mrs. Josie Jantzen, nee Langhorne, 196 Tenth street, Oakland, Cal. 3-29-16

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

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THE IRISH TAILORS

716 MARKET STREET

AT THIRD AND KEARNY

SPECIAL THIS MONTH

\$25.00 and \$30.00 Suits

POSITIVELY THE BEST VALUES

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Teddy & Hagan

Proprietors

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The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

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Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

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BARBER SHOP

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ED. SWANSON, Prop.

## Eureka, Cal., Letter List

Contreras, Julio Kustel, Victor J.  
Kyrkslatt, Lars Kinowsky, A.  
Lawrence, Harry Ingebretsen, Alf.  
Melander, G. L.

## SPECIAL NOTICE.

Hotel with Restaurant for sale on water front. On account of sickness will sell at a sacrifice, half or whole, hotel of eighty-two rooms and restaurant with liquor license, doing a business of three thousand a month. For particulars address this office.

## INFORMATION WANTED.

Ingvald Andreas Hansen, alias Andrew Hansen, a native of Norway, age about 36; tall, dark; last heard of July, 1905. His address then was, Andrew Hansen, Karluk, Kodiak Island, Alaska. He is inquired for by his mother. Anyone knowing his whereabouts please notify Staff Captain Robert Smith, district officer, native work, Alaska, Box 925, Wrangell. 4-13-15

Olof Pedersen, a native of Norway, age about 60, supposed to be sailing on the Pacific Coast, is inquired for. Anyone knowing his whereabouts please notify J. T. Miles, 761 Greenwich St., New York, N. Y. 2-16-16

Anyone knowing the whereabouts of Thomas Rowe (now aged about 74), who was at one time a seaman and longshoreman on the Pacific Coast and also served in the Pacific Coast Navy Yards, will greatly oblige inquiring relatives by supplying such information. Address, Editor, Coast Seamen's Journal. 1-5-6



**Portland, Ore.****Willamette Cigar Store**

H. SORENSEN, Proprietor  
CIGARS, TOBACCO,  
CONFECTIONERY, FRUIT AND  
SOFT DRINKS  
Corner Front and Burnside,  
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ing, Trunks, Valises, Etc.

23 N. 3d St., nr. Burnside, Portland, Ore.  
Tel. Main 8295 ROSENSTEIN BROS.

**Portland, Or., Letter List.**

Andreasen, N. S. Johansson, Chas.  
Anderson, N. P. -2407  
Anderson, Nils Jarwien, John  
Andersen, Rasmus Karlson, Ingvald  
Adolfson, John Kjer, Magnus  
Andreson, Hans Kristensen, Wm.  
Anderson, Gotfrid Lindberg, A. C.  
Benson, S. Lange, Peter H.  
Bernhardsen, Chas. Larsson, Ragnar  
Bernadt, H. W. Ljungstrom, John  
Brien, Hans Larsson, C. -1632  
Bosse, Geo. Molen, Derk von  
Carlson, Gustaf Nygren, Gust  
Dybdal, Olaf Ohlsson, J. W.  
Erickson, Eric Oglive, Wm. A.  
Edstrom, John Paulson, Herman  
Eriksen, O. H. Palm, P. A.  
Fisher, Fritz Roos, Oscar  
Hoten, J. Rensmand, Robert  
Henriks, Waldemar Rosenberg, Adolf  
Hagen, Arthur Ryberg, S.  
Helm, M. Smith, John  
Hylander, Gust Swanson, John L. V.  
Jespersen, Martin Schroder, Paul  
Jonsson, Karl Sward, A.  
Jensen, Henry Tuhkanen, J. J.  
Johansen, Nikolai Westengren, C. W.

**Aberdeen, Wash.****When in Aberdeen Trade at  
BEE HIVE**

Very best union made Hickey Shirts,  
Oil Clothing, Eureka Boots, Hats,  
Shoes, Underwear, Beddings, Tobac-  
cos, and notions for seafaring men.

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304 South F. St., Aberdeen, Wash.  
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Open Evenings.

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SHOES, COLLARS, SUSPENDERS,  
GLOVES, OVERALLS, SHIRTS  
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Exclusive Owner of "The Red Front"

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Below Sailors' Union Hall, Aberdeen  
GENERAL MERCHANDISE  
and MEN'S FURNISHINGS  
Everything Guaranteed  
Union Made Goods  
Orders Taken for Made-to-Measure  
Clothing

**Huotari & Co.**

320-322 So. F. St., Aberdeen, Wash.  
212 Eighth Street, Hoquiam, Wash.  
209 First Street, Raymond, Wash.

**INFORMATION WANTED.**

Wilhelm Ekelund, a native of  
Sweden, is inquired for by his  
brother, Axel Ekelund, New Harbor  
Hotel, Drumm street, San Francisco,  
Cal. Anyone knowing his where-  
abouts please notify the above ad-  
dress. 3-10-15

Patrick McFee, who was cook on  
board the schooner "Robert Henry"  
on a voyage to Mexico last year, is  
inquired for by the U. S. Shipping  
Commissioner, at San Francisco, Cal.  
9-15-15

When making purchases from our  
advertisers, always mention the Coast  
Seamen's Journal.



Named shoes are frequently made in  
Non-Union factories

**DO NOT BUY ANY SHOE**

no matter what its name, unless it bears  
a plain and readable impression of this  
UNION STAMP.

All shoes without the UNION STAMP  
are always Non-Union.

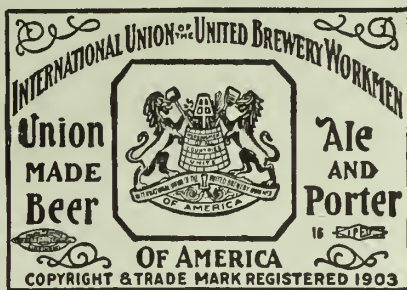
Do not accept any excuse for absence  
of the UNION STAMP.

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IN CHOOSING WHAT YOU  
WILL DRINK

Ask for this Label when  
purchasing Beer, Ale  
or Porter,

As a guarantee that it is  
Union Made

**Aberdeen, Wash., Letter List.**

Albers, George Lindgren, Ernst  
Anderson, William Lindroos, A. W.  
Anderson, John Lundkvist, Alarick  
Anderson, Chris Leedham, Max  
Anderson, A. P. Lehman, Richard  
Andersen, Anurew Lindbeck, Leonard  
Burmester, T. Ludvigsen, Arne  
Bjorklund, G. McLeave, John  
Benson, W. J. Nord, Karl  
Bowman, C. Malkoff, Peter  
Brogard, N. Malmberg, Ellis  
Bohn, Gus Nilsen, Harry  
Carlson, Gustaf Nielsen, C.  
Carlson, A. M. Nordman, Karl  
Crentz, F. Olesen, Ch.  
Christiansen, Did- Olsen, W.  
rich Paaso, Andrew  
Carlson, Walter Petersen, Karl  
Davis, Frank A. Peterson, Nels  
Dean, James Peters, Walter  
Donaldson, Harry Risenius, Sven  
Erickson, O. H. Rudt, Walter  
Gronos, Oswald Robertson, A.  
Gueno, Pierre Scheffner, Bernhard  
Grass, Chas. Sandqvist, Gunnar  
Grass, Thos. Stenwall, Sigurd  
Gronlund, O. -414 Scaraboslo, M.  
Harley, Alex Schmidt, Emil  
Halmross, A. Toves, H. C.  
High, Edward Toren, Gustaf A.  
Hansen, Ove Max Tammi, E.  
Hansen, Jack Thornland, J.  
Hansen, Thorleif Wendt, Walter  
Johnson, Alex Williams, T. C.  
Johnson, Carl Waaler, Edgar  
Jensen, L. M. P. Wagner, Ed.  
Johansen, A. Harry Wedevqvist, Axel  
Johanson, John  
Johansen, Walter  
Johnson, Alexander Gorgensen, Olaf  
Johnson, F. -1723 Hansen, John  
Johnson, Hilmer Haskinen, K. Albert  
Krause, Otto Lalzer, G.  
Kuldsen, John Stanners, Wallace S.  
Koster, Walter Selsto, O. N.  
Kottler, William Wendt, Walter  
Lindholm, John Zorrb, W.

**INFORMATION WANTED.**

Hans Nilson, a native of Tons-  
berg, Norway, was last heard from  
at Mobile, Ala., is inquired for by  
his mother. Anyone knowing his  
whereabouts kindly notify Louis  
Donald, Norwegian Vice Consul, 77  
St. Francis St., Mobile, Ala. 12-22-15

Oscar Olsen, age 37, a native of  
Hallarna, near Gothenborg, Sweden,  
who was sailing on the Great Lakes  
about three years ago, is inquired  
for by John V. Olsen, Sun Com-  
pany, Marcus Hook, Pa. 5-26-15

Hugo Carlson Ljung, age 29, a  
native of Gothenborg, Sweden, was  
last heard from in a Cable Boat on  
the Atlantic Coast, is inquired for  
by his brother. Anyone knowing his  
whereabouts please notify John Carl-  
son Ljung, Jungmansgatan 5, Goth-  
enborg, Sweden. 1-12-16

Knut Jensen, No. 5018, a member  
of the Lake Seamen's Union, a  
native of Denmark, is inquired for  
by his wife, Lieschen Jensen, of  
Tangemunde, A/Elbe Ostenerweg,  
No. 7, Germany. Anyone knowing his  
whereabouts please notify the Lake  
Seamen's Union, 133 Clinton street,  
Milwaukee, Wis. 4-14-15

**Port Townsend, Wash.****FRANK STHEVENS**

Deals exclusively in Union-Made  
CIGARS, TOBACCO, ETC.

Call at his old Red Stand on  
Water Street, Port Townsend  
Next door to Waterman & Katz

**INFORMATION WANTED.**

Paul Laux, American, age 23, 6  
feet tall, who was last heard from  
about 4 years ago at San Jose, Cal.,  
supposed to be a sailor, is inquired  
for. Anyone knowing his where-  
abouts please notify his father, Carl  
Laux, 112 E. 28th St., Los Angeles,  
Cal. 6-21-16

Adolph Krakan, last heard of at  
Port Pirie, January, 1912, and again  
in March, 1913, from Warumbo, 118  
miles from Adelaide, South Australia,  
is inquired for by his mother at  
Hamburg, Germany. 8-25-15

Otto E. Bickel and John Sherman  
Bickel, brothers, who have not been  
heard of for many years, are in-  
quired for by their sister. They are  
both tall, light complexioned, and  
blue eyes. Any information regarding  
their whereabouts will be highly ap-  
preciated. Please address Miss Laura  
Bickel, 1591 East Ninety-third street,  
Cleveland, Ohio. 4-14-15

Any information regarding Wilhelm  
Kuhme, age 27, a native of Germany,  
who was supposed to have been  
drowned in the wreck of the steam  
schooner "Francis H. Leggett," Sep-  
tember 18, 1914, will be thankfully re-  
ceived by the German Consul, San  
Francisco, Cal. 1-19-16

Fred Marjama, a native of Russia,  
age 36, has not been heard from  
since 1908, at Buffalo, N. Y. Anyone  
knowing his whereabouts please  
notify his brother, J. Marjama, 51  
South St., New York, N. Y. 9-1-15

Bernard Baasen, a native of She-  
boygan, Wis., a former member of  
the L. S. U., who was last heard  
from at Milwaukee, Wis., April 29, is  
inquired for by his mother. Anyone  
knowing his whereabouts please no-  
tify Mrs. Sophie Baarsen, 561 Clinton  
street, Milwaukee, Wis. 7-5-16

**Home News.**

A contract for 1,000,000 pounds of  
hardtack for troops on the border  
has been let at St. Louis, Mo. The  
hardtack will be shipped at the rate  
of four or five carloads a day.

Land speculators in Cleveland's  
business center were given a rude  
jolt when County Auditor John A.  
Zangerle announced on May 19 that  
their assessments would be increased  
from \$96,400,000 to \$153,736,000.

The Fourth of July toll for the  
United States was given as 14 dead  
and 907 injured. Past experience  
shows that a number of the in-  
jured will die of their wounds.

Congressman William D. Stephens  
of Los Angeles has been appointed  
Lieutenant Governor of California  
by Governor Hiram W. Johnson.  
The appointment will be effective as  
soon as Stephens goes to Sacra-  
mento to take the oath of office.

The Montana State Compensation  
law has been in operation one year.  
During that time benefits to the  
amount of \$293,399 have been paid  
injured workmen and the dependents  
of those killed. Of the many thou-  
sands of cases adjusted by the State  
Industrial Accident Board not one  
decision has been appealed.

The first open-air school was  
opened in 1907. In 1910 there were  
but 13 such schools. Now it is esti-  
mated that there are more than 200  
open-air classes for tuberculous and  
anemic children. Massachusetts has  
86 of these, New York 29, Ohio 21.  
It has been said that in all cities  
there should be an open-air school  
for every 25,000 of the population.

There were in this country on  
January 1 last 21,166,000 horses and  
4,565,000 mules, according to figures  
just compiled for the War Depart-  
ment by George M. Rommel of the  
Department of Agriculture. Many  
of these are totally unfit for war  
services of any description. Since  
the European war began 580,185  
horses and 185,000 mules have been  
exported.

An ordinance authorizing the trans-  
fer of the quarantine station at Bal-  
timore to the Federal Public Health  
Service is before the Baltimore City  
Council. It is said that public opin-  
ion strongly favors the transfer,  
which would provide entire uni-  
formity in quarantine control. Balti-  
more is the only large port of the  
country not administered by the  
Federal Government.

The movement to establish savings  
banks in public schools is of recent  
origin, yet banks of one sort or an-  
other have been established in 1,325  
schools in 280 cities in the United  
States. More than 928,000 school  
children have \$1,792,640 on deposit  
in these banks. About 105,000 chil-  
dren have transferred their accounts  
from the schools to regular savings  
banks. Nearly one school child in  
every twenty is a school-bank de-  
positor.

High prices for meat, according to  
the report of the Department of  
Agriculture are likely to continue  
indefinitely. The supply is not keep-  
ing up with the growth of popula-  
tion. Disease, which takes 475,000  
cattle annually, and exposure, which  
takes as many more, are a heavy  
drain. In 1914, 7,000,000 hogs died  
of cholera. The per capita consump-  
tion of meat is greater in the United  
States than in any other countries  
except Australia and New Zealand.  
In 1914 we imported more beef  
than we exported.



## Domestic and Naval

The discharge at Naples of 7034 tons of wheat ex steamer "Trevalgan" in thirty-seven hours, was claimed as a record recently. We now learn that the steamer "Haigh Hall," laden with 7205 tons of wheat, has since been discharged at Naples in 34½ hours, which is claimed to be a world's record.

The four-masted schooner "Benjamin A. Van Brunt," of Perth Amboy, N. J., Capt. S. C. Sprague, has been sold to New York parties for \$100,000. She cost less than \$60,000 to build over 25 years ago and before the war \$30,000 would have been a high price for her.

Representative Stiness, of Rhode Island, is urging that the Providence River channel, now 30 feet deep, be availed of by warships, to gladden the eyes of the people of Providence, who have not seen a warship, in their own home waters, since the Civil War, barring the visit of the "Montgomery," during the Spanish-American war.

James Gordon Bennett is said to have sold the steam yacht "Lysistrata" to the Russian Red Cross for a higher price than he paid for her sixteen years ago. The "Lysistrata" was the largest American-owned steam yacht and was built from designs by the late George L. Watson by Denny & Bros. at Dumbarton, in 1900. Her general dimensions are 301 ft. over all, 285 ft. water line, 39 ft. 11 in. beam, 13 ft. depth and 18 ft. draft. The Russian Red Cross have for some time been purchasing large yachts. It recently secured the "Josephine," owned by the Widener estate and tried to buy Howard Gould's "Niagara" and A. C. Burrage's "Aztec."

Fortunately few large vessels suffered from the hurricane which struck the Gulf Coast last week. The Russian steel ships "Grace Harwar," 1,782 tons, built in 1881, and "Frieda," 1,903 tons, built in 1885, were blown ashore at Choctaw Point, Mobile Bay. The Russian wooden bark "Avio," 451 tons, which struck the stone bulkhead at Pensacola, has been condemned and the Norwegian steamer "Freda," 1,813 tons, built in 1914, stranded on Alacran Reef, while on a voyage from New Orleans to Progreso. The schooner "Emma S. Lord," 300 tons, turned over at Mobile. The coal barge "Harry T. Morse" sank at the same place and the Nova Scotia schooner "Albert D. Mills," 326 tons, is waterlogged off Fort Morgan.

The steamers "F. J. Lisman," "M. E. Harper" and "Penobscot," each 2,294 tons gross, 1,666 net, 1,300 i. h. p., built at Ecorse, Mich., in 1911, and owned by the Shawmut Steamship Co., Boston, are reported sold to the Oriental Navigation Co., New York, on account of the French Government, for \$2,287,500, which works out at something in excess of \$185 per ton d.w. The steamer "Edison Light," 2,549 tons gross, 1,699 net, 1,350 i. h. p., built at Ashtabula, O., in 1912, and owned by C. H. Sprague & Son., Boston, is reported sold to the same purchasers as above for \$762,500. The four vessels are single-deckers with machinery aft and fitted with topside tanks on the Harroway-Dixon-Simpson principle. They were built for the Atlantic coast coal trade and cost less than half their sale price to build.

## THE GERMAN SAVINGS AND LOAN SOCIETY

THE GERMAN BANK  
Savings Incorporated 1868 Commercial

526 California Street, San Francisco, Cal.

Member of the Associated Savings Banks of San Francisco  
MISSION BRANCH, S. E. Corner Mission and 21st Streets.  
RICHMOND DISTRICT BRANCH, S. W. Corner Clement and 7th Avenue.  
HAIGHT STREET BRANCH, S. W. Corner Haight and Belvedere.

June 30th, 1916

|                              |                 |
|------------------------------|-----------------|
| Assets                       | \$63,811,228.81 |
| Deposits                     | 60,727,194.92   |
| Reserve and Contingent Funds | 2,084,033.89    |
| Employees' Pension Fund      | 222,725.43      |
| Number of Depositors         | 68,062          |

### San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abbotts, E. Anderson, A. -1772  
Abrahamsen, Anton Anderson, C. F.  
Abrahamson, Verner Anderson, Gustav  
Aamundson, J. -1144 W.  
Addicks, Henrich  
Adelson, John  
Adolfson, Fritz  
Ahl, Einar T.  
Ahlfors, Arthur  
Ahlgren, E. J.  
Ahlgren, E. J.  
Alfredsen, Adolf  
Albrechtsky, Fritz  
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"Constant target-practice."—Louisville Courier-Journal.

Discreet.—"Say, pa, I had a fight with Billy Brown to-day."

"That so? Did you whip him?"

"Sure. You don't suppose I'd be telling you about it if I didn't, do you?"—The American Boy.

The Latest.—Mr. N. Quisitive, Jr.—"Why, where's your Pomeranian? Mrs. Fitzan-Starts—Oh, haven't you heard? Dogs are quite outré now. We're on our way to the asylum to get us an orphan.—Puck.

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Tad—How's that?

Grad—Well, I read that "they  
would be very glad to hear of the  
death of any of their alumni."—  
Siren.

Not Enough—"My voice is for  
war."

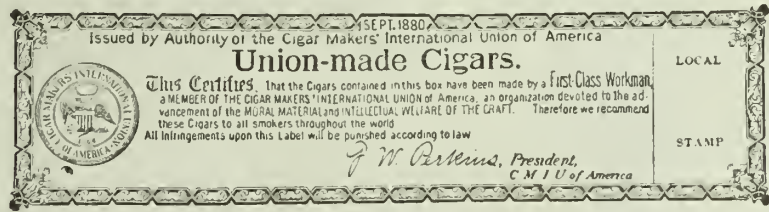
"But are you willing to offer the  
rest of yourself?"—Boston Transcript.

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Diplomat—"Sir," said the angry  
woman, "I understand you said I had  
a face that would stop a street-car  
in the middle of the block."

"Yes, that's what I said," calmly  
answered the mere man. "It takes  
an unusually handsome face to induce  
a motorman to make a stop like  
that."—Topcka Journal.

Strategy.—Mrs. Exe—You always  
have such wonderful success in get-  
ting people to come to your par-  
ties.

Mrs. Wye—Oh, I always tell the  
men that it's not to be a dress-up  
affair, and the women that it is.—  
Boston Transcript.

Quicker Now—"Why is it we don't  
hear any more complaints about de-  
fective life-preservers on ships?"

"Nobody has time to put them  
on."—Judge.

## INFORMATION WANTED.

Adolph Godfred Eriksen, born in  
Moss, Norway, is inquired for by  
his brother, Herman Eriksen. Any-  
one knowing his whereabouts please  
notify W. Nielsen, 206 Moravian St.,  
Philadelphia, Pa. 5-26-15

Edward Beahan, a native of Cali-  
fornia, supposed to be sailing on the  
Lakes, is inquired for by his brother,  
J. J. Beahan, 2003 Chestnut street,  
Oakland, Cal. 5-10-16

Eugene Martin, age 25, 6 feet tall,  
gray eyes, is inquired for by his  
mother. Anyone knowing his where-  
abouts please notify Mrs. Rose T.  
Martin, 4231 15 N. E., Seattle,  
Wash. 1-27-15

Not Reckless.—Percy Ames, who is  
just back from the warring side of  
the world, says a mustering officer—  
a sergeant—met on the street of an  
English-coast village a strapping, up-  
standing youngster of twenty-one or  
thereabouts. The noncom. hailed him:  
"See 'ere, me lad," he said, "are  
you in good 'ealth?"

"I are," stated the youth.

"Are you married?"

"I aren't."

"'Ave you any one dependent on  
you?"

"I 'ave not."

"Then your king and country need  
you. Why don't you enlist?"

The youth stared at the sergeant,  
round-eyed.

"Wot?" he said. "With this  
bloomin' war goin' on? You must  
think I'm a silly fool."—Saturday  
Evening Post.

The Man Higher Up.—"The old-  
fashioned boy used to respect every  
word his father said."

"Yes," replied the rather cynical  
youth; "but you must remember  
that the old-fashioned boy had one  
of those old-fashioned fathers."—  
Washington Star.

Close Work.—The Irish Republic  
lasted just long enough to enable  
"The Fatherland" to get in a demand  
that the United States recognize it.—  
Buffalo Express.

**News from Abroad.**

A general valuation of all land in  
Denmark has been ordered by the  
National Parliament.

The Commonwealth Government  
has assumed power to control the  
movements of Australian shipping  
and has also secured authority to  
regulate freight charges between  
Australian ports.

The City Council of Sydney, Aus-  
tralia, voted on April 13 to impose  
all local taxation on land values.  
Sydney has a population of over  
700,000, and is so far the largest  
city in the world to apply the sys-  
tem.

A popular demonstration of Greek  
working men and demobilized re-  
servists who surrounded the home of  
Eleutherios Venizelos, the pro-Ally  
ex-premier, led to riotous disturb-  
ances in Athens. The disorder in-  
dicates a high tension of feeling  
over the war.

Sir Roger Casement, tried in Lon-  
don on a charge of high treason in  
connection with the Irish uprising,  
was found guilty by the jury on  
June 29 and sentenced to be hanged.  
His counsel will appeal to the crim-  
inal court of appeals, and if neces-  
sary to the House of Lords. Amer-  
icans are trying to secure a pardon  
for him.

The Hamburg Prize Court has  
given notice that the following new  
cases concerning Norwegian vessels  
have been entered to be dealt with  
by that court: Steamers "Hans  
Gude," of Bergen; "Wacousta," of  
Sandefjord, and "Arena," of Chris-  
tiania; and the sailing vessels "Lind-  
field," of Porsgrund; "Gunn," of  
Christiania, and "Bell," of Tonsberg.  
The period within which claims must  
be entered is fixed at three months,  
expiring August 26, 1916, in the case  
of the sailing vessel "Bell," and at  
two months, expiring July 26, 1916,  
in the cases of the other vessels.

The Russian Ministry of Ways of  
Communication recently approved a  
project for the construction of a  
private railway to serve the extensive  
timber areas of northern Russia and  
the mining industry of the northern  
Urals. The new line will begin at  
Archangel, proceed to Pinega, and,  
crossing the Urals, will extend along  
northern Siberia to the settlement of  
Chenshevsky on the Ob. Moreover,  
it is proposed to lay a line from  
the Ural chain to Nadezhdinsk fac-  
tory of the Bogoslovsk Co. of Perni  
Government, in which section the  
new line will cross the Bogoslovsk  
Railway.

Though halted by fierce counter-  
attacks at one or two points on the  
western front, the allies made sub-  
stantial gains during the week. Ber-  
lin claims that the main offensive of  
the enemy has failed; but the only  
alterations which could be marked  
upon the map were those which  
brought the allies somewhat nearer  
their objective. In the east the Rus-  
sians progressed by leaps and bounds  
on their center and extreme left,  
where they invaded Hungary, and  
delivered smashing blows on their  
right near Riga. Italy continued to  
make small gains in the Trentino  
and the Turks sustained several im-  
portant defeats. Rumor was again  
busy with Roumania as a possible  
participant and with Austria-Hun-  
gary as being ready to consider a  
separate peace. In both these cases  
the reports were dated London, and  
it is more than probable that the  
wish was father to the thought.



## With the Wits.

About Due.—"I understand," said Mrs. Twickembury, "that Germany has invented a new and very powerful expletive."—Christian Register.

No Hope.—Edith—Haven't you and Jack been engaged long enough to get married?

Ethel—Too long! He hasn't got a cent left.—Boston Transcript.

Busy.—"What are the duties of an American soldier in Mexico?"

"If the press dispatches can be relied on, a day's work consists of hunting for Villa one hour, hunting for water five hours, and the rest of the time hunting for lost American aviators."—Puck.

The Bluff That Failed.—Visitor (at private hospital)—Can I see Lieutenant Barker, please?

Matron—We do not allow ordinary visiting. May I ask if you're a relative?

Visitor (boldly)—Oh, yes! I'm his sister.

Matron—Dear me! I'm very glad to meet you. I'm his mother.—Punch.

A Legal Mind.—There was recently brought before a police magistrate in the South an old darkey who had fallen foul of a bulldog while in the act of entering the hen-house of the dog's owner.

"Didn't I give you ten days last month for this same offense?" asked the magistrate. "It was the same hen-house you were trying to get into. What have you got to say for yourself?"

The darky seemed perplexed. "Yo' honah," he said, "yo' sent me to the chaingang fo' tryin' to steal some chickens, didn't yo'?"

"Yes; that was the charge."

"An' don't de law say yo' can't be charged twice with de same offense?"

"That no man shall be twice placed in jeopardy for the identical act, yes."

"Den, yo' honah, youse gotta let me go, suh. I was after de same chickens, suh."—Louisville Times.

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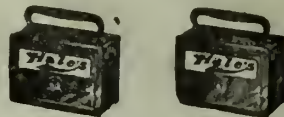


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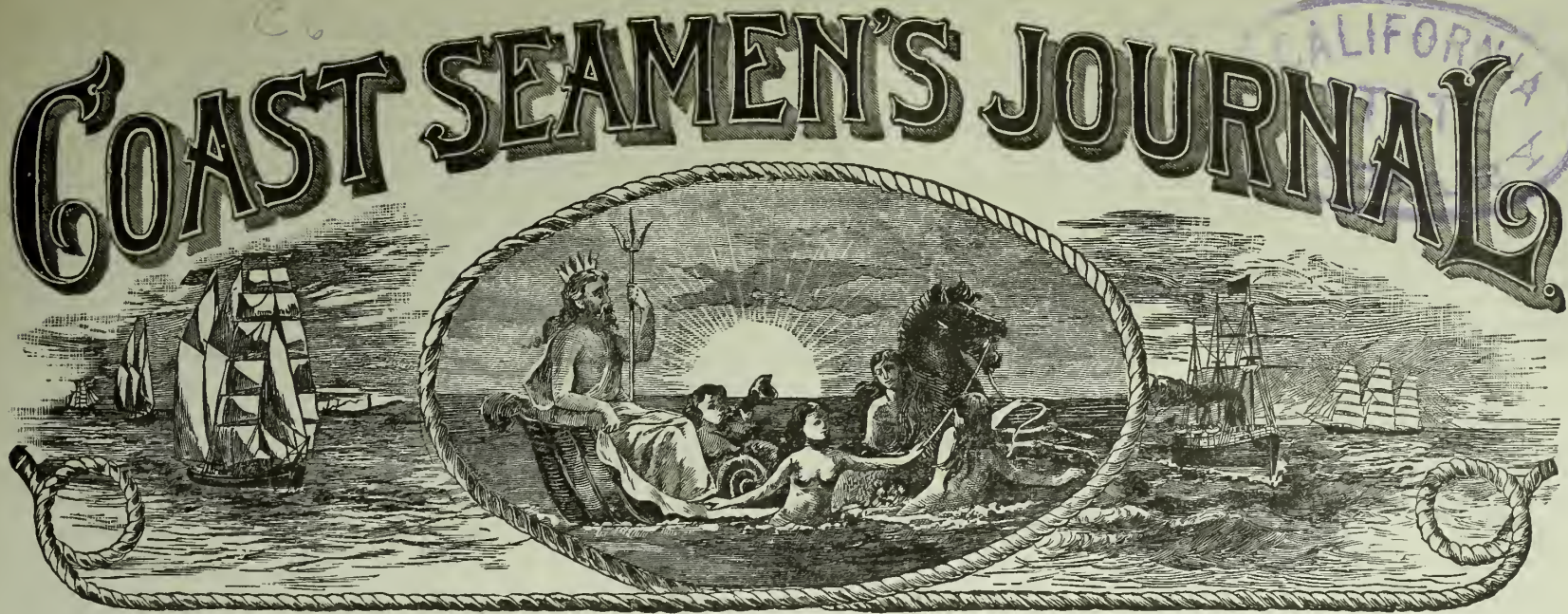
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FOR THE SEAFARING PEOPLE OF THE WORLD.  
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXIX, No. 47.

SAN FRANCISCO, WEDNESDAY, AUGUST 2, 1916.

Whole No. 2393.

## NEW U. S. CONSULAR REGULATIONS.

### Enforcement of Seamen's Act in Foreign Ports.

By virtue of a recent Executive Order, issued by President Wilson, the United States Consular Regulations of 1896 have been amended as follows:

#### In Case of Loss by Desertion.

In case of desertion or casualty resulting in the loss of one or more of the seamen, the master must ship if obtainable, a number, equal to the number of these, whose services has been deprived of by desertion or casualty, who must be of the same or of higher grade or rating with those, whose places they fill, and report the same to the United States consul, at the port at which he shall arrive. This section shall not apply to fishing or whaling vessels, or yachts. R. S. sec. 4516. March 4, 1915.

#### Bond for Return of Seamen.

The master of every vessel bound on a foreign voyage or engaged in the whale fishery, is required by law to exhibit a certified copy of the crew list to the first boarding officer at the first port in the United States at which he shall arrive on his return and also to produce the persons named in the crew list. For each failure to produce any person on the certified copy of the crew list, the master and the owner of the vessel are severally liable to a penalty of \$400.00. But the penalty is not incurred for failure to produce any seaman named in the crew list who has been discharged in a foreign country with the consent of a consular officer, certified in writing under his hand and official seal to be produced to the collector with the other persons composing the crew; nor on account of any such persons dying or absconding or being forcibly impressed into other service of which satisfactory proof shall then also be exhibited to the collector. A master cannot lawfully discharge a seaman in a foreign port without the intervention of the consular officer; and it is not material in such case that the discharge is made with the seaman's consent, or that he has misconducted himself, or is not a citizen of the United States. (R. S. 4576; 7 op. Att. Gen., 349; 1 Low, 107; Tawney's Dec., 24; 29 Stat. L. 688).

#### Cases in Which Seamen Are Discharged.

Add as section 13: "The seamen shall not be shipped to work alternately on deck and in the fireroom, nor shall those shipped for deck duty be required to work in the fireroom or vice versa; but these provisions shall not limit either the authority of the master, or other officer, or the obedience of the seamen when in the judgment of the master, or other officer, the whole or any part of the crew are needed for the maneuvering of the vessel or the performance of work necessary for the safety of the vessel or of her cargo, or for the saving of life aboard other vessels in jeopardy, or when in port or at sea, from requiring the whole or any part of the crew to participate in the performance of fire, lifeboat and other drills. While such vessel is in a safe harbor, no seaman shall be required to do any unnecessary work on Sundays, or the following named days: New Year's Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas Day, but this shall

not prevent the despatch of a vessel on regular schedule or when ready to proceed on her voyage. And at all times while such vessel is in a safe harbor, nine hours, inclusive of the anchor watch, shall constitute a day's work. Whenever the master of any vessel shall fail to comply with this section, the seamen shall be entitled to discharge from such vessel, and to receive the wages earned. This section shall not apply to fishing vessels, whaling vessels, or to yachts. Sec. 2, Act March 4, 1915.

#### Desertion from Cruel Treatment.

When a consular officer discharges a seaman—in case of desertion caused by unusual or cruel treatment—he must enter upon the crew list, shipping articles and official log, the cause of discharge. In all cases where seamen or officers are accused, the consular officers shall inquire into the facts, and upon being satisfied of the justice and truth of such complaints, shall require the master to pay such seaman one month's extra wages, over and above the wages due at the time of discharge, and to provide him with adequate employment on board some other vessel, or to provide him with passage on board some other vessel, bound to the port from which he was originally shipped, or to the most convenient port of entry in the United States, or to a port agreed to by the seaman; and the officer discharging such seaman shall enter upon the shipping articles, crew list and official log, the cause of such discharge and the particulars in which the unusual or cruel treatment consisted and subscribe his name thereto, officially. He shall read the entry made in the official log to the master, and his reply thereto, if any, shall likewise be entered and subscribed in the same manner. R. S. 5483, 1898, and 4600, Mar. 4, 1915.

#### Consular Officer to Collect Wages.

If any consular officer when discharging any seaman, shall neglect to require the payment of and collect the arrears of wages and extra wages required to be paid in the case of the discharge of any seaman, he shall be accountable to the United States for the full amount thereof. The master shall provide any seaman so discharged with employment on a vessel agreed to by the seaman, or shall provide him with one month's extra wages, if it shall be shown to the satisfaction of the consul that such seaman was not discharged for neglect of duty, incompetency, or injury incurred on the vessel. If the seaman is discharged by voluntary consent before the consul, he shall be entitled to his wages up to the time of his discharge, but not for any further period. If the seaman is discharged on account of injury or illness, incapacitating him for service, for expenses for his maintenance and return to the United States, shall be paid from the fund for the maintenance and transportation of destitute American seamen. Provided that at the discretion of the Secretary of Commerce, and under such regulations as he may prescribe, if any seaman, incapacitated from service by injury or illness, is on board a vessel so situated that a prompt discharge requiring the personal appearance of the master of the vessel before an

American consul, or consular agent is impracticable, such seaman may be sent to a consul or consular agent, who shall care for him and defray the cost of his maintenance and transportation. R. S. 4581—Sec. 19, Act Mar. 4, 1915.

#### Discharge for Cruel Treatment.

Whenever on the discharge of a seaman in a foreign country by a consular officer, on his complaint against the officers for cruel treatment, it shall be the duty of the consul or consular agent to institute a proper inquiry into the matter, and upon his being satisfied of the truth and justice of such complaint, he shall require the master to pay to such seaman one month's wages over and above the wages due at the time of discharge, and to provide him with adequate employment on board some other vessel, or to provide him with passage on board some other vessel bound to the port from which he was originally shipped, or to the most convenient port of entry in the United States, or to a port agreed to by the seaman. R. S. 4583 and 4600.

#### Loss of Vessel.

In cases where the services of any seaman terminate before the period contemplated in the agreement, by reason of the loss or wreck of the vessel, such seaman shall be entitled to wages for the time of service prior to such termination but not for any further period. Such seaman shall be considered as a destitute seaman (R. S. 4526) and it shall be the duty of American consular officers to provide sufficient subsistence and passage to some port in the United States, in the most reasonable manner, at the expense of the United States. The seamen shall, if able, be bound to do duty on board the vessel in which they may be transported, according to their several abilities. (R. S. 4577). This section shall not apply to fishing or whaling vessels, or yachts.

#### Time for Payment of Wages.

The master or owner of any vessel making foreign voyages, or from a port on the Atlantic to a port on the Pacific, or vice versa, shall pay to every seaman his wages within twenty-four hours after the cargo has been discharged, or within four days after the seaman has been discharged, whichever first happens; and in all cases the seaman shall be entitled to be paid at the time of his discharge, on account of wages, a sum equal to one-third part of the balance due him. Every master or owner who refuses or neglects to make payment in the manner hereinbefore mentioned, without sufficient cause, shall pay to the seaman a sum equal to two days' pay for each and every day during which payment is delayed beyond the respective periods, which sum shall be recoverable as wages in any claim made before the court; but this section shall not apply to the masters or owners of any vessel, the seamen of which are entitled to share in the profits of the cruise or voyage. R. S. Sec. 4529.

#### Part Payment of Wages.

Every seaman on a vessel of the United States shall be entitled to receive on demand



from the master of the vessel to which he belongs, one-half part of the wages, which he shall have then earned, at every port where such vessel, after the voyage has commenced, shall load or deliver cargo before the voyage is ended and all stipulations in the contract shall be void: Provided such demand shall not be made before the expiration of nor oftener than, five days. Any failure of the master to comply with this demand shall release the seaman from his contract, and he shall be entitled to full payment of wages earned. And when the voyage is ended, every such seaman shall be entitled to the remainder of the wages which shall then be due him, as provided in R. S. 4529. R. S. 4530.

#### Allotment of Wages.

It shall be lawful for any seaman to stipulate in his shipping agreement for an allotment of any portion of the wages he may earn to his grandparents, parents, wife, sister, or children. No allotment shall be valid unless in writing and signed by and approved by the shipping commissioner. It shall be the duty of the said commissioner to examine such allotments and the parties to them and enforce compliance with the law. All stipulations for the allotment of any part of the wages of a seaman during his absence which are made at the commencement of the voyage shall be inserted in the agreement and shall state the amounts and the time of the payment to be made and the persons to whom the payments are to be made. That no allotment except as provided for in this section shall be lawful. Sec. 10 (b, c, d) Act Mar. 4, 1915.

#### No Advance Wages.

It shall be and is hereby made unlawful in any case to pay any seaman wages in advance of the time when he has actually earned the same, or to pay such advance wages, or to make any order, or note, or other evidence of indebtedness therefor to any other person, or to pay any other person, for the shipment of seamen when payment is deducted from a seaman's wages. Any person violating any of the foregoing provisions of this section shall be deemed guilty of a misdemeanor, and upon conviction, shall be punished by a fine of not less than \$25 nor more than \$100, and may also be imprisoned for a period of not exceeding six months, at the discretion of the court. The payment of such advance wages or allotment shall in no case except as herein provided, absolve the vessel or the master, or the owner thereof from the full payment of wages, after the same shall have been actually earned, and shall be no defense to a libel suit or action for the recovery of such wages. If any person shall demand or receive, either directly, or indirectly, from any seaman, or other person, seeking employment, as seaman, or from any person in his behalf, any remuneration whatever, for providing him with employment, he shall for every such offense be deemed guilty of a misdemeanor and shall be imprisoned for not more than six months or fined not more than \$500. R. S. Sec. 10 (a) Mar. 4, 1915.

#### Seamen Cured at Expense of Ship.

By the general maritime law, a seaman, when he receives any injury when in the service of the ship, or becomes sick during the voyage, and the sickness is not caused by his own fault, is entitled to be cured at the expense of the ship, but if the seaman is discharged on account of illness or injury, incapacitating him for service, the expenses of his maintenance and return to the United States shall be paid from the fund for the maintenance and transportation of destitute American seamen, and provided, that at the discretion of the Secretary of Commerce, and under such regulations as he may prescribe, if any seaman incapacitated by injury or illness is on board a vessel so situated that a prompt discharge requiring the personal appearance of the master of the vessel before an American consul, or a consular agent, is impracticable, such seaman may be sent to a consul or a consular agent, who shall care for him and defray the cost of his maintenance and transportation to the United States. R. S. 4581 and amendments. Sec. 19, Act Mar. 4, 1915. Cir. Feb. 24, 1908.

#### One Month's Extra Wages.

Consular officers are required by law to collect one month's extra wages in the following cases, and are prohibited from so doing in any other case:

1. When inspectors appointed by the consul to examine whether the vessel is in a suitable condition to go to sea shall have reported that she was sent to sea unsuitably provided in any important or essential particular by neglect or design, and the consular officer approves of such finding and thereupon, the seaman is discharged. But if the master provides the seaman so discharged with passage money to the nearest and most convenient port of the United States or furnishes him with employment on a ship agreed upon, then one month's extra wages should not be collected. R. S. 4561 (paragraphs 207 (6) 208, 315). This section does not apply to fishing or whaling vessels or yachts. Sec. 11, Dec. 21, 1898.

2. Whenever, on the discharge of a seaman in a foreign country by a consular officer on complaint (his) that the voyage is continued

contrary to agreement, (paragraph 315) or that the vessel is badly provisioned, or unseaworthy, or against the officers for cruel treatment, it shall be the duty of a consul or consular agent to institute a proper inquiry into the matter, and, upon his being satisfied of the truth and justice of such complaint, to discharge the seaman. R. S. 4583. The master shall also provide him with adequate employment on board some other vessel, or provide him with a passage to the port from which he originally sailed (shipped) or to the most convenient port of entry in the United States or to a port agreed to by the seaman.

3. Whenever a seaman is so discharged, if it shall be shown to the satisfaction of the consul that such seaman was not discharged for neglect of duty, incompetency, voluntary consent or injury incurred on the vessel. Sec. 16, R. S. 4581. No waiver of extra wages is permitted.

#### When Vessels Are Sold.

Whenever a vessel of the United States is sold in a foreign country and her company discharged, it shall be the duty of the master to produce to the consular officer a certified list of the ship's company, and also the shipping articles, and besides paying to each seaman, or apprentice, the wages due him, he shall either provide him with adequate employment on board some other vessel bound for the port at which he was originally shipped or to such other port as may be agreed upon by him, or furnish the means of sending him to such port, or provide him with a passage home, or deposit with the consular officer a sum of money as is by the officer deemed sufficient to defray the expenses of his maintenance and passage home; and the consular officer shall endorse upon the agreement with the crew of the ship which the seaman or apprentice is leaving, the particulars of any payment, provision, or deposit made under this section. A failure to comply with the provisions of this section shall render the owner liable to a fine of not exceeding fifty dollars. Sec. 17 R. S. 4582, Dec. 21, 1898.

#### Discharge for Illness or Injury.

Whenever a seaman is discharged on account of illness or injury incapacitating him for service, the expenses of his maintenance and return to the United States shall be paid from the fund for the maintenance and transportation of destitute seamen. (R. S. 4581; Act of December 21, 1898, Section 17). At the discretion of the Secretary of Commerce, and under such regulations as he may prescribe, if any seaman incapacitated from service by injury or illness is on board a vessel so situated that a prompt discharge requiring a personal appearance of the master of the vessel before an American consular officer is impracticable, such seaman may be sent to a consular officer who shall care for him and defray the cost of his maintenance and transportation as provided in this paragraph. The personal appearance of the master of the vessel before an American consular officer to consent to the discharge of a seaman who has been incapacitated by injury or illness may be waived by the officer under the following conditions: (a) When the condition of the injured or ill seaman is such that prompt medical attendance is necessary and cannot be furnished on shipboard, and, (b) when the master cannot proceed with the seaman to the consul without risk to the crew, the vessel, or the cargo. In such cases the master will address to the consul in writing a full statement of the facts which render necessary the discharge of the seaman, together with a statement of the reasons why he himself is unable to appear before the consul. The statement should cover the usual particulars set forth in a discharge and should be accompanied with an account of the wages due and with the necessary funds to meet such wages, or (if the cash be not available) with an order on the owner for the amount due. If the consul shall deem the statement satisfactory, he may discharge the seaman as directed in Section 4581, Revised Statutes, as amended by Section 16 of the act of December 21, 1898 and Section 19 of the Act of March 4, 1915, as if the master were present, attaching to discharge and to his relief account a copy of the statement submitted by the master. If the consul shall deem the statement unsatisfactory, he will decline to grant the discharge and direct that the seaman be returned to the vessel at its expense.

#### Passage Money Paid by Government.

In cases where the service of any seaman terminates before the period contemplated in the agreement, by reason of the loss or wreck of the vessel, such seaman shall be entitled to wages for the time of service prior to such termination, but not for any further period. Such seaman shall be considered a destitute seaman and shall be treated and transported to port of shipment as provided in sections 4577 and 4579 of the Revised Statutes. Sec. 3, R. S. 4526. If the seaman is discharged on account of injury or illness, incapacitating him for service, the expenses of his maintenance and return to the United States shall be paid from the fund for the maintenance and transportation of destitute American seamen. Sec. 16, R. S. 4581.

#### Punishment for Desertion.

It is provided by statute that desertion shall

be punished by forfeiture of all or any part of the clothes or effects he leaves on board and of all, or any part of the wages or emoluments he has earned then. For neglecting or refusing without reasonable cause to join his vessel or to proceed to sea in his vessel, or for absence without leave at any time within twenty-four hours of the vessel's sailing from any port, either at the commencement or during the progress of the voyage, or for absence at any time without leave and without sufficient reason from his vessel and from his duty, not amounting to desertion, by forfeiting from his wages not more than two days' pay or sufficient to defray any expenses which shall have been incurred in hiring a substitute. For quitting the vessel without leave, after her arrival at the port of her delivery and before she is placed in security, by forfeiture from his wages of not more than one month's pay. Sec. 7, R. S. 4596, Act of March 4, 1915. The law providing for the arrest of deserters has been canceled by Sections 16 and 17, Act of March 4, 1915.

#### Desertion from Cruel Treatment.

It is by law made the duty of consular officers, in cases where seamen or officers are accused, to enquire into the facts, and, upon his being satisfied of the truth and justice of such complaint, he shall require the master to pay to such seaman one month's wages over and above the wages due at the time of discharge, and to provide him with adequate employment on board some other vessel, or provide him with a passage on board some other vessel bound for the port from which he was originally shipped, or to the most convenient port of entry in the United States, or to a port agreed to by the seaman; and the officer discharging such seaman shall enter upon the crew list and shipping articles and official log the cause of such discharge and the particulars in which the cruel or unusual treatment consisted, and subscribe his name thereto officially. He shall read the entry made in the official log to the master, and his reply thereto, if any, shall likewise be entered and subscribed in the same manner. Sec. 18, R. S. 4583, Dec. 21, 1898; Sec. 8, R. S. 4600, March 4, 1915.

#### Complaint of Unseaworthiness.

Provision has been made by statute for the examination of complaints in respect to the unseaworthy condition of the vessel and insufficient equipment or supplies and for the proceedings of consular officers in such cases. Upon a complaint in writing, signed by the first and second officers, or a majority of the crew of any vessel, while in a foreign port that such vessel is in an unsuitable condition to go to sea, because she is leaky or insufficiently supplied with sails, rigging, anchors, or any other equipment, or that the crew is insufficient to man her, or that her provisions, stores and supplies are not or have not been during the voyage sufficient or wholesome, thereupon in any of these or like cases the consul or consular agent who may discharge any of the duties of a consul shall cause to be appointed three persons of like qualifications with those prescribed in Section 4557 of the Revised Statutes, who shall proceed to examine into the cause of complaint and who shall proceed and be governed in all their proceedings as provided by said section (R. S. 4559). The inspectors in their report shall also state whether in their opinion the vessel was sent to sea unsuitably provided in any important or essential particular, by neglect or design, and if the consular officer approves of such findings, he shall discharge such of the crew as request it, and shall require the payment by the master of one month's wages for each seaman over and above the wages then due, or sufficient money for the return of such of the crew as desire to be discharged, or with employment on a ship agreed to by them. But if in the opinion of the inspectors the defects or deficiencies found to exist have been the result of mistake or accident, and could not, in the exercise of ordinary care, have been known and provided against before the sailing of the vessel and the master shall in a reasonable time remove or remedy the causes of complaint, then the crew shall remain and discharge their duty. R. S. 4561, Dec. 21, 1898. (Paragraphs 207 (60) 243). If not so remedied, the consular officer may discharge the crew, on their request, with the arrears of wages, but without any extra wages. The master or commander shall in the first instance pay all the costs of such review, report, or judgment, to be taxed or pay all the costs of such review, report or judgment, to be taxed or allowed on a fair copy thereof, certified by the judge or justice. But if the complaint of the crew shall appear upon the report and judgment to have been without foundation, the master or commander, or the owner or consignee of such vessel, shall deduct the amount thereof, and of reasonable damages for the detention, to be ascertained by the judge or justice, out of the wages of the complaining seamen. R. S. 4557. In cases of this kind the consular officer will be careful to consult the full text of the statutes. This provision does not apply to fishing or whaling vessels, or yachts.

Captain R. J. Paulson was recently appointed Assistant Inspector of Steamboats at Seattle by the Bureau of Navigation of the Department of Commerce. Captain Paulson was recently in command of the steamer "President."



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## How Labor Injunctions Started.

Writing in the American Federationist, President Gompers traces the injunction process from its beginning, when it was developed for use in cases not covered by law, until the present time, when injunctions set aside constitutional guarantees.

"Our legal theories and judicial institutions were inherited from England," says President Gompers. "In England, in the early times, the only recourse for losses or damages to property or property rights was through legal procedure in the civil courts to secure an award for damages. But monetary awards were not always full compensation for losses, nor did they afford ample protection against encroachments of feudal overlords upon property or property rights of their retainers.

"There developed the custom of direct appeal to the king or to a representative of the king, known as the chancellor, or the 'keeper of the king's conscience.'

"The matters involved in such controversies as were brought directly to the king were questions of equity rather than of law.

"The chancellor, who heard both parties, would report to the king advising that either the matter be dismissed or that an order be issued that the offender do what he ought to do or refrain from doing something that would work injustice.

"As time went on, these precedents developed into custom and custom into accepted law. Equity courts became an important part of the judicial machinery of England. The chancellor became a judge, who, without a jury, heard cases for which there was no adequate remedy at law and issued decrees directing that a certain course be carried out.

"These fundamental principles of chancery, or equity, were developed:

"(1) It was to be exercised for the protection of property rights only.

"(2) 'He who would seek its aid must come with clean hands.'

"(3) 'There must be no adequate remedy at law.'

"(4) It must never be used to curtail personal rights.

"(5) It must not be used to punish crime.

"Equity courts have been invoked in times of industrial disputes for the purpose of securing from equity judges restraining orders or injunctions restraining workers from collective action assuring that unity of purpose necessary to make a strike effective; from saying orally or publishing information or doing things necessary to induce employers to agree to better terms and conditions of work, and from profiting by aid and counsel in carrying on industrial contests.

"More than 20 years ago Federal courts began to issue such restraining orders and injunctions with great frequency. Since equity courts have jurisdiction only over controversies involving property or property rights, the only seeming justification for the issuance of these restraining orders is the theory that employers' right to do business includes a property right in the labor of employes necessary to carry on the business profitably.

"They assume that property and property rights are infinitely more important than human beings or human rights, and demand that these shall be subordinated to profits and uninterrupted production or transportation.

"It has no bearing upon this argument to stigmatize wage earners wrongfully as lawless and doers of violence. When workers violate law or commit crimes, there is adequate remedy at law. No judge has a right to issue an injunction forbidding commission of crime in advance, neither has an equity court the right to try criminal cases.

"Injunctions have been issued that set aside rights guaranteed workers and all citizens of the States and the United States both by statutory and constitutional law. Restraining orders and temporary injunctions were drawn by lawyers in the pay of employers, presented to equity judges and often signed without even being read, pending, of course, a future hearing. But between the time when they were issued and the future hearing they constituted an order of the court, violation of which could be punished as contempt of court and penalized by fines or imprisonment.

"The terminology used in these edicts was such as to create prejudice against the purposes and activities of the workers by designating them by epithets that carried with them the insinuation of lawlessness and malicious purposes.

"The use of the writ of injunction in industrial disputes was so often in contravention of law and legal justice and subversive to the regular institutions of justice and government that it was fittingly designated as government by injunction. It secured to employers immunity and special privilege and denied workers rights and opportunities. All of this was accomplished under guise of superficial legality in a manner that was outwardly respectable and sanctioned by institutions of justice.

"Thus, like many another beneficent institution, the writ of injunction, which was intended to serve the best interests of the people, became an instrument of injustice and tyranny."

## Too Much Medical Care?

At a meeting of the Pennsylvania State Compensation Board representatives of private insurance companies made pathetic complaint that they are being robbed by physicians and surgeons called to treat injured workmen. They protested against the board's rules covering minor injuries and insisted that in many cases it was wholly unnecessary to call in a physician.

These companies were told that a minor injury frequently develops into blood poisoning and that companies that permit unskilled people to administer anything but first aid treatment are countenancing illegal practice of medicine and that the guilty parties will be prosecuted.

The companies claim they are often "robbed" by physicians. This was held to be no excuse for neglecting an injured worker and that if "fee grabbing" existed it would be attended to in due season.

(Continued on Page 10.)

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

### AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

### GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeld Bldgs., 22 Canning Place, Liverpool.

### BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

### GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

### FRANCE.

Federation National des Syndicats des Inscript, Maritimes de France, 33 Rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

### NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

### SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgaten 1 B., Sweden.

### DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening, Nyhavn 17, Kobenhavn.

### HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

### ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

### AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

### SPAIN.

Sociedad Sindicate de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

### URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

### ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

### BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

### SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



## World's Workers.

The Italian minister of public works has authorized the employment of women as drivers on electric trams, provided they possess the technical and physical qualifications required. For some time women have taken the place of men as train conductors.

According to proclamations issued by the Governor-General of the Commonwealth of Australia, the importation and exportation of any goods packed in a bag or sack, if the weight of the goods and the weight of the bag or sack together exceed 200 pounds, is prohibited.

According to the report of the Co-operative Wholesale Society of Great Britain, the purchasing power of twenty shillings has decreased within the last two years to eleven shillings and two pence. It will take many increases in wages in order to overcome the drastic change in the purchase power of a shilling.

During the fourth quarter of 1915 1264 assisted immigrants (including 742 dependents) arrived in the Commonwealth of Australia. The greatest number was reported from Queensland (464). As regards occupations, 74 males were classified as following agricultural, pastoral, etc., occupations, and 265 females were domestic and hotel servants, etc.

The British Labor Gazette for June reports that there was again a large shortage in munition trades, including engineering, shipbuilding, and the chemical industry. In several districts there was a very pronounced shortage of coal miners, and textile workers were difficult to obtain. There was also an unsatisfied demand in many districts for general laborers, navvies, carpenters, boy and girl messengers, and for domestic servants generally.

The number of workpeople, exclusive of seamen, reported as killed in May, 1916, was 248, an increase of 18 on a month ago and of 19 on a year ago. The mean number for May during the five years 1911-1915 was 255, the maximum being 295 and the minimum 229. Fatal accidents in the railway service during May, 1916, numbered 33, compared with 35 in April, 1916, and 36 in May, 1915. The total number of fatal accidents at mines was 103, an increase of 19 on a month ago and of 18 on a year ago. There was one fatal accident at quarries, compared with five a month ago and two a year ago. The total number of fatal accidents to seamen during May, 1916, was 153, a decrease of 76 on a month ago and of 384 on a year ago.

Because Russia's 160,000,000 people are said to be increasing at the rate of 3,000,000 to 4,000,000 a year, and Germany's 68,000,000 at about 800,000 a year, German statesmen are thinking seriously of the population question, which will undoubtedly be one of the paramount problems of the European nations at the end of the war. With a view to formulating plans at once, there has been formed in Berlin the "Society for Furthering a Policy of Birth-Increase," at whose first meeting there was only one woman speaker, a representative of the German State Church. At the second another woman, the mother of eight children, suggested that perhaps as good a way as any for furthering a policy of birth-increase was "to make life more worth living for women."

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| Bergman, John       | Johnsen, Aug.   |
| Blom, Ernest        | Konig, D.       |
| Christiansen, Anton | Nielsen, Harold |
| Christiansen, A.    | Olander, Ed     |
| Doris, Geo.         | Thomson, John   |
| Eckart, T. G.       |                 |

## San Pedro Letter List.

|                       |                     |
|-----------------------|---------------------|
| Alexander, P.         | Martinson, E.       |
| Anderson, Louis       | Mariner, Robert     |
| Andersson, John       | Nelson, Dick        |
| Bentzen, Hans B.      | Nilsen, Oskar       |
| Bushman, John         | Nilsen, Edward      |
| Berglund, Emil        | Nilsen, Oskar J.    |
| Blucker, John         | Olsen, Nick         |
| Carlson, Gus          | Orling, Gust        |
| Carlmark, B. G.       | Olsen, Andy         |
| Carlson, Harry        | Olson, Olof S.      |
| Carlson, Gustaf       | Ophaug, W.          |
| Ellwes, Fred          | Owen, Fred          |
| Eklund, G. E.         | Oquist, Gust        |
| Fjellman, Jonas       | Olson, Frank        |
| Fugelutsen, Thor      | Olausen, Kristian   |
| Fjellman, Karl        | Peterson, Nicolai   |
| Forsman, G.           | -1234               |
| Ginar, Walter         | Pintz, Johan        |
| Grigoleit, E.         | Peterson, N.        |
| Galleburg, Martin     | Peterson, Hugo      |
| Heesche, Henry        | Pettersen, C. V.    |
| Holmstrom, Fritz      | Pakkil, Emil        |
| Haupt, Fritz          | Pederson, Ole       |
| Hansen, Charley       | Plupik, K.          |
| Hansen, Ole           | Palmquist, A.       |
| Howery, Lon           | Peterson, Aage      |
| Hoverson, Carl        | Raun, Einar         |
| Hogstrom, Axel        | Rosenblad, Axel     |
| Janson, Oscar         | Rudd, Walter        |
| Johnsson, J. A. -1659 | Schuldt, Theodor    |
| Johanson, Victor      | Samuelsson, Frank   |
| Jacobson, Louis       | Smith, Johan        |
| Jansson, Fredrik      | Soderlund, Anton    |
| Karnup, Edward        | Schmidt, Louritz P. |
| Kashlund, Franz       | Strom, C. L.        |
| Kallio, Anton         | Swanson, J. N.      |
| Larsen, Johan -1542   | Stromberg, I.       |
| Lutton, Theo.         | Schelby, Aksel      |
| Lauritzen, Ole        | Salt, Aksel         |
| Larsen, Max           | Sandhom, Konrad     |
| Lybeck, Thos.         | Schallies, Charlie  |
| Lindberg, G. W.       | Svenson, Nicolaus   |
| Lindberg, Ernst       | Thorsen, Carl       |
| Leideker, Ellith      | Tonnesen, Peter     |
| Lalan, Joe            | Tho, John           |
| Lidsten, Chas.        | Uhlir, Richard      |
| Lane, Frank           | Uappa, Kostl        |
| Lundin, C. -1054      | White, Robert       |
| Lill, Karl            | Warkkala, John      |
| McNeal, John          | Wlehman, Karl       |
| Monterro, John        | Wartila, Anton      |
| Monts, Reinolt        |                     |
| Makela, N.            |                     |
| Malm, Gustaf          |                     |

Newspapers and  
Packages.  
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## Honolulu, H. T.

|                     |                   |
|---------------------|-------------------|
| Anderson, John E.   | Nelsen, C. F.     |
| Burk, Harry -1284   | Petersen, Carl    |
| Crantly, C. W.      | Peters, Walter    |
| Eugenio, John       | Rethier, Fritz    |
| Ekelund, Rickhard   | Solberg, B. P.    |
| Iverson, Sigvald B. | Strand, Conrad    |
| Langwenus, W. L.    | Thompson, Emil N. |
| Moller, F.          |                   |

## INFORMATION WANTED.

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio. 3-24-15

Anders C. Anderson, a native of Norway, who left his personal effects at Port San Luis, Cal., after leaving a ship at that place, is inquired for. Anyone knowing his whereabouts please notify D. R. Jacks, Deputy Collector of Customs, Port San Luis, Cal. 12-22-15

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Anyone knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St. 8-11-15

Olai Ingebrigtsen (Brock), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American bark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469-49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Steuart street, San Francisco, Cal. 8-4-15

Anyone knowing the whereabouts of Peter Murphy, better known as Boatswain McGann, will kindly notify Patrick Kieran, 58 Commercial St., San Francisco, Cal. 4-19-16

Vencelus Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolamo Durbich, Zurich, Switzerland. 7-28-15

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## INFORMATION WANTED.

John Edstrom, alias Brynjulf Edstrom, born in Norway in 1879, was last heard from at Mobile, Ala., where his address was Norwegian Chapell, is inquired for. Anyone knowing his whereabouts please notify his mother. Address, 22 Pilestradet, Kristiania, Norway.—12-22-15

George Alexander Sharman, a native of Brooklyn, N. Y. About 28 years of age, height 5 feet 9 inches,

supposed to have sailed on the Great Lakes in 1907, is inquired for by M. L. Kinvan, 1211 Mosher street, Baltimore, Md. 7-14-15

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15



## Pacific Coast Marine.

Seaborn Shipyards Company, Tacoma, have laid keels for two auxiliary lumber schooners.

The steamer "Dora," which was beached at Nyack, after striking a rock, is a wooden vessel of 320 tons, built in 1880, owned by the Alaska Steamship Company. She is insured on a value of \$25,000 and was bound for Dutch Harbor.

The steam-schooner "Shna-Yak," which went ashore at Pfeiffer's Point, eight miles south of Point Sur, may be saved. Despite the fact that there are from three to four feet of water in the hold efforts are to be made to pull the steamer off the rocks.

One harbor improvement in Oregon does not have to await the River and Harbor bill. In the Sundry Civil bill, which became a law on July 1, is carried an appropriation of \$35,000 for contract work on the completion of the improvement of Tillamook Bay and harbor. This money is now available.

J. W. Vance & Co., San Francisco, have under charter the bark "Albert" to carry a cargo of 700,000 feet of redwood and California pine to Sydney. The company have also under charter the barkentine "Charles F. Croker," for October dispatch. She will carry redwood and California pine to Australia.

The steamer "Rio Pasig," which has been posted missing, was bound from Seattle to Vladivostok with general cargo, and was last heard of January 2, when she sailed from Nanaimo. She was 3384 tons gross, built in 1894, and owned by Messrs. Madrigal & Co., Manila, who insured her on a value of \$150,000.

Hart-Wood Lumber Company of San Francisco are building a steam-schooner at Matthew yards, Hoquiam, Wash. The boat will be launched in September. The vessel will have a lumber capacity of 1,250,000 feet. She will be equipped with 850 horsepower engines with an oil capacity of 1000 barrels, so as to permit her use in the off-shore trade.

Twenty carloads of crude rubber, valued at \$1,000,000, are on their way to New York from San Francisco, via the Southern Pacific's Ogden route. This shipment, which came from Singapore, is the first consignment of rubber of such magnitude to go overland from the Pacific Coast. It was shipped to San Francisco by the East Asiatic Company.

The offshore lumber rate, which has been hovering between \$30 and \$31 per thousand feet for the past few months, recently jumped to \$32, with the announcement of the chartering of the American schooner "W. J. Patterson" by Hind, Rolph & Co. The "Patterson" will make one voyage for the local company at this figure from Willapa Harbor to the West Coast in September or October.

The steam schooner "Stanwood" built by the Kruse & Banks shipyards, North Bend, Ore., for Bixby & Clark, San Francisco, was launched on July 16. The sponsor for the "Stanwood" was Miss Dorothea Albert, daughter of D. Albert of C. A. Hooper & Co., San Francisco, which firm has an interest in the vessel. The "Stanwood" has a length of 225 feet and a beam of 42 feet. The keel of a similar ship for Oliver J. Olson of San Francisco will be laid at once.

Incorporation papers were filed with the Secretary of State at Salem July 8 by the North Pacific Shipbuilding Company. The company, which has a capital stock of \$100,000, plans to establish a shipbuilding plant at Portland immediately, to turn out composite cargo steamers of 5000 tons capacity. It will operate in conjunction with the Smith & Watson Iron Works and the Northwestern Steel Works of Portland, where all the machinery for the vessels will be constructed.

D. B. and L. B. Johnson, shipbuilders of Portland, have gone to Victoria to take charge of the construction of three ships which are being laid down there by the Cameron-Genoa mills. The building of the ships will require about ten months. The three vessels are being built to carry British Columbia products to Europe. They will be 225 feet keel, 260 feet over all, 24 feet beam and the depth of hold will be 19 feet. They will be equipped with auxiliary engines. They will have space for 1,500,000 feet of lumber in hold.

Chances for floating the steamer "Bear" are daily becoming brighter, according to information reaching San Francisco from Eureka, and so positive are representatives of the underwriters that the vessel will be saved that small wagers at 5 to 1 are said to have been placed on a favorable outcome of the operations. It is now hoped that it will be possible to float the big steamer without removing any more of the cargo aboard, which is practically all in good shape. However, if necessary, additional freight will be jettisoned.

The San Francisco-Hongkong Steamship Company, recently organized by Captain Walter R. Rideout and associates, will be ready for business two years hence with the "Belle of San Francisco" and the "Belle of Hongkong," a pair of 4000-ton vessels equipped with semi-Diesel oil burning engines, according to an announcement made recently. The ships will be designed as

general merchandise freighters, built upon the most modern and improved methods. Other ships will be built until the fleet, as originally planned by Captain Rideout, is completed.

The C. A. Smith Lumber Company, of Marshfield, Oregon, which has sold its steamer "Nann Smith" to Norwegians, will begin immediately the construction on Coos Bay of a new wooden lumber schooner which will be 260 feet long with 50 feet beam. Plans are designed for a vessel to carry 1,250,000 feet of lumber. She will be an oil burner with turbine engines, twin screw and duplicate engines and boiler. The timbers for the vessel will be cut at the Smith mill and Kruse & Banks of North Bend will probably build her. The hull will be completed in five months.

The Superintendent of the Naval Radio Service has announced that, effective after July 1, 1916, it will be obligatory on the part of a sender of radiograms to be handled by the Naval Radio Service to indicate in the address of the message the class of vessel it is desired to reach by this service, such as "SS" (steamship or steamer) or "USS" (United States ship), as the case may be. This order becomes necessary on account of the confusion in proper handling of such traffic, inasmuch as a large number of names of ships are the same as those of cities, towns, etc. The extra word will be charged for and counted in the check.

H. W. Brown & Co., Vancouver, B. C., has let a contract to the Wallace Shipyards for three twin-screw motor ships. The vessels will be 225 feet in length, 44 feet in beam and 22 feet depth of hold. The capacity will be 1,500,000 feet each. H. W. Brown & Co. already have three vessels under construction at the Wallace yards and two at Victoria, making eight in all.

The Eagle Lumber Company of Portland, are transporting by barge the 6,000,000 feet of lumber sold to the Alaska Engineering Company for delivery at Anchorage. Barge No. 39 left Portland on July 15 with 650,000 feet of lumber. She was followed by Barge No. 40 towed by tug "Henry J. Biddle."

The new power schooner "Great Bear," owned by Captain Louis Lane, a widely known Arctic navigator, and John Borden, a Chicago millionaire sportsman, has sailed from Puget Sound for the Far North in the expectation of making a junction with Vilhjalmur Stefansson, the Canadian Arctic explorer, who went into the Arctic three years ago. The "Great Bear," built especially for this trip, will go first to Anadir Bay and Indian Point, Siberia, and then along the Arctic Coast of Alaska to Point Barrow, Herschel Island and Banksland, where Captain Lane left Stefansson with the old Lane trading schooner "Polar Bear" last year. Aboard the "Great Bear" besides Captain Lane and Borden are Mrs. Lane and her sister, Mrs. Isabel Robson; Miss Anita Allen, a niece of Captain Lane; Rochester Slaughter, a big game hunter; R. G. Fernald of Santa Barbara, and C. K. Knickerbocker and Norris Blokum of Chicago. While the junction with Stefansson is the principal object of the expedition, hunting and trading will be part of the program.

The auxiliary schooner "City of Portland," built by the Charles R. McCormick Company, St. Helens, Oregon, for the Australian trade, made her trial trip on July 16. Her first trip was merely a run up the river to take on fuel oil. She managed to make the distance of twenty-two miles in three hours, bucking a four-knot current in the river. The vessel was designed to make eight knots under power and her showing during the trial spin is considered remarkable, considering the current and the stiffness of the engine bearings. The vessel is equipped with Bolinder semi-Diesel type engines. The "City of Portland" is a five-masted, "bald-headed" schooner. The jigger mast is of hollow steel. The motor exhaust is connected to it. All smoke emerges from the top of the mast. The galley stove as well is connected to the mast. The "City of Portland" has a length over all of 278 feet, beam of 48 feet and depth of hold of 19.6 feet. She is fitted with two semi-Diesel engines of 320 horsepower each. The vessel has a fuel capacity of 1200 barrels of oil. The ship is electrically lighted throughout. Approximately 300,000 feet of timbers for Port Pirie were carried on the trial trip below deck, and the vessel after taking fuel dropped back to the mill of the Chas. R. McCormick Lumber Company to resume her loading. She will carry a total cargo of 2,000,000 feet. A crew of twenty is carried. The "City of St. Helens," sister ship, will be placed in commission in about three months.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Adv't.)

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SEATTLE, Wash., 84 Seneca St., P. O. Box 65.  
ABERDEEN, Wash., P. O. Box 6.  
PORTLAND, Ore., 44 Union Ave., North.  
EUREKA, Cal., 227 First St., P. O. Box 64.  
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HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

(Continued on Page 11.)



## Coast Seamen's Journal

Published weekly at San Francisco

BY THE

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Established in 1887

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I. M. HOLT.....Manager

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Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, AUGUST 2, 1916.

### THE CASE REVERSED.

In trying to place the responsibility for the bomb outrage the boughten press of San Francisco has produced a number of editorial gems.

The Daily Commercial News, for example, wildly hits at all heads that dare to take exception to the established order of things. The labor unions get theirs in this paragraph:

Militant unionism applauding the beating up of a "seab" is another form of agitation which leads directly to crime on a larger scale.

Yes, perhaps it does. Violence begets violence and should never be applauded no matter how severe the provocation.

But how about the applause of militant capitalism when one of their own eminently respectable members, in a public address, urged "the sending of ambulances full of union men to the hospital"?

The editor of this paper was present at the mass meeting, held under the auspices of the San Francisco Chamber of Commerce on July 10, and took particular notice how enthusiastically and vociferously militant capitalism applauded the "beating up of union men."

Since that day thousands of San Francisco's law-abiding citizens have patiently but vainly waited for at least one capitalistic repudiation of that disgraceful speech. To this day, Captain Robert Dollar's incitive and inflammatory exhortations to violence remain unchallenged by his fellow capitalists and unrebuked by the press which pretends to love and revere "law and order."

Thus we have reluctantly arrived at some sad and bitter but unavoidable, matter-of-fact conclusions.

We hold that the commercial element of San Francisco which finds expression through the Chamber of Commerce does not stand for the impartial administration of law and order. And we submit that men who in public meeting applaud the beating up of union men have no right, legal, moral or otherwise, to pose as the especial champions of law and order.

### "HOME DEFENSE."

The Sacramento Bee has a "salient answer" to all the objections presented by organized labor against the military preparedness hysteria which has recently struck this republic.

According to the Bee this salient answer can be found in Australia. In that charmed land, we are told, the Labor Party controls both houses of Parliament and is, in fact, "the Government of Australia." And, the Bee goes on to explain:

One of the most prominent planks of the Labor Union Party of Australia is this:

"A citizen defense force based on universal compulsory military training."

Then, in order to clinch the argument, we are told that "the most advanced labor unionism in the world is in Australia and New Zealand." Surely we had never suspected it, but we are assured by the Bee that from these countries "come the breathing, living issues of ideas which the labor unions of other lands have followed."

Therefore, the Bee "commends to the labor unionists of California the plank of the Labor Union Party of Australia on the subject of preparedness."

It must be admitted that the Bee's deductions upon the point at issue would be quite important, if based upon truth. The fact is, however, that instead of following these so-called "breathing, living issues of Australian ideas" the trade-unionists of practically every civilized country have from time to time been compelled to put up a battle royal to prevent the employing classes from foisting these issues upon them.

Compulsory arbitration—i. e., the fixing of wages and hours by law—is the great industrial panacea of Australia. Yet the trade-unionists in old England, Canada, America and elsewhere have in turn declined to accept it by substantial and growing majorities.

So it is most respectfully submitted that our good friend, the Bee, is in error both as to compulsory arbitration and compulsory military training.

The Australian system of compulsory military training has involved much ill feeling and, according to no less an authority than David Starr Jordan, the system could not have been maintained except for constant reference to the covetous enemy, the "black crow that watches for the eyes of the tired sheep."

But the real answer to the Bee's contention for a citizen defense force must be found in certain outstanding events of the present world war.

In pursuance of its "White Australia" policy the Labor Party of Australia aimed to provide a home defense against the covetous Island nation in the North Pacific—a nation that has freely been accused of aiming at nothing less than dominance of the entire Pacific Ocean. Hence Australian boys were trained for "home defense."

Now all the world knows how the same Australian boys, trained to fight the Yellow Peril, have for nearly two years past fought as the allies of that very Peril. Australian boys, trained for "home defense," have been transported to foreign lands and bled and died by the thousands in a war against nations and peoples with whom they never had a quarrel.

Does the Bee want American boys trained for that sort of "home defense"?

### THE LAW AND ORDER MEETING.

The would-be union crushers of San Francisco who conceived the brilliant idea of raising a million dollar fund for the purpose of establishing Captain Robert Dollar's brand of law and order, are not having things all their own way—at least not yet.

Contrary to the hopes of the heaviest "cash contributors," the mass meeting, held in San Francisco's Municipal Auditorium last Wednesday under the auspices of the so-called "law and order" committee, utterly failed to cheer, foster or develop the anti-union spirit.

To Archbishop Hanna and Mayor Rolph fell the task of quieting and admonishing the men who would welcome almost any excuse for an open declaration of war upon organized labor. And, needless to say, both acquitted themselves nobly.

Mayor Rolph made it absolutely plain that he would not countenance the private or class administration of law and order, as contemplated by the Chamber of Commerce. Certainly, no one misunderstood him when he said:

Law and order must and will be maintained by the regularly constituted authorities of our city, and all classes of this community are equally intent that law and order shall be maintained. All shall be treated alike, and only through the representatives of the people.

Archbishop Hanna was heard from through a letter which was read to the meeting. This noted divine, who perhaps more than any other man in the West enjoys the respect and confidence of the masses, did not mince words in defining his position in the premises. He pledged his aid to the "constituted authorities" in putting down violence and "every form" of lawlessness. Moreover, he promised "to assist the rightly organized forces of labor to make battle against their greatest foes."

Whomsoever the Archbishop had in mind as labor's greatest foes—that phrase hit home. Whether he referred to the intolerant plutocrat who has contributed to the million dollar fund in the expectation that it will be used to disrupt the organizations of labor, or to the more insidious and stealthy foe who works from within, no one knows. But there remained not a shadow of a doubt as to his real attitude toward either variety of union smashers or disrupters.

Mayor Rolph and Archbishop Hanna, we salute you. All worth while San Franciscans are proud of you. May you both live a long and happy life and fully enjoy the honor and respect so justly due you from all right thinking men and women of this great city.

The United States Federal Court has awarded the steamship "Appam," brought into Hampton Roads last February by a German prize crew, to the English owners. This decision may involve internment of the prize crew.—Press item.

So the tangible fruit of a daring exploit has been restored to the original owners. But 'twas ever thus. Brave men and valiant fighters are often rendered helpless when volleys of ancient precedents and intricate legal points are hurled at them. It takes more than courage and daring to survive a broadside from the proverbial Philadelphia lawyer.

The force of a truth may be better evidenced by the opposition than by the approval with which it is at first greeted.



**"OUR SAILORMEN."**

Willie Hearst, the brave and noble pen and ink warrior, concludes an inspiring (?) anti-Japanese editorial with the following soul-stirring paragraph:

On the seas, citizens, on the seas that wash our thousands of miles of empire, we must meet our enemies and make our homes and our wives and our little ones safe behind the valor of our sailormen and the ships and guns that can bid defiance to all who envy us and hate us and would gladly destroy us.

"Our sailormen" must protect us, says little Willie Hearst.

Yet this same man is roundly abusing President Wilson for signing the Seamen's bill—the one measure enacted by the Congress of this Republic which will actually bring American boys back to the sea. Hearst and his ilk seek safety behind the valor of "our sailormen." At the same time they oppose any and all legislation which will protect our sailormen from the merciless competition of Asiatic coolies. In other words, little Willie wants valorous sailormen at \$7.00 per month!

Several more or less scurrilous circulars, said to be issued by the longshoremen's unions of Seattle, are being distributed in Pacific Coast ports by men with I. W. W. tendencies. If it were not for the fact that a great many longshoremen's locals are still on strike the JOURNAL would welcome the opportunity to expose some of the misleaders and self-styled radicals who are wholly and solely responsible for the existing deplorable state of affairs. But such expose, made at this time, will not help the rank and file of the longshoremen who have been and must necessarily continue to be the main sufferers for every additional fatal blunder committed by a few irresponsible incompetents temporarily clothed with authority and power. Besides, it will be impossible to hold anyone personally responsible for the libelous attacks contained in the circular referred to, for the poor wretch who wrote the stuff had not even sufficient courage to attach his name to the screed.

To say that the creator is greater than the created is well enough as a generalization, but we should be careful not to use that saying in justification of conditions the tendencies of which are in their nature uncontrollable. For instance, we should not say that the creator of a fire in a powder magazine is greater than the thing actually created, i. e., the explosion that follows as a natural sequence. So, in industrial affairs a body of free and intelligent men may easily enough create a condition of affairs that will inevitably reduce them to a state of helplessness.

The man who confines himself too closely to the facts of the labor movement is as little qualified to judge the scope and direction of that movement as is the man who stands right up to the cornerstone to judge the height and symmetry of a cathedral. In both cases distance lends proportion as well as enchantment to the view.

A disposition on the part of a trade union to talk with its employers is no sign of its inability to adopt other means of securing justice if need be. And, per contra, the trade union that denies or ignores the wisdom of conferring whenever possible generally displays little stomach for sterner methods when forced to meet them.

**LABOR MUST BE WATCHFUL.**

John M. O'Neil Believes Labor is to be Shattered and Destroyed From the Inside.

The labor movement of this country cannot afford to indulge in any idle dreams or take it for granted that because 3,000,000 men and women are registered on the roster of labor, that it is not possible to shatter or destroy the forces that are making a struggle for social justice. The men and women of organized labor must not forget that "eternal vigilance is the price of liberty." They must not hug the phantom to their breast, that the enemy is idle or has gone to sleep. The fight against labor is going on night and day and the services of the most cunning are employed to divide and conquer the army that is giving battle to organized greed.

In years gone by, combinations of exploiters have fought labor with the lock-out and the blacklist and utilized as far as possible, every function of government to suppress the forces that demanded more humane conditions and a wage that would make it possible for human beings to live above the border-line of want. Combinations that have fought the labor movement have learned lessons from the struggles of the past, and have realized that strikes and lock-outs are expensive, and that they make disastrous inroads on the sacred domain of dividends.

The exploiters have reached the conclusion that there is a less expensive way of weakening the economic power of the labor movement, and the modern means and methods of undermining the strength of organized labor, have already been put into operation with splendid results, insofar as the grabbers of profits are concerned.

It was only a few years ago, when the Western Federation of Miners was looked upon as the most aggressive and militant organization on this continent. Its numerical and financial strength commanded the admiration of the workers of America and made even the most relentless foes of unionism to have a wholesome respect for its power to wrest justice from the iron grip of soulless greed. Its solidarity was armored in the battle-cry that "an injury to one is an injury to all," and when the Federation was forced to unfurl its banner on the economic field and proclaim war against industrial tyranny, the profit-mongers in the metalliferous regions of America knew that its proclamation of war against wrongs that grew out of greed was not the gentle zephyr from a summer breeze, but a bugle blast that summoned the concentrated power of the men of the mines, mills and smelters to do battle against the profit-piracy of aggregations that put a higher price on dividends than on flesh and blood.

The Mine Owners' Association of Western America and the Western Federation of Miners measured steel upon many industrial battlefields, and when the smoke of battle had vanished, the exploiters invariably realized that they had paid an awful price in grappling with men in an organization who stood shoulder to shoulder in their demands for economic justice. The mine owners after such conflicts beheld depleted treasuries, empty bank vaults, and such a depreciation in mining stocks that some other method must be found than the strike, lockout and blacklist to suppress the men of an organization whose solidarity challenged the power of industrial Caesars. The mining magnates of the metal mines met in secret conclave, and after several days of discussion, schemes were hatched by which the solidarity of the Western Federation of Miners would be broken. A conspiracy was born, whereby the strength of the Federation would be weakened and its solidarity shattered. There went out from Wall Street the ultimatum that the Western Federation of Miners must be destroyed, and the agencies were immediately put to work to bring about the consummation of that ultimatum. The representatives of the strike-breaking agencies were brought into consultation, and after mature deliberation on the part of Wall Street gamblers and the official sleuths of detective agencies, plans were formulated to divide and conquer an organization, whose battles for right and justice had taken so many millions of dollars from the profits that were coveted by hungry stockholders. The work of detective agencies was soon apparent in an organization that was sometimes defeated but never conquered. The seed of dissension and disruption were sown by members of the organization, who were the recipients of bribes. Members of the organization were placed on the payroll of detective agencies, and they used all the genius of their low cunning to plant in the minds of the rank and file a suspicion of the integrity and loyalty of men in an official capacity, whose honor was above the price of treason. Many of the Judas Iscariots in the Western Federation of Miners were exposed and driven from the organization, but their places were immediately taken by other traitors who carried out the instructions of detective agencies that were financed by Wall Street.

It is needless to go into detail concerning the infamous work perpetrated by the many degenerates who wore the mask of unionism while executing the orders of their paymasters. The

(Continued on Page 10.)

**OFFICIAL.****SAILORS' UNION OF THE PACIFIC.**

Headquarters, San Francisco, Cal., July 31, 1916. Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping fair.

JOHN H. TENNISON, Secretary pro tem. Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., July 24, 1916. No meeting. Shipping medium; prospects uncertain.

REGINALD TOWNSEND, Agent. Room 11, De Cosmos Block, 1424 Government St.

Vancouver, B. C., July 24, 1916. Shipping fair; prospects uncertain.

W. S. BURNS, Agent. 213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, July 24, 1916. No meeting. Shipping fair; men scarce.

H. L. PETERSON, Agent. 2016 North 30th St. Tel. Main 808.

Seattle Agency, July 24, 1916. Shipping medium.

P. B. GILL, Agent. 84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, July 24, 1916. No meeting. Shipping medium; prospects uncertain.

E. J. D. LORENTZEN, Agent pro tem. P. O. Box 6. Tel. Main 557.

Portland Agency, July 24, 1916. Shipping fair; prospects uncertain.

JACK ROSEN, Agent. 44 Union Ave. North. Tel. East 4912.

Eureka Agency, July 24, 1916. No meeting. Shipping dull.

OTTO DITTMAR, Agent. 227 First St. P. O. Box 64. Tel. 159.

San Pedro Agency, July 24, 1916. Shipping fair; prospects uncertain.

HARRY OHLSEN, Agent. 128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, July 17, 1916. Shipping dull; prospects poor.

JACK EDWARDSON, Agent. P. O. Box 314. Tel. 2526.

**MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.**

Headquarters, San Francisco, Cal., July 27, 1916. Regular meeting was called to order at 7 p. m., Edward Andersen in the chair. Secretary reported shipping fair. The amendment to the Constitution was lost.

E. F. BURKE, Secretary pro tem. 42 Market St. Phone Kearny 5955.

Seattle Agency, July 20, 1916. Shipping slow; plenty of members ashore.

LEONARD NORKGAUER, Agent. Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, July 20, 1916. No meeting. Shipping slow; few members ashore.

HARRY POTHOFF, Agent. P. O. Box No. 54.

Portland Agency, July 24, 1916. No meeting. Shipping fair; few members ashore.

THOMAS BAKER, Agent. 89 Second St. N. Phone Broadway 2306.

**DIED.**

Otto Wilhelm Carlson, No. 1132, age 33, a native of Sweden, died at Fort Stanton, New Mexico, July 26, 1916.

Olaf Peter Person, No. 1395, a native of Sweden, age 44, died at San Francisco, Cal., July 23, 1916.

Magnus Magnussen, No. 1881, a native of Norway, age 27, died at Mazatlan, Mexico, June 18, 1916.

Olaf Leif Martin, No. 1725, age 34, died at Ukiah Hospital, July 17, 1916.

Cameron Lumber Company and Genoa Bay Lumber Company, Victoria, B. C., have incorporated the Cameron-Genoa Ship Builders, Limited. The company are preparing their plant and have a contract for the construction of two auxiliary schooners for H. W. Brown & Co. A third schooner will be laid down for the Cameron Lumber Company. These boats will be about 225 feet overall with a capacity of about 1,500,000 feet of lumber. The approximate cost will be \$150,000 each.



### FACTS ABOUT COLORADO.

The following self-explanatory letter has just been sent to John D. Rockefeller, Jr.:  
Mr. John D. Rockefeller, Jr.,

26 Broadway,  
New York City, New York.

Sir:

The Committee on Industrial Relations has just received from the Supreme Court of Colorado, which is the court of last resort of that State, its opinion and judgment in the Colorado election cases, in which your conduct and that of your associates is branded as anarchistic, fraudulent, and destructive of free institutions.

Thus far you seem to have paid no attention to that judicial condemnation. The court in its judgment found that the notorious Sheriff Jeff Farr, who packed juries, robbed American citizens of their right to vote, and appointed guards for your mines who, as he testified, "might have been red-handed murderers fresh from the scenes of their crimes," was your agent and confederate.

The court placed the direct responsibility for the most revolting political and industrial corruption directly at the door of your company. It declared that the public election machinery "had been turned over to the absolute domination and imperial control" of your company, and was "used by them as absolutely and privately as were their mines, to and for their own private purposes."

The situation thus created by you was declared by the court to be "so repugnant to the spirit of free government as to be inconceivable," and that "its certain result would be the destruction of popular government."

Among other crimes found by the court to have been committed by your organization were the throttling of public opinion, the denial of the exercise of choice by sovereign electors, the dictation and control of all election officers, the stifling of public discussion, the imperial designation as to what citizens could or could not peacefully enter upon public territory, and the prostitution of the ballot; and the court adjudged that such corrupt practices absolutely destroyed the "free, open and fair election as contemplated by the Constitution."

This unparalleled record of crime, so graphically described by the Supreme Court, was made by your agents and personal representatives after they had publicly testified that they had ceased participating in offenses of this heinous character. All of these offenses, you will note, were committed after you had assumed charge in Colorado by sending your personal representative, Mr. Ivy L. Lee, to Denver to consult with your associates there, and after you had hired Mr. W. L. MacKenzie King to formulate a plan that would pretend to protect the rights of the men in your coal camps, whose liberties at that very moment were being ruthlessly destroyed by your agents and accomplices.

The conduct of your servants is finally stigmatized by the court as an "inexcusable and corrupt violation of the natural and inalienable rights of citizens," and "an infamous prostitution of the ballot."

Of the plea that what your company did in Colorado was on account of "industrial necessity" the court said: "It is

sufficient to cause every liberty-loving American citizen to shudder in contemplation of the possibility that the private 'industrial necessity' of some industrial company or corporation, employing large numbers of men, may thus determine the policies or the fate of the republic."

The learned judges of the court close their opinion with this ominous warning against submission to your methods:

"The links in the chains of tyranny are usually forged singly and silently, sometimes unconsciously, by those who are destined to wear them."

The findings of the court were based upon the sworn testimony of the general manager in charge of all the Rockefeller mining properties in Colorado, who still retains control, through your authority, and thereby has autocratic power over the lives of thousands of your workers and their dependents.

Until the men and women of Colorado unite to destroy the absolute domination which you and your company exercise through control of the natural resources of that State, your individual power and responsibility must be recognized. Inasmuch as the court has ousted from office by this decision all of the officials whom they could reach by law, and in view of the fact that these men were found to have been mere tools and subordinates of your company, we submit that the plain duty now devolves upon you to discharge immediately those of your agents and employees found in this decision to have been guilty of these crimes against free government, to the end that the workers in the employ of your company may exercise their sovereignty freely and take that part in the election of judicial and administrative officers which is guaranteed to them by the Constitutions of Colorado and the United States.

Yours truly,

(Signed) FRANK P. WALSH,  
Chairman, Committee on Industrial Relations.

### ORIGIN OF "LLOYDS."

In a book on ships and shipping, recently issued in the Cambridge industrial and commercial series, the story of "Lloyds," the great British maritime exchange, is retold. "Lloyds," of course, owes its origin to Edward Lloyd, who, in the latter part of the seventeenth century, kept a coffee house in Tower street. Here merchants met together for business and for social intercourse, and by degrees Lloyd's coffee house became a well-known rendezvous. In 1692 Lloyd moved to larger quarters at the corner of Lombard street and Abchurch lane, and four years later began the publication of Lloyd's News for the supply of maritime intelligence. The coffee house steadily developed into a great institution, and in 1774 was moved to the Royal Exchange, which is still, albeit not the same building, its headquarters.

Statistics show that the large infant mortality is due primarily to poverty. Where the bread-winner is able to command a decent living wage and is therefore able to properly clothe, feed and house his family, the death rate among infants is reduced to a minimum. The lesson is obvious, organize to save the babies.

For fair products of all kinds consult the JOURNAL's ad columns.

### SAID THE SEA.

(The cable announces that, following the big North Sea naval battle, corpses of both Englishmen and Germans were washed upon the coast of Jutland.)

They had their bitter grievance—what it was  
I didn't know;  
Enough for me in my domains to place them,  
foe and foe;  
Enough for me to let them fight, and not to  
know or care  
What gave their eyes the ruthless glint and  
then the stony stare.

God knows I gave them lots o' room—further  
than eyes could see—  
So if they got to strangle-holds, don't put the  
blame on me!  
Marvelous my infinitude—gray stretching on to  
gray;  
So if they chose to crowd to death—well,  
death's the price they pay!

I might have been a partisan—with wicked  
storm and gloom  
I might have made, in countless ways, a patch-  
work pall of doom.  
But no! my counsels did I keep, and left my  
roadways clear  
For those who fought—for God knows what—  
and showed no signs of fear!

And when they fought I took no sides; but  
those who bravely died  
I carried to my rugged coasts, and laid them  
side by side.  
They fought according to their lights—how, only  
I can know  
Who made of neither side a friend, nor yet  
a bitter foe.

—R. J. Cassidy, in the Australian Worker, Syd-  
ney, N. S. W.

### THE RISING TIDE.

The organized labor movement is more or less sensitive to trade conditions. It feels the touch of adversity and recedes slightly during periods of stagnation. It also feels the effect of improved trade conditions and quickly responds with increased members, always going beyond the original starting point in volume and strength. Secretary Morrison of the American Federation of Labor, in his report to the San Francisco Convention November, 1915, shows a loss in membership for one year due to the continued period of industrial stagnation of 74,324 members. We have learned from Secretary Morrison, however, that with returning industrial activity the membership is steadily increasing. Secretary Morrison's report shows that the loss in membership was general and affected practically all trades. The temporary loss of membership during the times of industrial depressions consequently means nothing. It, however, gives the captious critic and the fellow who has no faith in trade unions a temporary chance to say "I told you so" and gratify his inborn, natural tendency to knock the great trade union movement. This same gentry, however, if they take note of the rapid increase in membership during good times, which always more than counter-balances the loss caused by depression, never makes mention of the fact.—Cigarmakers' Journal.

The demands of organized labor have been called radical by its enemies as though that was a term of reproach. Real progressive movements in all ages, however, have been termed radical by those whose interests were adversely affected by them. What was considered radical yesterday is considered conservative to-day.



## WELL DESERVED REBUKE.

In San Francisco some business man wrote, and the Chamber of Commerce saw fit to give out, and the Chronicle thought proper to print, a letter containing the following sentences:

I am in favor of any method of bringing the present intolerable labor union control of matters to an end. I am willing to do anything, even to shouldering a gun, to bring these conditions to an end.

The writer, the Chamber of Commerce, and the Chronicle thought this was "good stuff." Suppose instead, a labor leader had said:

I am in favor of any method of bringing about the complete labor union control of industry in San Francisco. I am willing to do anything, even to shouldering a gun, to bring this condition about.

There is one absolute test of conduct in a labor controversy. Anything which you regard as right if done by the other side is right when you do it; anything which you regard as wrong when done by the other side is equally wrong when done on your side. Stated abstractly, this principle is too plain for denial; applied concretely, it is beyond the mental and moral grasp of 99 per cent. of all the parties on both sides of every labor dispute.—California Outlook, August, 1916.

## WHY HEARST WANTS WAR.

Just why William Randolph Hearst wants to force our country into war with a neighbor republic is made very plain by M. C. Rolland in a letter just made public.

Mr. Rolland, answering one of the recent Hearst effusions, says in part:

"In your recent letter, published on the editorial pages of your various papers, you explained that if you have attacked Mexico it is because it should be castigated, and that you were doing it through motives of patriotism, since nobody is ignorant of the fact that in the event of war, your properties in Mexico would be endangered.

"It seems that in this last letter of yours you try to give to the public a vindication of your whole course of action; and for this reason I take great pleasure in improving this opportunity to point out to you that even in this final argument which you set up as a defense, you are mistaken, because the information which you have unfortunately received is completely erroneous.

"The properties which you own are mainly stationary, which do not suffer greatly in case of war. Your large estates in Chihuahua and Tabasco would lose absolutely nothing through the ravages of war. On the other hand, with the triumph of the revolution, you are certainly going to see yourself in difficulties in order to keep up these great estates which you have acquired very cheaply, and which (this you certainly must know) you have maintained without paying taxes, as all other great landowners of Mexico have had to do, thus allowing the responsibility of looking after the said properties to fall upon the nation, and the burden of all administrative expenditures upon the few small landowners who may still exist.

"Furthermore, should the United States annex the State of Chihuahua, for example (which we Mexicans would look upon in the same light as you would the invasion of New England by the Germans), automatically your ranch would cost from four to five times more, it would be more

easily negotiable because it would have the guaranty of millions of your compatriots who have made this country rich and prosperous, and in such case you would pay a less amount in taxes than what the revolution would have to impose on you in all justice.

"This is the simple truth. However, as your work is so violent, so blind, and so utterly without quarter against a people which is after all only fighting to establish its well-being—a phenomenon which you, as a cultured man, cannot deny is entirely legitimate—we cannot, I repeat, reach any other conclusion than that you are ill-informed. Hence, we may trust that once you come to recognize the truth, the justice, of our cause, and the wave of hatred which your conduct has roused in us against the whole American people—who, in point of fact, do not demand what you yourself are clamoring for—then, you will place yourself on the side of justice, and finally admit that your properties in Mexico must be subject to the laws of the country. By so doing, you will finally furnish that genuine proof of disinterestedness which you now claim to be ready to give, and you will put an end to the rise of baser passions and false mouthings of patriotism with which the public in general has reason to believe you are trying to lead your fellow-citizens astray."

## ALASKA COD.

Figures recently obtained from the Bureau of Fisheries indicate that the headquarters of the codfish industry is moving from New England waters to the waters off the coast of Alaska. The 1915 Alaskan codfish catch, for example, totaled 15,192,384 pounds, 146,906 pounds more than that of 1914. Meanwhile the New England catch fell from 95,284,000 pounds in 1908, to an estimated catch of 60,074,530 in 1915. It is pointed out here that the New England haul has been steadily decreasing over a period of years, while the Alaskan haul has been increasing. Moreover, the Alaskan codfishing banks have scarcely been touched. In 1880, the earliest year for which records are available, the New England codfish catch amounted to 145,532,594 pounds, and it has been slowly diminishing. It is stated that the Alaskan cod is of fine quality and in every way the equal of the Atlantic variety. A year ago some twenty vessels were engaged in the cod fishery in Alaska. The Governor of the territory in his last report states that there is a great opportunity for the expansion of the cod fishery of Alaska, as many good fishing banks have scarcely been touched.

The fleet with which Perry won his victory on Lake Erie in 1813 was built by Noah Brown, a New York shipbuilder of repute, who, when he had done this work, returned to his home city and there prospered at his calling and won local fame—fame that recently has been recalled, thanks to the historical societies and the patriotic orders of men and of women. Now it is proposed that something in the way of national recognition be shown. A fine aspect of this loyal search for the comparatively forgotten patriot which these societies carry on is its inclusiveness. The shipbuilder, as well as the admiral, gets his due.

## NOTICE TO SEAMEN.

## IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,  
V. A. OLANDER, Secretary.

## LAKE DISTRICT, I. S. U. of A.

LAKE SEAMEN'S UNION,  
570 West Lake Street, Chicago, Ill.

## BRANCHES AND AGENCIES:

BUFFALO, N. Y. ....55 Main Street  
Telephone Seneca 936 R.  
CLEVELAND, O. ....1401 W. Ninth Street  
Telephone Bell Main 1842.  
MILWAUKEE, Wis. ....133 Clinton Street  
Telephone South 240.  
ASHTABULA, O. ....21 High Street  
Telephone 552.  
NORTH TONAWANDA, N. Y. ....152 Main Street  
Telephone Bell 2762.  
DETROIT, MICH. ....15 Twelfth Street  
Telephone 3724.  
SUPERIOR, WIS. ....1721 N. Third Street  
Telephone, New, Broad 385.  
BAY CITY, MICH. ....108 Fifth Avenue  
OGDENSBURG, N. Y. ....70 Isabella Street  
CONNEAUT, O. ....922 Day Street  
SOUTH CHICAGO, ILL. ....9142 Mackinaw Avenue  
PORT HURON, MICH. ....517 Water Street  
ERIE, PA. ....107 E. Third Street

## MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

## HEADQUARTERS:

71 Main Street, Buffalo, N. Y.  
Telephone Seneca 48.

## BRANCHES:

CLEVELAND, O. ....1185 W. Eleventh Street  
CHICAGO, ILL. ....406 N. Clark Street  
MILWAUKEE, Wis. ....151 Reed Street  
DETROIT, MICH. ....27 Jefferson Ave., East  
SUPERIOR, Wis. ....1814 Fourth Street  
OGDENSBURG, N. Y. ....70 Isabella Street  
BAY CITY, MICH. ....108 Fifth Avenue

## MARINE COOKS AND STEWARDS' UNION.

## HEADQUARTERS:

406 N. Clark St., Chicago, Ill.  
Telephone Main 365.

## BRANCHES:

Buffalo, N. Y. ....Toledo, O.  
Cleveland, O. ....North Tonawanda, N. Y.  
Milwaukee, Wis. ....Superior, Wis.  
Ashtabula, O. ....Erie, Pa.

## UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

## MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

## RELIEF STATIONS:

Ashland, Wis. ....Ogdensburg, N. Y.  
Ashtabula Harbor, O. ....Oswego, N. Y.  
Buffalo, N. Y. ....Port Huron, Mich.  
Duluth, Minn. ....Manitowoc, Wis.  
Escanaba, Mich. ....Marquette, Mich.  
Grand Haven, Mich. ....Milwaukee, Wis.  
Green Bay, Wis. ....Saginaw, Mich.  
Houghton, Mich. ....Sandusky, O.  
Ludington, Mich. ....Sault Ste. Marie, Mich.  
Manistee, Mich. ....Sheboygan, Wis.  
Erie, Pa. ....Superior, Wis.  
Menominee, Mich. ....Toledo, O.



## WEEKLY NEWS LETTER.

(Continued from Page 3.)

## Teachers Pay Penalty.

Writing in the Chicago Herald on the action of the Board of Education in dismissing 68 school teachers, including all the officers of the teachers' federation, Stoughton Cooley says:

"There is a world-wide struggle for a readjustment of economic conditions. The most effective, and therefore the most threatening, forces making toward that end is doing so through the means of taxation. The leading spirits of the federation understand this and have thrown the weight of their organization upon that side. Fifteen years ago they won a suit in the courts against Chicago traction and other corporations that increased the tax fund over a half million dollars a year. They are backing a suit now pending that, if won, will enrich the city coffers many millions more. If men will buy votes to elect a United States Senator, and falsify the Senate journal to foist upon us the Baldwin commission for the deliberate purpose of discrediting the federation, is it unreasonable to suppose that the business interests that are systematically evading the State tax laws would use the Board of Education to destroy the organization that is bringing them to book?

"Since none of the discharged federation members was marked inefficient, and as their success in rounding up the tax-dodgers does not show mental incompetence, it is only fair to assume that their insubordination consists in exercising their right as citizens joined in voluntary association to do their part in securing the enforcement of the laws of the State."

## Central Bodies Praised.

In urging trade unions to affiliate to the Vancouver, British Columbia, Trades and Labor Council, the B. C. Federationist says:

"The work performed by a central labor body is seldom appreciated by the average trade unionist. Its ramifications are such that few save the executive board members have any idea of the amount of work and the varied number of questions which have to be dealt with in the course of a month. Frequently the unions which pay the least heed to the value of a central labor body, or kick because of some of its actions, are the very first to seek its assistance when they get into trouble, either legislatively or with employers.

"That many men outside the trade union movement recognize the need and function of a central labor body is evidenced by the fact that when some 'deal' or question comes up which threatens the best interests of the community, the first organization they think of appealing to for assistance or publicity is the central labor body."

## Clear Terms Demanded.

The editor of the San Francisco Bulletin refuses to use terms by which anti-unionists may conceal their opposition to Organized Labor. He insists that employers use correct terms and when they refer to the "open shop," they should say what they mean—non-union shop.

The San Francisco Chamber of Commerce has declared for the "open shop," and the Bulletin says:

"The Chamber's position is necessarily

partisan, and it is not fair to expect it to assume a judicial position. It is fair, however, to expect something more frank than a declaration for the 'open shop.' Union men know of but two kinds of 'shops'—the union and the non-union shop. At the present stage of industry either the workman has a powerful voice in shop control or he has no voice at all; there is no middle stage. A fight for the 'open shop' is a fight against unionism.

"If the members of the Chamber of Commerce want to return to the conditions which prevailed when labor was entirely unorganized they should say so."

## Result of European War.

In an article on the work that confronts trade unionism, and especially trade union executives, at the close of the present war, the Typographical Circular, official paper of the Manchester, England, Typographical Association, says:

"The labor market has been thrown into a 'state of pie,' and all the specialized lines have been overturned and intermingled that one does not know where the skilled mechanic ends and the unskilled laborer begins. 'Semi-skilled' and 'dilution' have been added to the industrial vocabulary, collective bargaining has been suspended, the defensive strike and sympathetic lock-out forbidden, relaxation of trade union rules enforced, factory acts hung up, female engineers tolerated, government control of workshops accepted, profits restricted and machinery and tools scrapped as of no present use. Such is the jumble-hive set up to replace the old one capsized."

The Typographical Circular is far from being discouraged, however, at the complete overthrow of old practices, as the following indicates:

"But with a conciliatory basis of action, and a patient mood on the part of workmen and executives, all will go well in the end, though gradual and slow must be the process. It should not be forgotten that the present era of 'push' is not a wealth-producing one, but one set up for the purpose of forging weapons to destroy wealth; and when the time of wealth-producing industry returns to supplant the present artificial era of wealth destruction, executives will, if they are of tactful and conciliatory caliber, considerably lighten the task they will be called upon to undertake in their endeavor to secure for the union its former status."

## "Old Glory" to Fly on Pacific Ocean.

Vice-President Rossetter, of the Pacific Mail Steamship Company, has returned from New York and quietly announces that his company will again enter the trans-Pacific service and that the boats will fly the United States flag.

A few months ago this company was driven out of business—according to opponents of the Seamen's law. Printer's ink was used without stint and Congress was deluged with resolutions that this iniquitous legislation be promptly repealed.

The Seamen's Union, however, didn't stampede. Ditto Congress.

Friends of the law pointed out that Pacific Mail hauled down the flag because it sold its four largest vessels to the International Mercantile Marine Company, a combination of ship companies along the Atlantic seaboard, at unheard of prices.

Later the marine company sold two of these vessels to Japanese parties. Pacific Mail sold a fifth vessel to China.

Instead of making a frank statement why Pacific Mail "hauled down the flag," this corporation, together with every other advocate of cheap labor, blamed the Seamen's law. Of course, a certain class of editors cried "here, too." Excitable citizens became affected, chambers of commerce resolved and prospects seemed bright for annulling the act, if the seamen and their friends would just keep quiet about that profitable sale by Pacific Mail.

When the facts became generally known the anti-' campaign looked like an exploded firecracker and now Mr. Rossetter tells the public everything is arranged for re-establishing the flag in the Oriental trade.

## LABOR MUST BE WATCHFUL.

(Continued from Page 7.)

disension and disruption in the Western Federation of Miners for the past several years tell the story and prove the conspiracy that was launched to shatter and destroy an organization that never faltered or flinched to do yeomen service for humanity.

The Bridge and Structural Iron Workers was likewise marked for destruction, and its local unions became honey-combed with perverts, to whom the dollars of Wall Street were of more value than an incorruptible manhood.

Every aggressive labor organization in America is confronted with the same villainous tactics as were employed to break into fragments the solidarity of the Western Federation of Miners and the Bridge and Structural Iron Workers.

The captains of industry, backed and supported by all the power of Wall Street, have now concentrated their energies on the United Mine Workers of America. The coal miners have now the most powerful organization in the United States, and exploiters drunk with power and yearning to reach more despotic heights, have decreed that it must be subjected to the same influences that destroyed the militancy of the Bridge and Structural Iron Workers and the Western Federation of Miners. The paid, truckling tools of detective agencies are already plying their damnable vocation, and while lauding their loyalty and allegiance to the cause of unionism, they are planting seeds of suspicion and spreading the poison, in the hope that their devilish work will receive the commendation of the sleuthing allies of capitalism and that they will continue to receive the "tainted money" that comes from the coffers of the Wall Street gamblers.

The editor of the Press knows whereof he speaks. He has obtained his information from Washington and from an official in the service of the Government, who knows in detail the history of the conspiracy that has been hatched to destroy the labor movement from the inside.

Bombarding the labor movement from the outside has been found too expensive and the combinations that ignore the right of labor to organize, have on their payroll hundreds of hungry, human buzzards, who are fattening on the carrion furnished by Wall Street, and who, while gorging themselves on the monthly "mess of pottage" provided by coupon-clippers and professional manipulators of irrigated stock, proclaim in vigorous eloquence their deathless devotion to the cause that is battling for the emancipation of humanity.

The officials of the labor movement and the rank and file, who realize that only through organized effort can the worker be redeemed from industrial servitude and who are honestly and heroically giving the best that is in them to advance the welfare and promote the material interests of the exploited, must be vigilant and remain on the picket-line of duty, guarding the movement whose foundations were laid by those pioneers in the cause of humanity, whose hearts beat true and loyal to their fellowmen and whose honor was never sullied or smirched by the dirty dollars of insatiable greed.

Every man and woman in the labor movement must be up and doing and be ever on the alert to thwart the machinations of a hellish conspiracy, that has for its sole purpose, the destruction of the only fortress, behind which is entrenched the rights and liberties of the working class. The traitors who carry cards in the labor movement and who likewise are equipped with credentials from strikebreaking agencies, must be watched with an ever-seeing eye, and when discovered, let their names be heralded to the workers of a continent, as the traitors who accepted the "thirty pieces of silver" as the price of their treachery and hypocrisy.—By John M. O'Neil, Editor, Trinidad (Col.), Free Press.

Demand the union label upon all purchases!



**"MILLIONS IN IT!"**

The path to fortune is paved with good inventions, apparently. The recipe for piling up a million dollars is absurdly simple. Simply invent something that about nine-tenths of the people in the country want and need, and name your price. There are many things of insignificant size and apparently little importance, in which there are fame and fortune for the inventor. Somebody invented the small wire-fastener that holds pamphlets and magazines together, and some one invented the machine that stitches them faster than the eye can follow. Whether those somebodies are millionaires or not is not known, but assuredly there were "millions in it" for some one who gave the publishers a bookbinder without which they could hardly get along now. That there are many other little notions of this sort, waiting for some one to think them into existence, is shown in the following list of twelve much-needed inventions, given offhand by an after-dinner speaker in New York recently:

1. A cheap automobile-fuel.
  2. The perfect tire.
  3. The perfect fountain pen and ink-well.
  4. A shoe that needs no laces or buttons.
  5. A quick-fitting corset needing no laces.
  6. A moth-proof wardrobe without odor.
  7. An automatic rug-beater.
  8. A window-screen that will roll up like a shade.
  9. A window-shade bracket that will not damage the woodwork.
  10. A collar that looks right and needs no fickle button.
  11. A bottle for applying iodine and removing the stain simultaneously.
  12. A means of popularizing carrot-chips.
- There are good ideas in the list, remarks the New York Press, but also many flaws. These, it proceeds to point out, suggesting other means to millions:

Is the Congress shoe so soon forgotten? Colorless iodine is not at all a rarity, nor is it expensive. Why a rug-beater in the day of the vacuum cleaner? As for the easily donned corset, the man who invents an article of dress for woman whose only recommendation is that it saves trouble is a fool for his pains.

Here are a few substitute suggestions which we commend to rising young Edisons:

1. A corset which is twice as much trouble, but guaranteed to make the dowager look as if she weighed 125 pounds.
2. A shoe which makes a "D" foot look like an "AAA," no matter if it takes two maids half an hour to put it on.
3. A device to turn the pages of a newspaper and hold it comfortably while one clings to a Subway strap.
4. An envelop which makes it impossible to forget to mail a letter.
5. A system which makes it easy to get nineteen nickels from a Subway ticket-booth ledge before the ninety-three persons behind begin to growl.
6. A false superstructure which will make the most popular brand of jitney bus look like a \$5000 motor-car—

But why enumerate twelve ways to make a million when the man that will devise any one of these can make twelve millions, and the lucky inventor of the last twelve times twelve millions?

**ABOUT THE BOYCOTT.**

The latest puzzle for the diplomatist to solve is the one, when is a boycott not a boycott? The question has assumed an important phase in Japan where, according to the information given to a correspondent of this paper by Senator Saulsbury, the decrease in Japanese imports to China assumed the colossal figures of \$28,000,000.00 during the month of June. It now appears that this is not a question of any boycott, but the result of the support of home industries. Up to now matches in large quantities have been imported from Japan into China. But there is now a home industry in China known as steel and flint, and apparently the Chinese are not boycotting the Japanese matches, they are simply supporting home industries in flint and steel. It seems to come periously near the same thing—at all events so far as the manufacturers of Japanese matches are concerned.

The word boycott itself is only thirty-five years old, and yet it would probably puzzle a large number of people to explain its origin. In the year 1880 there was, however, in Ireland a well-known landlord named Captain Boycott. His differences with his tenants and with the Land League became so severe that the neighborhood declined to have any dealings with him. The result was something more than being sent to Coventry by the countryside, it included a refusal to have any commercial dealings whatever with the victim. The first known use of the word was by John Dillon, in a speech at Cashel, on the 17th of November, when he made use of the phrase, "We have yet to study a branch of new land law known as boycotting." The term was at once picked up by the press, and passed immediately into common use, appearing three days later in the Times. It is now a common word in the language but its origin is already half forgotten.

**INDIANS IN MEXICO.**

How many have been prepared for the statement recently made by the National Geographic Society of Washington, that there are more Indians to-day within the territory originally comprising Mexico than ever existed at any time in all the rest of the western hemisphere combined? Of the 15,000,000 inhabitants of Mexico fully 38 per cent., it is held, are Indians, while 43 per cent. are of mixed blood. In round figures, there are 6,000,000 Indians in Mexico, many of whom are descendants of the Aztecs. The latter are frequently of a most advanced type, and from them have sprung some very able men, as, for instance, Juarez and Diaz. Altogether, however, the degrees of civilization are various. Authorities have it that in Mexico at the present time the Indian population may be divided into fourteen families and 132 tribes, with fifty-one languages and sixty-nine dialects.

The ancient Greeks used appropriate names for various forms of government. A government by the few they called an oligarchy; a government by the wealthy they called a plutocracy; a government by the many they called a democracy; a false leader of the common people they called a demagogue.

**Labor's Economic Platform**

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

**International Seamen's Union of America**

(Continued from Page 5.)

**MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.****Headquarters:**

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29 ERSKINE STREET, SYDNEY, N. S. W.



## Labor News.

Organized street-car men in Lockport, N. Y., have increased wages from 1 to 8 cents an hour, hod carriers from 20 cents to 25 and 30 cents, and iron molders 50 cents a day.

Organized street-car men of El Paso, Texas, were compelled to suspend work because of victimization. "Unsatisfactory service" was the company's excuse for dismissing active union workers.

The Massachusetts State Board of Labor and Industries estimates the loss in wages and sickness expense in Massachusetts amounts to over \$10,000,000 annually, or 3 per cent. of the total payrolls of the State. The board says that between 60 and 70 per cent. of this loss can be prevented.

A "sleeper" has been discovered in the Ohio law regulating hours of labor for women. The word "city" excludes villages and Attorney General Turner rules that the law limiting the hours of women workers under 21 years of age does not apply to mercantile establishments in villages.

Machinists and pipe fitters employed by the Aetna Explosive Company at Emporium, Pa., struck because the company insisted that they do repair work in drying houses while the houses were filled with powder. An explosion occurred the first of the month which destroyed the lives of twelve workers. Since then practically every employee of the drying department has quit work because of the company's disregard for "safety first."

The Handle Makers' Union of Newark, N. J., has secured a union shop contract, which they insisted upon to protect their active members. These workers make handles for suit cases and hand bags. Their employers wanted to run non-union shops and secured a lawyer to expound statutes and decisions covering the question. The son of Blackstone was helpless, however, before the solidarity of the men who work.

The second annual convention of the Illinois State Co-operative Society will be held in Staunton, beginning Monday, July 31, to consider among other things, "the advisability of making our organization a National Consumers' Co-operative Society and to devise ways and means of inaugurating a whole-sale department." It is stated that the co-operative movement is growing as never before, and that "a large number of societies have proved beyond any possibilities of doubt the substantial advantages that the co-operative movement is to the workers and their families."

The Pueblo (Colorado) Trades and Labor Assembly held "open house" in honor of seven of the eight La Veta miners recently released from jail after thirty-one months' confinement. The principal address was made by John R. Lawson, executive board member of the United Mine Workers' Union, who scored the Rockefeller "union," and said it was as difficult now as in the past for an employee of the Colorado Fuel and Iron Company to have his grievance properly investigated and remedied. "The only value to Rockefeller's scheme," he said, "is that it has awakened many members of organized labor to the real value of trade unionism."

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Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrival.

|                     |                      |       |
|---------------------|----------------------|-------|
| Anderson, J.        | Larsen, C.           | -1904 |
| Alfredsen, Adolf    | Lorentsen, Karl      |       |
| Anderson, N. G.     | B. Macfarlane, Jas.  |       |
| Anderson, Alf.      | -1638 Machads, Henry |       |
| Anderson, Albert    | McIntosh, James      |       |
| Ackerson, A. R.     | Madsen, Brynol       |       |
| Antonsen, Victor    | Mathison, Nils       |       |
| Astad, Ole          | Meyer, Claus         |       |
| Bessen, George      | Mikkelsen, K.        | -1620 |
| Benson, C. A.       | -1894 Mlctenen, John |       |
| Berglin, Gust       | Morrisay, James      |       |
| Borgesen, Eric      | Munsey, Dick         |       |
| Berg, Johannes      | Mynkmeier, H.        |       |
| Bjerke, Ole         | Nashis, P.           |       |
| Boek, J.            | Naro, H.             |       |
| Brunn, Sverre       | Nelson, A. W.        |       |
| Carlson, Gust.      | Nielson, John        |       |
| Connouton, T. H.    | Nielson, Estwan      |       |
| Cottingham, F.      | Nilsen, Feder        |       |
| De Kay, Cloud       | Nitske, C.           |       |
| Dennett, J.         | Nygard, Oluf         |       |
| Edwards, Louis      | Nygren, Gus          |       |
| Emkow, Otto         | Olsen, Ole           |       |
| Erlee, L. J.        | Olsen, C. A.         | -1303 |
| Ericksen, Lars      | Olsen, Ernest        |       |
| Fjellman, Geo.      | Olson, Ludwig        |       |
| Duncan, Geo.        | Olsln, O.            | -739  |
| Ferward, C.         | Otten, A.            |       |
| Forslund, V.        | Oserhowky, Leo.      |       |
| Fredericksen, B.    | Peters, Fred         |       |
| Frisolt, J.         | Petersen, A.         | -1720 |
| Frandsen, Nils      | Peterson, W.         |       |
| Gardner, W.         | Peterson, R. S.      |       |
| Gerber, Fritz       | Peterson, Calle      |       |
| Gilroy, Wm.         | Poppe, Geo.          |       |
| Gilmore, D.         | Powers, James A.     |       |
| Graae, C.           | Rasmussen, John      |       |
| Gilbert, Arthur     | Riebe, Otto          |       |
| Gihson, Bill        | Rinne, A. R.         |       |
| Haas, W.            | Reaues, N. R.        |       |
| Harknes, A. E.      | Robertson, Nils      |       |
| Hartman, Fred       | Robherstad, Nils     |       |
| Hakonsen, Ben       | Rosenwald, I.        |       |
| Halvorsen, John     | L. Sand, Henry       |       |
| Hansen, Olaf        | -2267 Samsing, C. J. |       |
| Hansen, Oscar       | Sampson, C.          |       |
| Harriksen, August   | Schantz, H. Van      |       |
| Haug, G. H.         | Schilling, Chas.     |       |
| Hillborn, J. A.     | Sarger, E.           |       |
| Hohne, A.           | Starck, D.           |       |
| Holm, C.            | St. Clair, T.        |       |
| Hunter, E.          | -2376 Swanson, J.    | -1331 |
| Jacobsen, M.        | Swanson, Reuben      |       |
| Jensen, Hans        | Samuelson, W. L.     |       |
| Johanson, Aug.      | Schauman, W.         |       |
| Johanson, Knut      | Tjormen, K. M.       |       |
| Johnson, Andrew     | Tarjusen, G. T.      |       |
| Jonsson, Karl       | Tuligowski, Carl     |       |
| Jullson, C. A.      | Taft, Hans           |       |
| Jung, H.            | Thostrup, L.         |       |
| Kelly, T.           | Tuominen, J.         |       |
| Kjorsvik, Johan     | Thorsen, Andrew      |       |
| Kristiansen, Nils   | Uskila, E.           |       |
| Kristiansen, Trygve | Valentinsen, G.      |       |
| Kroon, Al.          | Wetland, John        |       |
| Laamanen, J.        | Westerlund, Albert   |       |
| Lalan, Jas.         | Walsh, Ed.           |       |
| Laine, A. V.        | Wahlstrom, E.        |       |
| Larsen, Nels        | Wills, S. C.         |       |
| Larsen, Sigurd      | Wickstrom, A.        |       |
| Larsen, C. A.       | Wernersen, Leonard   |       |
| Larsen, C.          | Williams, T. C.      |       |

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## Tacoma Letter List.

|                      |                      |
|----------------------|----------------------|
| Adolfssen, Gottfrid  | Magnusson, Chas.     |
| Busch, Hans          | -718                 |
| Farrell, William     | Marks, Thorvald      |
| Hoseth, Kristian     | Murphy, Daniel       |
| Hunter, Gilbert H.   | Olsen, Martin E.     |
| Iceberg, T.          | Olsson, Per          |
| Jensen, Hans         | -1555 Paterson, John |
| Johannsen, Christian | Rimner, C. M.        |
| Johnson, Hans        | Sater, Erik          |
| Line, W.             | Ullman, Emil         |
| Line, Wiktor         | Vigen, Elias         |

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## INFORMATION WANTED.

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The "Popular Favorite," the "Little Beauty," the "Princess" and other high grade union-made cigars.

Manufactured by

C. O'CONNOR

612 Fourth St. Eureka, Cal.

## CITY SODA WORKS

DELANEY & YOUNG

Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

## A GOOD CUP OF COFFEE

— or —

A SQUARE MEAL

— Try —

EUREKA CHOP HOUSE

Cor. Second and D Sts., Eureka, Cal.

A. R. ABRAHAMSEN, Prop.

## SEAMEN'S HEADQUARTERS

THE COSMOPOLITAN

Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers.

BARBER SHOP

125 D. St., Eureka, Cal.

ED. SWANSON, Prop.

## Eureka, Cal., Letter List

|                  |                   |
|------------------|-------------------|
| Contreras, Julio | Kustel, Victor J. |
| Kyrkslatt, Lars  | Kinowsky, A.      |
| Lawrence, Harry  | Ingebretsen, Alf. |
| Melander, G. L.  |                   |

## SPECIAL NOTICE.

Hotel with Restaurant for sale on water front. On account of sickness will sell at a sacrifice, half or whole, hotel of eighty-two rooms and restaurant with liquor license, doing a business of three thousand a month. For particulars address this office.

## INFORMATION WANTED.

Ingvald Andreas Hansen, alias Andrew Hansen, a native of Norway, age about 36; tall, dark; last heard of July, 1905. His address then was, Andrew Hansen, Karluk, Kodiak Island, Alaska. He is inquired for by his mother. Anyone knowing his whereabouts please notify Staff Captain Robert Smith, district officer, native work, Alaska, Box 925, Wrangell. 4-13-15

Olof Pedersen, a native of Norway, age about 60, supposed to be sailing on the Pacific Coast, is inquired for. Anyone knowing his whereabouts please notify J. T. Miles, 761 Greenwich St., New York, N. Y. 2-16-16

Anyone knowing the whereabouts of Thomas Rowe (now aged about 74), who was at one time a seaman and longshoreman on the Pacific Coast and also served in the Pacific Coast Navy Yards, will greatly oblige inquiring relatives by supplying such information. Address, Editor, Coast Seamen's Journal. 1-5-6



## Portland, Ore.

## Willamette Cigar Store

H. SORENSEN, Proprietor  
CIGARS, TOBACCO,  
CONFECTIONERY, FRUIT AND  
SOFT DRINKS  
Corner Front and Burnside,  
Portland, Ore.

NEW AND SECOND HAND  
CLOTHING  
WEINER'S BARGAIN  
HOUSE

Shoes, Hats, Sultcases  
Furnishings and Tools  
French Dry and Steam Cleaning  
UNION SHOP  
35 NORTH THIRD STREET  
Corner of Cauch PORTLAND, ORE.

P. ROSENSTEIN J. G. WOOD  
Workingmen's Store  
Importers and Dealers in  
FINE CUSTOM AND READY MADE  
CLOTHING

Gent's Furnishing Goods, Hats, Caps,  
Boots, Shoes, Rubber and Oil Cloth-  
ing, Trunks, Valises, Etc.  
23 N. 3d St., nr. Burnside, Portland, Ore.  
Tel. Main 8295 ROSENSTEIN BROS.

## Portland, Or., Letter List.

Andreasen, N. S. Johansson, Chas.  
Anderson, N. P. -2407  
Anderson, Nils Jarvinen, John  
Anderson, Rasmus Karlson, Ingvald  
Adolfson, John Kjer, Magnus  
Andreson, Hans Kristensen, Wm.  
Anderson, Gotfrid Lindberg, A. C.  
Benson, S. Lange, Peter H.  
Bernhardsen, Chas. Larsson, Ragnar  
Bernadt, H. W. Ljungstrom, John  
Brien, Hans Larsson, C. -1632  
Bosse, Geo. Molen, Derk von  
Carlson, Gustaf Nygren, Gust  
Dybdal, Olaf Ohlsson, J. W.  
Erickson, Eric Oglive, Wm. A.  
Edstrom, John Paulson, Herman  
Erlksen, O. H. Palm, P. A.  
Fisher, Fritz Roos, Oscar  
Hoten, J. Rensmand, Robert  
Henriks, Waldemar Rosenber, Adolf  
Hagen, Arthur Ryberg, S.  
Helm, M. Smith, John  
Hylander, Gust Swanson, John L. V.  
Jespersen, Martin Schroder, Paul  
Jonsson, Karl Sward, A.  
Jensen, Henry Tuhkanen, J. J.  
Johansen, Nikolai Westengren, C. W.

## Aberdeen, Wash.

When in Aberdeen Trade at  
BEE HIVE

Very best union made Hickey Shirts,  
Oil Clothing, Eureka Boots, Hats,  
Shoes, Underwear, Beddings, Tobac-  
cos, and notions for seafaring men.  
NYMAN BROS.  
304 South F. St., Aberdeen, Wash.  
Near Sailors' Union Hall  
Open Evenings.

## ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL  
STOCK OF  
UNION MADE CLOTHING, HATS,  
SHOES, COLLARS, SUSPENDERS,  
GLOVES, OVERALLS, SHIRTS  
A. M. BENDETSON  
321 East Heron Street - Aberdeen  
Exclusive Owner of "The Red Front"

## HUOTARI &amp; CO.

Below Sailors' Union Hall, Aberdeen  
GENERAL MERCHANDISE  
and MEN'S FURNISHINGS  
Everything Guaranteed  
Union Made Goods  
Orders Taken for Made-to-Measure  
Clothing  
Huotari & Co.  
320-322 So. F. St., Aberdeen, Wash.  
212 Eighth Street, Hoquiam, Wash.  
209 First Street, Raymond, Wash.

## INFORMATION WANTED.

Wilhelm Ekelund, a native of  
Sweden, is inquired for by his  
brother, Axel Ekelund, New Harbor  
Hotel, Drumm street, San Francisco,  
Cal. Anyone knowing his where-  
abouts please notify the above ad-  
dress. 3-10-15

Patrick McFee, who was cook on  
board the schooner "Robert Henry"  
on a voyage to Mexico last year, is  
inquired for by the U. S. Shipping  
Commissioner, at San Francisco, Cal.  
9-15-15

When making purchases from our  
advertisers, always mention the Coast  
Seamen's Journal.



Named shoes are frequently made in  
Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears  
a plain and readable impression of this  
UNION STAMP.

All shoes without the UNION STAMP  
are always Non-Union.

Do not accept any excuse for absence  
of the UNION STAMP.

## Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

## VOTE AGAINST PROHIBITION



DEMAND  
PERSONAL LIBERTY  
IN CHOOSING WHAT YOU  
WILL DRINK

Ask for this Label when  
purchasing Beer, Ale  
or Porter,

As a guarantee that it is  
Union Made

## Aberdeen, Wash., Letter List.

Albers, George Lindgren, Ernst  
Anderson, William Lindroos, A. W.  
Anderson, John Lundkvist, Alarick  
Anderson, Chris Leedham, Max  
Anderson, A. P. Lehman, Richard  
Andersen, Andrew Lindbeck, Leonard  
Burmester, T. Nordvigsen, Arne  
Bjorklund, G. McLeave, John  
Benson, W. J. Nord, Karl  
Bowman, C. Malkoff, Peter  
Brogard, N. Malmberg, Ellis  
Bohn, Gus Nilsen, Harry  
Carlson, Gustaf Nielsen, Carl  
Carlson, A. M. Nordman, Karl  
Crentz, F. Olesen, Ch.  
Christiansen, Dild- Olsen, W.  
rich Paus, Andrew  
Carlson, Walter Petersen, Karl  
Davis, Frank A. Peterson, Nels  
Dean, James Petersen, Walter  
Donaldson, Harry Risenius, Sven  
Erickson, O. H. Rudt, Walter  
Gronroos, Oswald Robertson, A.  
Gueno, Pierre Scheftner, Bernhard  
Grass, Chas. Sandqvist, Gunnar  
Grass, Thos. Stenwall, Sigurd  
Gronlund, O. -414 Scaraboslo, M.  
Harley, Alex Schmidt, Emil  
Halmross, A. Toves, H. C.  
High, Edward Toren, Gustaf A.  
Hansen, Ove Max Tamml, E.  
Hansen, Jack Thornland, J.  
Hansen, Thorleif Wendt, Walter  
Johnson, Alex Williams, T. C.  
Johnsen, Carl Waaler, Edgar  
Johnsen, L. M. P. Wagner, Ed.  
Johansen, A. Harry Wedqvist, Axel  
Johanson, John  
Johnsen, Walter  
Johnson, Alexander Gorgensen, Olaf  
Johnsen, F. -1723 Hansen, John  
Johnsen, Hilmer Haskinen, K. Albert  
Krause, Otto Lalzer, G.  
Kuldsen, John Stanners, Wallace S.  
Koster, Walter Selsto, O. N.  
Kottler, William Wendt, Walter  
Lindholt, John Zoerb, W.

## INFORMATION WANTED.

Hans Nilson, a native of Tons-  
berg, Norway, was last heard from  
at Mobile, Ala., is inquired for by  
his mother. Anyone knowing his  
whereabouts kindly notify Louis  
Donald, Norwegian Vice Consul, 77  
St. Francis St., Mobile, Ala. 12-22-15

Oscar Olsen, age 37, a native of  
Hallarna, near Gothenborg, Sweden,  
who was sailing on the Great Lakes  
about three years ago, is inquired  
for by John V. Olsen, Sun Com-  
pany, Marcus Hook, Pa. 5-26-15

Hugo Carlson Ljung, age 29, a  
native of Gothenborg, Sweden, was  
last heard from in a Cable Boat on  
the Atlantic Coast, is inquired for  
by his brother. Anyone knowing his  
whereabouts please notify John Carl-  
son Ljung, Jungmansgatan 5, Goth-  
enborg, Sweden. 1-12-16

Knut Jensen, No. 5018, a member  
of the Lake Seamen's Union, a  
native of Denmark, is inquired for  
by his wife, Lieschen Jensen, of  
Tangemunde, A/Elbe Ostenerweg,  
No. 7, Germany. Anyone knowing his  
whereabouts please notify the Lake  
Seamen's Union, 133 Clinton street,  
Milwaukee, Wis. 4-14-15

## Port Townsend, Wash.

## FRANK STHEVENS

Deals exclusively in Union-Made

CIGARS, TOBACCO, ETC.

Call at his old Red Stand on  
Water Street, Port Townsend  
Next door to Waterman & Katz

## INFORMATION WANTED.

Paul Laux, American, age 23, 6  
feet tall, who was last heard from  
about 4 years ago at San Jose, Cal.,  
supposed to be a sailor, is inquired  
for. Anyone knowing his where-  
abouts please notify his father, Carl  
Laux, 112 E. 28th St., Los Angeles,  
Cal. 6-21-16

Adolph Krakan, last heard of at  
Port Pirie, January, 1912, and again  
in March, 1913, from Warumbo, 118  
miles from Adelaide, South Australia,  
is inquired for by his mother at  
Hamburg, Germany. 8-25-15

Otto E. Bickel and John Sherman  
Bickel, brothers, who have not been  
heard of for many years, are in-  
quired for by their sister. They are  
both tall, light complexioned, and  
blue eyes. Any information regarding  
their whereabouts will be highly ap-  
preciated. Please address Miss Laura  
Bickel, 1591 East Ninety-third street,  
Cleveland, Ohio. 4-14-15

Any information regarding Wilhelm  
Kuhme, age 27, a native of Germany,  
who was supposed to have been  
drowned in the wreck of the steam  
schooner "Francis H. Leggett," Sep-  
tember 18, 1914, will be thankfully re-  
ceived by the German Consul, San  
Francisco, Cal. 1-19-16

Fred Marjama, a native of Russia,  
age 36, has not been heard from  
since 1908, at Buffalo, N. Y. Anyone  
knowing his whereabouts please  
notify his brother, J. Marjama, 51  
South St., New York, N. Y. 9-1-15

Bernard Baasen, a native of She-  
boygan, Wis., a former member of  
the L. S. U., who was last heard  
from at Milwaukee, Wis., April 29, is  
inquired for by his mother. Anyone  
knowing his whereabouts please no-  
tify Mrs. Sophie Baasen, 561 Clinton  
street, Milwaukee, Wis. 7-5-16

## Home News.

On July 1 there was \$155,760,000  
in gold belonging to the Federal Re-  
serve system in the gold settlement  
fund maintained by the board in  
Washington.

Infantile paralysis in New York  
City has increased to such an extent  
that some of the neighboring towns  
are quarantining against children  
from the stricken city.

The Secretary of State of Illinois  
testified in court that he had spent  
\$1500 for combs, brushes, pocket  
knives, fountain pens, card cases,  
etc., all of which were presented to  
the general assembly.

Indiana has adopted regulations  
somewhat similar to those in New  
York and elsewhere, requiring that  
all food-handlers, cooks, waiters,  
bakers, soda clerks, and clerks serv-  
ing candy, ice cream or cake, must  
be examined by an inspector of the  
Board of Health or some other phy-  
sician. If infectious or contagious  
disease is found in any such em-  
ployee, his dismissal will be required  
at once.

The total income tax collections  
for the fiscal year ended June 30,  
1916, were \$124,867,430.28. Of this  
amount \$56,909,941.78 was collected  
from corporations and \$67,957,488.50  
from individuals. One-fifth of the  
corporation tax was paid by the first  
and second New York districts,  
which include New York City, and  
more than one-third of the individual  
income tax was paid by residents of  
these two districts.

The emergency revenue bill passed  
the House on the 10th by a vote  
of 240 to 140. Forty Republicans  
voted with the Democrats. The bill  
is expected to produce \$200,000,000  
annually. In addition to doubling  
the income tax the measure includes  
a tax on inheritances, munitions of  
war and a continuation of the  
greater portion of the war revenue  
taxes levied by the last Congress  
and continued by the present session  
until January 1, 1917.

During the first half of 1916 the  
quantity of petroleum marketed in  
the United States is estimated by  
the Geological Survey to be 140,000,-  
000 barrels. The Kansas and Okla-  
homa fields led with 50,500,000 bar-  
rels, and California came next with  
43,500,000. Although the output is  
appreciably less than for the cor-  
responding six months last year, it  
is greater by about 5,000,000 barrels  
than one-half the quantity marketed  
in 1915. Present indications are that  
the final statistics of oil marketed  
this year will establish a new record.

At the Federal Arbitration Board's  
hearing of the wage dispute between  
railroad telegraphers and signal  
operators, and the New York Cen-  
tral and West Shore line, it was  
stated that flag men were paid \$35  
to \$40 a month and since they  
were abolished tower men have to  
do their work and get no extra  
pay. The Order of Railroad Tele-  
graphers is conducting the employees'  
case and the arbitration board was  
asked to rule that signal tower men  
be relieved of care of crossings. The  
union telegraphers cited cases  
where the station agent-operator  
gets \$60 a month for a dozen or  
more duties, including telegraphing,  
keeping the books, selling tickets and  
handling baggage. Other station  
agent-operators have additional du-  
ties, such as attending to steam or  
gasoline pumps of water tanks for  
locomotives.



## Domestic and Naval

The U. S. cutter "Tampa" arrived at Halifax recently from her last cruise on the Grand Banks for the International Ice Patrol.

The American Shipbuilding Company announces the recent booking of four more full canal-size ships for salt water service. Delivery is to be made the first half of 1917.

For the year 1915 the Russian East Asiatic Company shows a net profit of 2,138,355 roubles. The sum of 1,138,000 roubles is written off for depreciation, and out of the balance a dividend of 15 per cent., the highest in the history of the company, is distributed.

Shipments of ore from the Lake Superior region for the first five months of this year were more than 10,000,000 gross tons, a quantity 83 per cent. greater than was shipped during the same period last year. Ore prices at lower lake ports were 75 cents a ton higher than last year.

The steamer "Wilhelmina" which was sunk at Rio de Janeiro in collision with the Brazilian transport "Sargento Albuquerque," is a vessel of 1,696 tons, built in 1888 and owned by the Southern Products Trading Co., New York. She was formerly owned by H. H. Bell & Co., New York.

The steamer "Everett," which collided with the Italian steamship "Rosalia L." at Norfolk, is owned by the New England Coal and Coke Company, and insured on a value of \$400,000, having been built in 1907, of 5130 tons. The "Rosalia L." is 7186 tons, built in 1915, and insured on a value of £119,000.

The German sailing ship "Indra," which put into New York at the beginning of the war loaded with a cargo of nitrate from Chile to Dunkirk, France, is now discharging the nitrate in New York. The cargo, which was valued at \$125,000 in September, 1914, is now estimated to be worth \$1,000,000.

The shortage of steam tonnage is once more bringing the sailing ship to its own. It is reported from Copenhagen that a new company has been formed with a capital of 3,000,000 kroner for the purpose of working sailing ships exclusively. Already eight old vessels, with a total cargo capacity of 20,400 tons, have been purchased at a cost of 480,000 kroner.

According to the "Journal of Commerce," a representative of the British Admiralty is now in this country for the purpose of purchasing steel forgings and other steel supplies for use in merchant ship construction in British shipyards. It is understood that he was dispatched at the request of President Runciman of the British Board of Trade with the object of rushing to completion 100 merchant vessels now in the process of construction in the United Kingdom.

The submarine "Isaac Peral," building for the Electric Boat Company, was launched at Quincy, Mass., July 20, for the Spanish government. This is the first warship of any kind the Spanish government has had built for its navy outside of a European shipyard. The "Isaac Peral" is about the same type of boat as the "Schley," now building for the United States Navy. She is about 185 feet long, 950 tons displacement, and will be able to cross the Atlantic under her own power.

## THE GERMAN SAVINGS AND LOAN SOCIETY

THE GERMAN BANK  
Incorporated 1868 Commercial

526 California Street, San Francisco, Cal.

Member of the Associated Savings Banks of San Francisco  
MISSION BRANCH, S. E. Corner Mission and 21st Streets.  
RICHMOND DISTRICT BRANCH, S. W. Corner Clement and 7th Avenue.  
HAIGHT STREET BRANCH, S. W. Corner Haight and Belvedere.

June 30th, 1916

|                              |                 |
|------------------------------|-----------------|
| Assets                       | \$63,811,228.81 |
| Deposits                     | 60,727,194.92   |
| Reserve and Contingent Funds | 2,084,033.89    |
| Employees' Pension Fund      | 222,725.43      |
| Number of Depositors         | 68,062          |

### San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Hoyt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

|                    |                      |
|--------------------|----------------------|
| Abrahamsen, Anton  | Anderson, Gustav     |
| Abrahamsen, Verner | W.                   |
| Adolfson, Fritz    | Andersson, C. E.     |
| Ahl, Einar T.      | Andersson, Erick     |
| Ahlfors, Arthur    | -1781                |
| Alfredsen, Adolf   | Andersson, G. -1229  |
| Albertsky, Fritz   | Andersson, H. -822   |
| Alksen, Charlie    | Andreassen, A. -1635 |
| Amundsen, Andrew   | Andersson, J. A.     |
| Andersen, Edward   | Apple, August        |
| Andersen, S. P.    | Arndt, Paul          |
| Anderson, A. -1819 | Arnesen, Andrew      |
| Anderson, C. F.    | Avella, Oskar        |
| Anderson, Ernst    | Aylward, James       |
| Andersson, Axel    |                      |

|                  |                    |
|------------------|--------------------|
| Backstrom, Folke | Billstein, Karl    |
| Bassen, George   | Bitterman, A.      |
| Bauer, Andrew    | Blomberg, Gustav   |
| Baumann, Fritz   | Blum, M. B.        |
| Beier, Jens      | Bohm, August -1421 |
| Bendixen, Nick   | Brenen, Wm.        |
| Berglund, C. R.  | Bryant, Wm. J.     |
| Berntsen, Julius | Bullock, Andrew    |
| Bessenen, Olaf   | Buse, Alfred       |

|                       |                     |
|-----------------------|---------------------|
| Campbell, D. C.       | Christensen, Christ |
| Carlson, Frank        | Christensen, Hans   |
| Carlson, Hans         | Christensen, Louis  |
| Carlson, Alex         | Christiansen, N.    |
| Carlson, Gustaf       | -1093               |
| Carlson, H.           | Clark, J.           |
| Carlson, Henning      | Classen, H. G.      |
| Carlstrom, John       | Clausen, Ingeman    |
| Carroll, John J.      | Clifford, J.        |
| Cateches, Constantino | Conolly, Obert      |
| Cavanagh, J. E.       | Cook, Harry         |

|                 |                    |
|-----------------|--------------------|
| Dahlkvist, Fred | De Vries, Albertus |
| Dauguel, Gust   | Didrickson, Martin |
| Danielsen, N.   | Donnelly, J.       |
| De Klerk, D.    | Drager, O.         |

|                  |                    |
|------------------|--------------------|
| Eck, Charles     | Ericson, Arthur    |
| Edgerton, J. C.  | Ericsson, M. F. A. |
| Egeland, Aron    | Erikson, E. -38    |
| Ehlers, Henry    | Eriksson, N. J.    |
| Eichler, Karl    | Erikklia, Vilho    |
| Eliason, C.      | Eriksson, Nells    |
| Ellison, Sam     | Erland, Hans       |
| Engstrom, Edward | Erman, Eskild      |
| Engstrom, Erik   | Evensen, Martin    |
| Enos, Frank S.   |                    |

|                   |                   |
|-------------------|-------------------|
| Fabrouski, Theo.  | Fredriksen, F. M. |
| Fagerstrom, Oscar | Fricke, W.        |
| Fisher, Arthur    | Frick, Harry O.   |
| Fjellman, Georg   | Fugelutsen, Th.   |
| Fowler, James     | Furlong, Pete     |
| Fredholm, Charles | Furth, Richard    |

|                   |                  |
|-------------------|------------------|
| Gansor, Joe       | Gregersen, John  |
| Gaupseth, Sigurd  | Gregg, O. T.     |
| Gillett, Henri    | Gronlund, Oskar  |
| Goth, Knud        | Gudmundsen, B.   |
| Grant, Otto       | Gundersen, Jacob |
| Granstrom, Nestor | Gustafson, Olaf  |
| Grass, Chr.       | Gustafson, Axel  |
| Graugaard, L. J.  | Gutman, Paul     |
| Green, Teddie     |                  |

|                     |                     |
|---------------------|---------------------|
| Hagman, Jalk        | Henriksen, Geo.     |
| Hallowes, L. N.     | Hering, A.          |
| Hannut, A.          | Hermanssen, C. P.   |
| Hansen, Carl        | Hernes, Lars        |
| Hanus, A.           | Hero, Aro           |
| Hansen, M. -968     | Herzer, A.          |
| Hansen, Nikolay     | Hetherington, A. T. |
| Hansen, W. H. C.    | Hole, Sigurd        |
| Hansen, W. H.       | Holm, Arthur        |
| Harrington, Michael | Holm, Carl          |
| Haugen, Francis     | Hoseth, Chr.        |
| Haugen, H. C.       | Houston, Robert     |
| Heesche, Henry      | Hubertz, Emil       |
| Helm, M.            | Huotari, J.         |
| Hell, Paul          | Huse, Eduard        |
| Hellman, W. H.      |                     |

|                    |                      |
|--------------------|----------------------|
| Illig, Gustav      | Johansen, Louis      |
| Jackisch, M.       | Johansen, T. A.      |
| Jackson, August    | Johnson, C. J. -1568 |
| Jacobsen, H.       | Johnson, Dick        |
| Jacobsen, J.       | Johnson, Jakob       |
| Jacobsen, Fred     | Johanson, J.         |
| Jakobsen, Joakim   | Johanson, N. A. -280 |
| Jakobsen, Valdemar | Johanson, C. -2407   |
| Jacobson, Karl     | Johansson, Bernard   |
| Jensen, C. -2318   | Johansson, Carl      |
| Jensen, Hans P.    | Johansson, John      |
| Jensen, John F.    | Johansson, W.        |
| Jensen, J. K.      | Johnson, John        |
| Jespersen, Martin  | Johnson, Ole         |
| Johannessen, J. J. | Johnson, William     |
| Johannessen, C. J. | Johnson, Ernst       |
| Johansen, August   | Johnson, N.          |
| Johansen, Frits    | Jordan, O.           |
| Johansen, Nikolai  |                      |

|                   |                   |
|-------------------|-------------------|
| Kaktin, Ed.       | Knell, Alex       |
| Kallberg, Arvid   | Knut, Alex        |
| Karlson, Karl     | Kollo, Max        |
| Kaschlund, Franz  | Kofoed, George    |
| Kelly, Patrick    | Konopacki, Martin |
| Kesher, Karl      | Korsberg, Walmar  |
| Kjell, John       | Koso, Pet         |
| Klattenhoff, Hans | Kramke, Otto      |
| Kleishman, F. J.  | Krishjan, K. W.   |
| Knapp, G. W. A.   | Kristensen, D. K. |
| Knappe, Adolph    | Kromke, N.        |

|                    |                   |
|--------------------|-------------------|
| Kromstrand, H.     | Kuhn, John        |
| Kroon, P.          | Kustal, Victor J. |
| Krult, Alex        |                   |
| Larsen, Herman     | Lindroth, Carl    |
| Larsen, H. -1677   | Ljungberg, Herman |
| Larsen, Klaus L.   | Lohne, E.         |
| Larsson, Chas. E.  | Loland, Lodvig    |
| Larsson, N. E.     | Lorentsen, A.     |
| Lato, Edvard       | Lorin, Christian  |
| Law, John          | Lundberg, Allan   |
| Ligoski, Joe       | Lundberg, Torsten |
| Liljendahl, Ludvig | Lund, Peter       |
| Lind, W.           | Lundqvist, Frank  |
| Lindberg, A. J.    | Lurin, Paul       |
| Lindh, N. V.       | Lutzen, Valdemar  |

|                    |                   |
|--------------------|-------------------|
| Mack, Edward       | Mayers, Paul M.   |
| Macker, David      | McCusken, John    |
| Madsen, Georg      | McKeating, R.     |
| Magnussen, A. B.   | McKenzie, W.      |
| Makelainen, Anton  | Meislain, Hans    |
| Malmrin, Tom       | Melander, G. L.   |
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| Werth, Gus         | Wischoropp, Fritz  |
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Second Trolley Conductor—His car struck a man at Steenth street and carried him a block on the fender. After collecting a nickel from him, Kelly, in the excitement, forgot to ring it up—and the man was a spotter.—Life.

Commercialism.—"What a pity the old masters could not have shared in the great sums paid for their works."

"Maybe it's all for the best," replied Mr. Dustin Stax. "If they had been commercially tempted, they might have let their work out by contract and put in their time painting in their signatures to give it value."—Washington Star.

Filial Philosophy.—Auntie—Bobby, why don't you get up and give your seat to your father? Doesn't it pain you to see him reaching for the strap?

Bobby—Not on a train, it doesn't.—London Opinion.

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And Effect.—"Doctor, I am  
troubled with cold extremities. What  
do you suppose is the cause?"

"Cold weather. One dollar, please."  
—Boston Transcript.

The Humble Follower.—Auntie  
(explaining the Biblical story)—Lot  
was told to take his wife and daugh-  
ters and flee. There's Lot; there is  
his wife; and there are his daugh-  
ters, a little way behind.

The Small Nephew.—Yes; but  
where's the flea?—The Sketch.

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They Meant Well.—A postal cor-  
respondent sends the following ex-  
tracts from letters that have recently  
been addressed to the officials:

"Dear Sir: My husband has been  
away at the crystal palace and got a  
for days furlong and has now gone  
to the mind sweepers."

"Dear Sir: You have changed my  
little boy into a little girl; will it  
make any difference in the future?"

"Dear Sir: I am his grandfather  
and grandmother. He was born and  
brought up in this house in answer  
to your letter."

"Dear Sir: I have not received no  
pay since my husband gone from  
nowhere."

Another correspondent who had  
a grievance replied: "In previous  
correspondence with your office I am  
always described as 'Mrs.' You  
would form a different opinion if  
you saw my whiskers."—Manchester  
Guardian.

**INFORMATION WANTED.**

Adolph Godfred Eriksen, born in  
Moss, Norway, is inquired for by  
his brother, Herman Eriksen. Any-  
one knowing his whereabouts please  
notify W. Nielsen, 206 Moravian St.,  
Philadelphia, Pa. 5-26-15

Edward Beahan, a native of Cali-  
fornia, supposed to be sailing on the  
Lakes, is inquired for by his brother,  
J. J. Beahan, 2003 Chestnut street,  
Oakland, Cal. 5-10-16

Eugene Martin, age 25, 6 feet tall,  
gray eyes, is inquired for by his  
mother. Anyone knowing his where-  
abouts please notify Mrs. Rose T.  
Martin, 4231 15 N. E., Seattle,  
Wash. 1-27-15

Alfred Pettersen Hilland, a native  
of Bergen, Norway, age 44, is in-  
quired for by his brother, Randolph  
Pettersen. Anyone knowing his  
whereabouts please notify Sam An-  
derson, 100 Steuart St., San Fran-  
cisco, Cal.

Cruel.—"I was at the big general  
store in Market street the other  
day," said Slimfingered Joe, "when  
the whole electric-light apparatus  
went wrong, and all the different de-  
partments were as black as pitch."

"My word, what a bit o' luck!"  
chuckled his friend. "What did you  
get?"

"My beastly luck again. It's al-  
ways dogging me. I was in the  
grand-piano department."—Tit-Bits.

Who Cashed It?—"I sent a check  
to that fund, but I don't believe in  
parading my charity."

"Well?"

"So I signed a fictitious name to  
it."—Louisville Courier-Journal.

Perfectly Calm.—Angler (in deep  
water)—Help! Help! I can't swim!

Country Gentleman (on shore)—I  
can't, neither, but I ain't hollerin'  
about it.—Harper's Magazine.

Expert.—"Pop, what is a 'pro-  
moter?"

"A promoter, my son, is a man  
who can make either a dollar or a  
penny look like thirty cents."—Life.

**News from Abroad.**

Savings accounts in Germany, ac-  
cording to the Sparkasse, the savings  
banks' organ, have increased in num-  
ber and amount since the begin-  
ning of the war. The excess of  
deposits over withdrawals is 2,500,-  
000 marks.

A Swedish company has bought  
the four-masted Norwegian sailing  
ship "Ferm," 1,898 tons reg., which,  
under the Swedish flag, will engage  
in the general freight trade, besides  
being at the same time used as a  
training ship for cadets. The price  
is 680,000kr.

The Government of Uruguay will  
shortly be taking over the fleets of  
tugs and lighters, including all  
salvage plant, belonging to the  
Sociedad Anonima de Lanchages de  
Montevideo and Messrs. Ant. D. & M.  
Lussich. The scheme comprises  
salvage work and assistance to ves-  
sels in distress, which would be ef-  
fected "from humane motives," and,  
without seeking for profit, but it is,  
nevertheless, assumed that, in the  
event of salvage services or assist-  
ance being rendered to vessels in  
distress, a bill of expense will be  
forthcoming in every case.

Great Britain and France have  
withdrawn the orders in council un-  
der the declaration of London, and  
have applied new and more stringent  
principles to the blockade of Ger-  
many. The new order declares that  
Great Britain and her allies will ex-  
ercise their belligerent rights at sea  
in strict accordance with the law of  
nations. The German Government  
has handed to the representatives of  
the neutral powers in Berlin a mem-  
orandum charging the new rules to  
be contrary to international law. The  
successful voyage of the unarmed  
submarine "Deutschland" with a  
freight cargo from Bremen to Balti-  
more on the 5th may still further  
complicate the laws of nations.

According to the casualty returns  
compiled by the Liverpool Under-  
writers' Association, 61 vessels, ag-  
gregating 129,762 tons gross, were  
lost last May (including two Brit-  
ish sailing ships of 4,140 tons and  
15 British steamers of 53,240 tons,  
and 13 foreign sailing ships of 17,-  
047 tons and 31 foreign steamers of  
55,335 tons), as compared with 63  
vessels of 181,174 tons in May last  
year, and 16 vessels of 42,906 tons  
in May, 1914. The total estimated  
loss occasioned by the more im-  
portant casualties was £2,786,500 in  
connection with steam and £243,500  
with sail, which compares with £3,-  
084,100 steam and £88,200 sail in  
May last year, and £746,500 steam  
and £46,000 sail in May, 1914.

This week marks the closing of  
the second year of the war. Nearly  
all the belligerents are issuing re-  
ports designed to prove that their  
position is favorable and that final  
victory for their arms is only a mat-  
ter of a few months. Into that ques-  
tion it is not necessary that these  
summaries should enter, though it  
may be taken for granted that such  
all-round confidence is not very  
promising for an early cessation of  
hostilities. Indeed, it is significant  
that, although Russia is and has  
been for some time making more  
progress than all the other partici-  
pants combined, the Russian military  
experts are almost unanimous in the  
belief that the contraction of the  
Teuton lines will mean an increase  
in resistance and that the heaviest  
fighting is still ahead.



### With the Wits.

Stung.—The Hawker—"Buy some flowers for your wife?"

"But I am not married."

"Well, then, guv'nor, buy the lot to celebrate your luck!"—Tit-Bits.

The Vital Question.—In 1915—How many miles will it go an hour?

In 1916—How many miles will it go on a gallon of gasoline?—Cornell Widow.

Looking Backward.—"There's no danger," said the doctor. "It's only a carbuncle coming on the back of your neck. But you must keep your eye on it!"—Christian Register.

It Seemed Like It.—Lecturer—The idea of eternity, my friends, is something too vast for the human mind to conceive.

Voice from Audience—Did you ever pay for a seven-hundred-dollar piano on the instalment plan?—Life.

Changed His Mind—She—You vowed it would be your aim to make my life one long dream of happiness. And to think that I believed you!

He—That's nothing. I believed it myself at the time!—Stray Stories.

An Adage Disputed.—"Do you believe in the saying that language is used for the concealment of thought?"

"No," replied Miss Cayenne; "in much of the language you hear you haven't even the comforting suspicion that there may be a thought in hiding."—Washington Star.

Suspicious. — Employer — Young man, I'm afraid you have deceived me. You told me when I employed you that you were a college graduate.

New Clerk—Beg pardon, but what reason have you for doubting it, sir?

Employer—Why, you just said in regard to a matter connected with the business that I knew more about it than you did.—Indianapolis Star.

### Children's Accounts

Your children should be taught to save. Open an account for each of them to-day. Show them by example that you believe in a savings account.

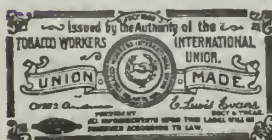
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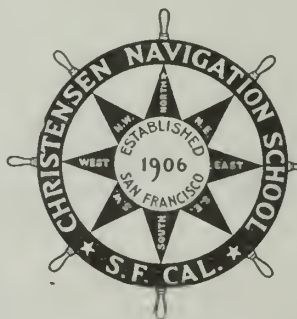
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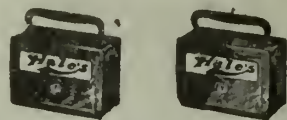


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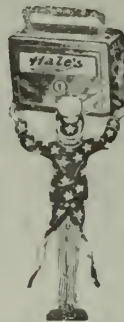
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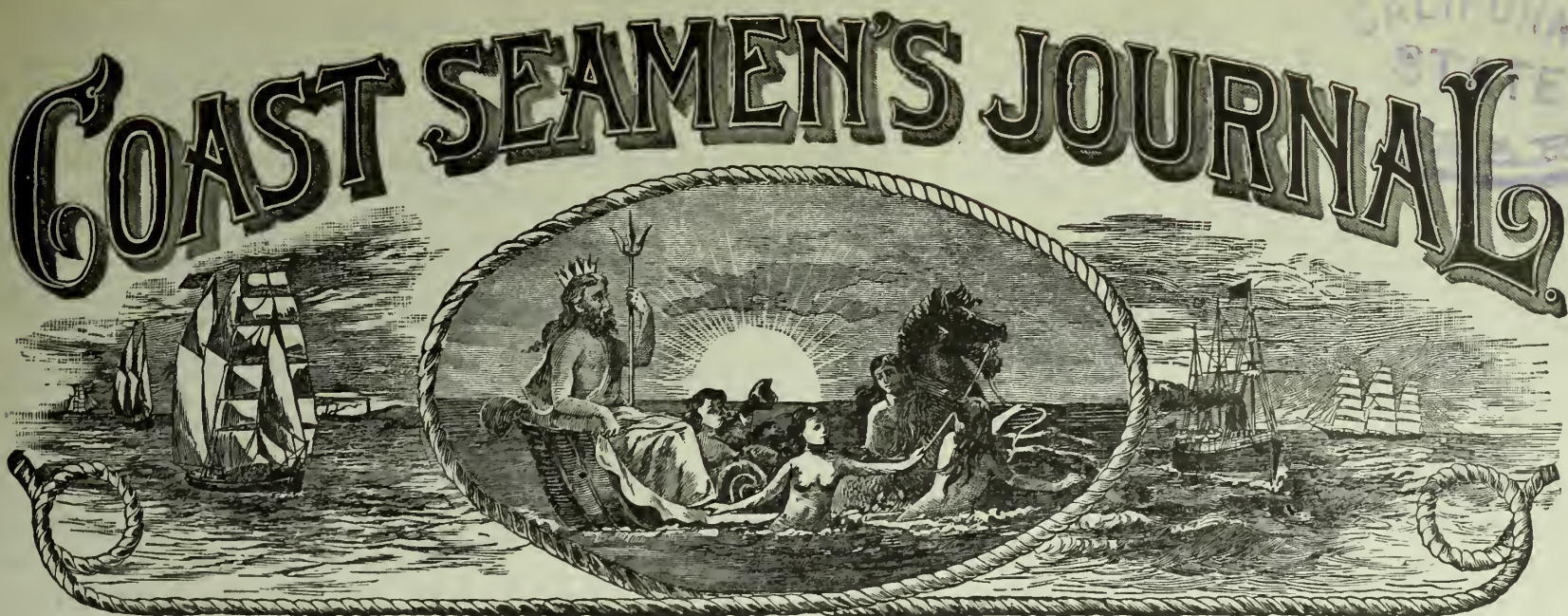
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VOL. XXIX, No. 48.

SAN FRANCISCO, WEDNESDAY, AUGUST 9, 1916.

Whole No. 2394.

## DUTIES OF MARINE FIREMEN.

### An Answer to a Pertinent Question Raised by a Congressman.

Notwithstanding the unqualified endorsement of the Seamen's Act by the recent Democratic National Convention assaults on this very law continue. The latest effort to weaken this humanitarian legislation is the action of the House Committee on Merchant Marine and Fisheries in authorizing a favorable report on a substitute for Congressman Loud's hostile amendment to the law.

The substitute would permit vessels within a run between terminals of sixteen hours or less to have firemen stand two watches. This is intended to lengthen the hours of labor. The law now compels vessels to have three watches in the fire room.

#### Wanted—More Cheap Men!

The substitute permits a vessel to use a certificated lifeboatman on a voyage to the home port if the vessel is deprived of the services of an able seaman when away from the home port. This would weaken the present law, which makes it mandatory in this event for a vessel to make a diligent effort to secure a man of equal rating. The vessel may proceed to its home port if such a person is not obtainable. The committee's substitute would make it economically profitable to drive the men of the higher rating out and substitute those of lower rating.

Of course the International Seamen's Union is alert to the purposes of this substitute and the amendments proposed by Congressman Loud. To begin with it is contended that the law be given a fair test. Attention is also called to another purpose of the law's opponents—if the committee's recommendations are once brought on the floor of the House, the danger of "sneaking" through additional vicious amendments is increased.

One of the points raised during the recent hearing upon the suggested changes was the question as to what constitutes the marine fireman's duty in port and at sea. The answer to this query will be found in the communications which follow:

#### Andrew Furuseth's Letter.

International Seamen's Union of America.  
Washington, D. C., July 26, 1916.  
Hon. Joshua W. Alexander, Chairman Committee on Merchant Marine and Fisheries, House of Representatives, Washington, D. C.  
Dear Sir:

During the hearing of the Loud bill to amend the act of March 4, 1915 (Seamen's Act), the question as to what the firemen are doing when the vessel is in harbor was asked by the several members of your committee. No specific detailed answer was given at the time because none was actually prepared for such question. There seemed to me to be good reason for the question and also for the failure to give a prompt and proper answer.

Evidently in thinking about vessels there is a tendency to think in terms that are better known, namely, in the terms of the railway. The engineer and fireman of the locomotive have nothing to do with either the cleaning, the repairing or the firing up of the locomotive

while at the terminal. This is taken care of by others, and when the engineer and the fireman go on the locomotive the steam is up and it is ready for action upon the pulling of the throttle. An entirely different condition exists on steamships. The firemen and engineers on a vessel do all the work that is usually done to the locomotive, in what is sometimes called the stable of the roundhouse. They fire up, clean up, oil, make small repairs, sometimes pretty large ones, while the vessel is in harbor, and prior to the vessel going out, fires must be in full operation and the steam at its proper height.

In order to bring these things properly before you, I asked Mr. Bruce Gibson, a marine engineer of very extensive experience, to write a letter describing the work of firemen while in harbor and at sea. Attached hereto please find a copy of Mr. Gibson's letter addressed to me but I have his authority to lay it before you.

After the hearing, I promptly sent to the Lakes, to the Pacific and the Atlantic, a request that as quickly as possible they should give a chronological statement of what the fireman does in port and at sea, omitting nothing, adding nothing, and forward such letters to you. I asked them to send copies to me. I do not know what letters you may have received on this subject, but both the original and the copy of a letter from Thomas Conway, at Buffalo, were addressed to me with request that I lay the original before you. The same has taken place with reference to a letter from P. B. Gill, at Seattle, Wash., and one from John Carney, agent of the Marine Firemen, Oilers and Watertenders' Union of the Pacific, at Seattle.

#### No Idle Time for Firemen.

These letters seem to me to show conclusively that there is no idle time for the firemen or the men in the engine room during their watch on duty, whether such be in port or at sea.

H. R. 17087, which is a substitute for the original Loud bill and which he was authorized to report favorably to the House, provides for three amendments to the so-called "Seamen's Act." Two of them can have none but bad influence, looking at them even from the very best point of view. The first amendment provides that the firemen, oilers and watertenders on the Lakes shall be divided into at least two watches in vessels with a run between terminals of sixteen hours or less. Then it goes on to provide that "no sailor, fireman, oiler, or water tender shall be required to work more than eight out of any twenty-four hours, except as hereinafter provided." Eight hours in twenty-four in a vessel running sixteen hours or less is impossible. It could only be possible if the vessel were managed in the same way as a locomotive, that is to say, if it was cleaned, repaired, and fired up by some others than the men who do the work at sea.

By looking over the letters from Mr. Gibson and Mr. Conway, you will see the two watches and the eight hours' work can not be reconciled. Somebody must do the cleaning of the engine room, of the fires and of the fire room. Some-

body must do the small repairing. Somebody must prepare the vessel for the next run. Men to do this can not be gotten from shore, and even if this could be done, it would be in the highest degree inadvisable and impracticable. Somebody must furnish steam for the auxiliary machinery that is constantly in use in port, such as sanitary pumps and hoisting machinery, and men from shore, even if they could be obtained, which in the vast majority of cases they can not be, could not do it satisfactorily; but the facts are that any such arrangements as bringing men from shore to do this kind of work in port would disturb the whole system of working vessels and entail a great loss and delay upon the owner.

#### The Far-Reaching Consequences.

The amendment would leave 95 per cent. of the passenger vessels on the Lakes with two watches in the fire room. It would inevitably result in an extension of the hours of labor, or, since it is written "at least two watches" it might result in industrial disturbances that would cause great delay and loss to both the shipowners and the seamen.

With reference to the second amendment, namely, to insert in the bill the words "Coast guard vessels," there can be no objection to that, but, personally, I think it is not necessary. I think that is purely a matter of a ruling by the department which they ought to have made at the very beginning, and the fact that it was not made indicated to me at that time a disposition to give to the act the most narrow consideration possible, to cut out from its operation the most possible vessels.

With reference to amendment three, that is, the proviso which reads as follows:

"And provided further, that if the vessel is deprived of the services of any able seaman or seamen in another port than the home port, without the fault of the master of the vessel, certificated lifeboat men may be substituted for and used in lieu of such able seamen until such vessel reaches her home port."

#### Real Purpose of the Amendment.

The purpose is so plain that anybody who runs may read. At present the vessel is permitted to proceed back to the home port without furnishing substitutes for men of whose services they have been deprived, if such substitutes are not obtainable. The officers of the vessels are to make an honest effort to obtain substitutes of equal or higher rating and then they must report the fact at the next port. The purpose of the amendment is to exempt them from making any effort to obtain the proper substitutes for able seamen of whose services they may have been deprived in some way. They are authorized to substitute for an able seaman a certificated boatman and they need not report. This is a plain invitation to driving out the men of higher skill and higher wage and substitute the men of lesser skill and lower wage regardless of the consequences that may come to the vessel and her passengers on the return trip to the home port. No such amendment should be enacted into law. It will have a distinct tendency to lessen the number of able



seamen available. It will mean the return to the old condition on the Lakes. The provision for certificated boatmen in the existing law is not taken seriously by anybody. The examination which they go through is in the majority of cases perfunctory. While I can see reasonable excuse for a very lenient enforcement of such examination at the beginning and for some time, I have believed and believe now that the examination will be gradually tightened up and that ultimately it will be of sufficiently high standard to make the certificated boatmen valuable, but when they do become such there will be no saving in wages to the shipowner by substituting one for the other. As it now stands, it would be a considerable saving because the shipowner hires a waiter, gives him some perfunctory training during a trip or two, whereupon the waiter gets a certificate which does not add either to his wages or to the cost of the shipowner. The purpose, however, of the able seaman clause was safety to the traveling public and a development of the body of men that could be relied upon by the passengers of the vessels in hours of danger and by the nation in hours of struggle.

I respectfully submit that such change as is herein provided should not be made until the Seamen's Act has had a fair and full trial. No such trial has been had up to the present. The shipowners are doing their utmost to avoid it and they will not cease that effort until they are satisfied that they can not get the amendments which they are trying to obtain.

It has been claimed, and no doubt you have received many communications to the effect that able seamen are not obtainable on the Lakes. This is not a fact. There are quite a number in Buffalo, Cleveland, Chicago and Milwaukee, and where there is any difficulty about obtaining them, the origin of it will be found to be a failure on the part of the vessel to pay the going wage for able seamen. It may be that the Steel Trust vessels may have some difficulty. If so, let me say that this has its origin in the fact that the Lake Carriers Association, of which the Steel Trust is the controlling part, insists upon their so-called "welfare plan," which plan is nothing but a copy of the system developed by the British shipowners many years ago and which first resulted in the deterioration of the personnel in the British mercantile marine and then in the nation-wide strike by the seamen against the system, resulting in its practical abandonment in Great Britain.

In submitting these letters and thoughts to you we do so with the purpose of protesting against the enactment of H. R. 17087, and of giving our reasons for this protest.

On behalf of the seamen, respectfully and sincerely yours,

(Signed) ANDREW FURUSETH,  
President International Seamen's Union of America.  
National Hotel, Washington, D. C.

National Marine Engineers' Beneficial Association.

Washington, D. C., July 14, 1916.  
Mr. Andrew Furuseth,  
National Hotel,  
Washington, D. C.  
My Dear Furuseth:

I have heard so much discussion on the duties of a marine fireman, that I would like to submit to you the real duties of this personage on board of a vessel both at sea and in port.

Taking for an example a vessel in port and which is to sail on her voyage at 6 p. m. on a certain day. The firemen assigned to the 12 to 4 watch, will report in the fireroom shortly before 12 o'clock, clean some if not all of the fires and should it not be necessary for the entire watch to remain in the firehold, a portion of the watch is sent into the engine room to do cleaning or assist in any work that may be going on.

At 4 p. m. the four-hour duty being finished, the watch washes up and goes to the forecabin until supper time, which varies from 5 to 6 p. m.

At 6 p. m. the vessel proceeds to sea, the fires should all have been cleaned before leaving the dock, and unless the boilers are hard steaming, no fires will be cleaned on this watch, but ashes that have accumulated in port will all have to be hoisted on deck and dumped overboard by this watch, as soon after getting under way as harbor regulations will allow.

About five minutes before midnight, our men that went off watch at 4 p. m. will assemble in the stokehold, and again take up their work. A fire has probably been burned down for each fireman to clean. This consists of winging one-half of the fire in the furnace over the other half and then break up the clinkers, haul them out, shove the live fire over to the cleaned side, break up the remaining clinkers, haul out on the fireroom floor in front of where he is working, shove some of the fire over and cover with coal.

This operation is continued until all of his fires are cleaned, which will vary from three to six, according to the number of furnaces in the boilers and the number of men carried.

The ash pans under each fire are then hauled and the entire refuse thrown or hauled to the ash hoist, and sent on deck and thrown over-

board. During this entire time, steam has to be maintained.

If a fair running job, the fires will not have to be cleaned any more on the watch. The firemen work their fires by breaking the clinker that adheres to the grate bars, and using a hoe and then covering with coal.

After four hours on duty, the men are relieved and turn to again after eight hours, and this continues until the end of the voyage, however long that may be. I have cited a vessel carrying three watches in the firehold. There is a large number of vessels that carry only two watches, the process of the work is the same, but the men work longer shifts, and four hours more time in twenty-four hours.

Arriving in port, and after being moored to the dock, the engines are generally washed down with a hose attached to the donkey pump, and this is done by the fireman. Each man then goes to his station in the engine room and wipes off that part of the machinery assigned to him to be kept clean.

Whatever firemen are needed to keep steam for the auxiliaries, working in port, are assigned. The balance are distributed in the engine room for cleaning up and assisting in making repairs and overhauling the machinery. They are then on day watch, from 7 a. m. to 5 p. m., with an hour for lunch allowed.

On vessels using oil for fuel, the cleaning of fires is eliminated, but each fireman while on watch must take out and clean his pro rata of the burners and keep a vigilant eye on his fires. A careless or indifferent man can waste considerable oil and in addition get no results from his work. The time in port is spent in the same manner as on coal-burning vessels.

For a number of years while employed on vessels burning coal and oil I have had charge of firemen both at sea and in port. Although never having worked as a fireman, I know the nature of their work, and had to make a study of it in progressing from the position of an oiler to that of chief engineer.

I am,  
Yours truly,  
(Signed) BRUCE GIBSON,  
National President.

Marine Firemen, Oilers and Watertenders' Union of the Great Lakes.

Buffalo, N. Y., July 14, 1916.

Hon. Joshua W. Alexander, Chairman Committee on the Merchant Marine and Fisheries, Washington, D. C.

Dear Sir:

I take the liberty of sending you a statement of the actual duties of a fireman on vessels on short runs. I will take the steamer "City of Buffalo," running from Cleveland to Buffalo. This run is about ten hours and thirty minutes; this boat carries nine firemen.

Three men go on watch at 6 o'clock in the morning; the boat is on the lake running. The first thing they do is to fire up all the furnaces with exception of two (this boat has twelve furnaces). It takes about six minutes for the three men to fire the twelve furnaces. Then two of those men take a hoe that weighs about thirty pounds and they shove back the fires in the two furnaces that they did not fire half ways back and then they pull out the clinkers from those furnaces and then pull the good fire back where they have pulled out the clinkers. This takes about five minutes. Then the three men fire up all the furnaces again which takes about six minutes. After they have that done they take a tool called a hook and break up all the fires and they keep this up (firing and breaking up the fires until the boat checks down). Then it is about 7:30, the three men will then get all the fires in shape to hold up the steam but not to make too much steam until the boat gets to the dock. They will then put a small bank in the front of some of the furnaces and fire up the others until 9 o'clock. They will then go off watch and three more men will come down in the fireroom. One of those men will pull the soot boxes in two flue caps and blow the flues in two caps (544 flues). He then cleans up the soot and shovels it over to the ash pile and this work takes him from 9 o'clock to 12 o'clock; and the boat has been at the dock all this time. The other two men that came on watch with him at 9 o'clock they first fix their fire to hold the steam up to 110 pounds. They then clean two fires each. They take a tool called slice bar which weighs about thirty pounds and they put it in the furnace and shove over all the good fire to one side and then get a hoe and they pull out all the dirt and clinkers out of the furnace. Then they get the slice bar and shove all the good fire to the other side of the furnace and they then pull out the dirt and clinkers from that side and then they spread the fire over all the grates and throw in some coal in that furnace. They then wet down the clinkers and dirt that they pulled out of the furnace. Then they put coal in all the other furnaces and break it up to hold the steam. Then they shovel over the ashes that they pulled out of the furnaces and pull the ashes out of the ash pans and shovel it over. Then they start to clean two more fires the same as before mentioned. Each watch cleans four fires a watch when the boat is at the dock and keeps up the steam for the deck pumps, sanitary pump and fans, and when they get their four fires cleaned and at the same

time keep up the steam it is 12 o'clock, and those three men go off watch and three more men come down on watch. One of those men pulls the soot from two flue boxes and blows the flues in two boxes (544 flues), cleans up the soot and shovels it over to the ash pile and this will keep him busy until 3 o'clock. The two men that come on watch with him cleans two fires each as above described and keeps up steam until 3 o'clock when they go off watch and three more men come on watch at 3 o'clock, and one of those men pulls the soot out of two flue boxes and blows the flues in two boxes (544 flues), cleans up the soot and shovels it over on the ash pile. The other two men that come on watch with him cleans two fires each, pulls two ash pans each as before described, keeps up steam for all the auxiliary machinery and they go off watch at 6 o'clock and three men that was on watch from 9 to 12 in the morning come on watch at 6 o'clock and spread the fires, raise the steam to 135 pounds and get the fireroom ready for the boat to go out on her voyage and they are on watch until 9 o'clock and they go off watch and the men that were on watch from 12 noon until 3 o'clock come on watch and as the boat is leaving the dock they fire up all the furnaces which takes about six minutes. Then they take the tool called hook and break up the fires and this takes about six minutes and they keep on firing and breaking up the fires all the time as the boat is on the lake and all the machinery running and they stay on watch until 12 o'clock midnight. Then the three men that were on watch from 3 o'clock in the afternoon until 6 o'clock come on watch again and they fire up the furnaces and keep breaking up the fires and they also take the hoe and shove back the good fire half ways back in the furnace and they then pull out the dirt and clinkers from the furnaces and they then fire up and then break up the fires, and they are on watch until 3 o'clock and they go off watch and the three men that were on watch from 6 to 9 o'clock in the evening come on watch and they fire up all the furnaces and break up the fires and about 4:30 they shove back the good fire in two furnaces and pull out the dirt and clinkers and remain on watch firing and breaking up the fires until 6 o'clock in the morning and then another day starts and it is the same as I have described and this work is done every day that the boat is in commission including Sundays and holidays. Those men never get a day off; it is the same every day.

Yours respectfully,  
(Signed) THOMAS CONWAY.

Marine Firemen, Oilers and Watertenders' Union of the Pacific.  
Seattle, Wash., July 17, 1916.

Hon. Joshua Alexander,  
House of Representatives,  
Washington, D. C.

Dear Sir:

H. R. 16868 proposes to amend the Seamen's Act by lengthening the hours for firemen in vessels, where the runs are of sixteen hours or less. I believe this suggested change, should it become a law, will be a great injustice to the firemen as they are continuously employed when on watch, be it in port or sea, at general overhauling main engines, auxiliary engines, cleaning tubes, fires, washing out boilers, scrubbing paint, painting, cleaning brass and bright work, and all other work necessary for the upkeep of the machinery.

It can be readily seen that if their hours of labor are lengthened it will make them unfit for any emergency work that may be caused by accidents to the machinery or the vessel, and it will be folly to expect them to be in a proper condition to man lifeboats or do other work required of them in time of danger. We urge that you will impress upon the committee the injustice of the bill, and hope that it will be rejected by the committee.

Very respectfully yours,  
(Signed) JOHN CARNEY,  
Agent.

The United States Circuit Court of Appeals has affirmed the judgment of the District Court that the Government was not liable for the payment of daily charter rates on the steamship "Homer" because it took a thirty-day option on the ship after a charter had expired. J. Homer Fritch, owner of the vessel, chartered it to the Government at \$142.50 a day, with the provision it might be bought by the Government at the expiration of the charter. When that time came the Government turned over the vessel, but obtained an option to buy it. Fritch sought to collect the charter rate for thirty days.

The Seamen's Act, as applying to ships flying foreign flags, has been upheld at Seattle by Federal Judge Neterer in a suit brought by John A. Clyma, against the British steamship "Ixion." Judge E. E. Cushman concurred in the judge's decision, denying that the law governing a maritime case must be determined by the ship's flag. Judge Neterer held that Congress has the right to prescribe rules to govern a vessel and seamen within the jurisdiction of the United States and that such cases must be heard upon their merits under the United States laws.



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## Make Discontent a Crime.

Several years ago Alabama invented a principle and passed a law under which an employer could hold any person, once entering a contract, to serve as long as the employer pleased. The United States Supreme Court said the principle was wrong and the law was unconstitutional.

The Anniston city council is now singing the old song with a new tune, and has fixed things so that one man may quit, but that's the limit. The city council has awakened to industrial unrest, and has passed a law covering the question.

Hereafter it will be illegal for two or more persons to conspire for the purpose of preventing any other person, firm or corporation from carrying on any lawful business or interfering with same. To stop some judge from applying this law to other than workers, the city council provides that "nothing herein shall prevent any person from soliciting trade or business for a competitive business."

It is also unlawful for any one to "entice, decoy or persuade any apprentice or servant to leave the service or employment of his master."

In their love for peace and harmony, and to give fair warning to all fomenters of discontent, the city fathers provide that any violator of this peonage defender shall be sentenced to six months' hard labor on the streets of Anniston.

## Unionism Shatters Bugaboo Economists.

In opposing legislation intended to better conditions of working women the Manufacturers' Association of Illinois declares:

"Political economy teaches us that wages are determined by the law of supply and demand and that the employer cannot fix wages. If he cannot and does not fix wages, he cannot be held responsible for 'unfair wage,' so far as such may exist."

Writing in the Cigarmakers' Official Journal, President Perkins of that organization punched holes in this straw man and shows that regardless of the "law of supply and demand," trade unionists maintain wage scales in times of industrial depression and that the manufacturers' defense is a fiction created by them to excuse low wages of their unorganized and helpless employees.

"The sophistry and falsity embodied in the above statement requires no further comment," says the cigarmakers' executive. "It is a plea of not guilty. Under this system of philosophy the political economists of Great Britain contended the manufacturers could not be held responsible for the wretched condition of the factory operatives, which prevailed 70 years ago. Let everything alone; no interference! was their motto and with trade unionism in infancy, mustering less than 80,000 members, pauperism became rampant till the workhouses (poor houses) sheltered approximately 1,000,000 people.

"The political economists held that human labor was a commodity, subject to the laws of supply and demand, the same as other commodities. This abstract theory was not based upon actual conditions. Goods, wares, merchandise, the produce of

land and manufactures are classified as commodities. They can be warehoused, chattel mortgaged, sold at auction or at private sale and shipped to all parts of the globe.

"The slave prior to the Civil War was a chattel, subject to the laws that govern commodities.

"The free laborer was never a commodity; he could not be sold at auction to the highest bidder.

"The doctrinaire, be he a socialist or a trade unionist, if he still clings to the discarded philosophy that free labor was a commodity or is still a commodity, subject to the so-called laws of supply and demand, in reference to the rate of wages, etc., then, indeed, his mind is marooned in the midst of a speculative philosophy, devoid of reason and common sense.

"The history of the trade union movement has demonstrated beyond doubt that bills of prices and the rate of wages can be maintained in periods of depression, when the labor market is glutted, by the payment of out-of-work benefits, and the energy and resistance imparted by education and unity of action."

## Porto Rico Wretchedness.

Justica, official trade union newspaper, prints the following report from the Porto Rico Bureau of Labor:

"The strike among the cannery workers in Mayaguez recently was on account of the miserably low wage being paid. The men were receiving 5 cents an hour, the women 2½ cents per hour.

"About 400 people were involved in the strike. After several conferences with the chief of the bureau of labor the employers offered to increase the wages 1 cent per hour for both men and women. At first this proposition was refused by the strikers, but many women who were not on strike offered to work for the old wage, and consequently the Porto Rico Canning Company started up again with practically a new force.

"An inspection made during the week of the number of small tobacco stripping shops in Manati disclosed that in nearly all the factories very little attention was being paid to the laws governing the employment of women and minors. The sanitary conditions were particularly bad."

## Workers' Land Plan Up to Oregon Voters.

Secretary Stack, of the Oregon State Federation of Labor, has filed with the Secretary of State petitions of over 25,000 voters that the proposed people's land and loan law be submitted to the next referendum. As the law requires 21,136 names, organized labor is now preparing to conduct an active educational campaign in behalf of this measure.

The law was first proposed by the Portland Central Labor Council, on recommendation of a committee appointed to investigate unemployment. It was later indorsed by the State Federation of Labor and the executive council of the A. F. of L., to which it was referred by the San Francisco convention of the A. F. of L.

(Continued on Page 10.)

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

### AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

### GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekland Bldgs., 22 Canning Place, Liverpool.

### BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

### GERMANY.

Deutscher Transportarbeiter Verband, Engel- ufer 21, Berlin S. O. 16, Germany.

### FRANCE.

Federation National des Syndicats des Inscriptions, Maritimes de France, 33 Rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

### NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

### SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgaten 1 B., Sweden.

### DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restauration Forening, Nyhavn 17, Kobenhavn.

### HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kat-tenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

### ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

### AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

### SPAIN.

Sociedad Sindicate de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

### URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

### ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

### BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

### SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



## World's Workers.

The total number of fatal accidents to seamen reported to the British Board of Trade during June, 1916, was 153, the same as a month ago, but an increase of 19 on a year ago.

The "Maoriland Worker" reports that on April 19 an attempt was made in the House of Commons to get the British Government to introduce Indian labor into England for munitions and agricultural labor.

The rate of the rise in the cost of living in the United Kingdom during the war has begun to diminish, according to the London Statist. The index number for May, 1916, was 135.4, against 134.2. Animal foods have worked higher, but vegetables have been appreciably cheaper. Since the war began animal foods have risen nearly 70 per cent., and vegetable foods 93 per cent.

The British Labor Gazette for July gives a summary of the "Labor Market" for the month of June as follows: On the whole the high level of employment of recent months was maintained. The war trades were still extremely active; in the others there were slight fluctuations, some showing an improvement and others a decline. The number of work-people in industry was, of course, much less than a year ago, but those remaining were more fully employed.

According to the British Labor Gazette of July the supply of seamen and firemen for mercantile ships was stated to be about equal to the demand at most ports. From South Shields, however, it was reported that the supply of seamen and firemen still exceeded the demand; while a slight excess of seamen was reported from London (Poplar), and of firemen from Liverpool. From Bristol, Newport, Avonmouth and Southampton a shortage of seamen was reported.

The U. S. Consul at Liepzig, Germany, reports as follows: "Labor in this consular district is scarce. What relation this scarcity maintains to the slackened demand for labor in the usual activities of peace times it is impossible to learn without having been able to acquire more definite information in regard to the activities themselves. In the absence of authoritative announcements it can not be stated with accuracy just what general advance in wages has taken place in consequence of the shortage of labor, but from the most reliable sources available it is estimated that the advance is not less than 25 per cent. From this it will be understood that the condition of labor is in no wise improved by the rise in wages."

According to a recent report by the British Trade Commissioner in New Zealand, "wages generally show a tendency to rise as a result of the demands of the workers to be compensated for the increased cost of living by increased remuneration for their work. For the most part this increase in wages is being obtained without conflict, the prevailing tendency being to agree to a 10 per cent. rise given in the form of a war bonus. Certain classes of railway workers have been given an increase of 1s. per day. General opinion seems to be in favor of increasing freight rates on the railways to meet this additional charge and other increases to the public service which were forecasted by the Premier in publishing the Government's decision on this application.

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| Christiansen, A.    | Olander, Ed     |
| Doris, Geo.         | Thomson, John   |
| Eckart, T. G.       |                 |

## San Pedro Letter List.

|                        |                     |
|------------------------|---------------------|
| Alexander, P.          | Martinson, E.       |
| Anderson, Louis        | Mariner, Robert     |
| Andersen, John         | Nelson, Dick        |
| Andersson, Oskar       | Nilsen, Oskar       |
| Bentsen, Hans B.       | Nilsson, Edward     |
| Bushman, John          | Nilsen, Oskar J.    |
| Berglund, Emil         | Olsen, Nick         |
| Blucker, John          | Orling, Gust        |
| Carlson, Gus           | Olsen, Andy         |
| Carlmark, E. G.        | Olsen, Olof S.      |
| Carlson, Harry         | Ophaug, W.          |
| Carlson, Gustaf        | Owen, Fred          |
| Ellwes, Fred           | Olquist, Gust       |
| Eklund, G. E.          | Olsen, Frank        |
| Fjellman, Jonas        | Olausen, Kristian   |
| Fugelutsen, Thor       | Peterson, Nicolai   |
| Fjellman, Karl         | -1234               |
| Forsman, G.            | Pintz, Johan        |
| Ginar, Walter          | Peterson, N.        |
| Grigoleit, E.          | Peterson, Hugo      |
| Galleburg, Martin      | Peterson, C. V.     |
| Heesche, Henry         | Pakki, Emil         |
| Holmstrom, Fritz       | Pederson, Ole       |
| Haupt, Fritz           | Philpik, K.         |
| Hansen, Charley        | Palmquist, A.       |
| Hansen, Ole            | Peterson, Aage      |
| Howery, Lon            | Raun, Einar         |
| Hoverson, Carl         | Rosenblad, Axel     |
| Hogstrom, Axel         | Rudd, Walter        |
| Jansson, Oscar         | Schuldt, Theodor    |
| Johansson, J. A. -1659 | Samuelsson, Frank   |
| Johanson, Victor       | Smith, Johan        |
| Jacobson, Louis        | Soderlund, Anton    |
| Jansson, Fredrik       | Schmidt, Lauritz P. |
| Jarnup, Edward         | Strom, C. L.        |
| Kashlund, Franz        | Swanson, J. N.      |
| Kallio, Anton          | Stromberg, I.       |
| Lassen, Johan -1542    | Schelby, Aksel      |
| Lutton, Theo.          | Stalt, Aksel        |
| Lauritzen, Ole         | Sandblom, Konrad    |
| Larson, Max            | Schallies, Charlie  |
| Lybeck, Thos.          | Svenson, Nicolaus   |
| Lindberg, G. W.        | Thorsen, Carl       |
| Lindberg, Ernst        | Tonnesen, Peter     |
| Leideker, Elith        | Tho, John           |
| Lalan, Joe             | Uhlilg, Richard     |
| Lidsten, Chas.         | Uappa, Kostl        |
| Lane, Frank            | White, Robert       |
| Lundin, C. -1054       | Warkkala, John      |
| Lill, Karl             | Wichman, Karl       |
| McNeal, John           | Wartila, Anton      |
| Monterro, John         |                     |
| Monts, Reinolt         |                     |
| Makela, N.             |                     |
| Malm, Gustaf           |                     |

Newspapers and  
Packages.

Schmidt, Lauritz P.

## Honolulu, H. T.

|                      |                   |
|----------------------|-------------------|
| Anderson, John E.    | Nelsen, C. F.     |
| Burk, Harry -1284    | Petersen, Carl    |
| Cranly, C. W.        | Peters, Walter    |
| Eugenio, John        | Reither, Fritz    |
| Ekelund, Rickhard    | Solberg, B. P.    |
| Ivertsen, Sigvald B. | Strand, Conrad    |
| Lengwenus, W. L.     | Thompson, Emil N. |
| Moller, F.           |                   |

## INFORMATION WANTED.

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio. 3-24-15

Anders C. Anderson, a native of Norway, who left his personal effects at Port San Luis, Cal., after leaving a ship at that place, is inquired for. Anyone knowing his whereabouts please notify D. R. Jacks, Deputy Collector of Customs, Port San Luis, Cal. 12-22-15

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Anyone knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St. 8-11-15

Olai Ingebrigtsen (Brock), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American bark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469—49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Steuart street, San Francisco, Cal. 8-4-15

Anyone knowing the whereabouts of Peter Murphy, better known as Boatswain McGann, will kindly notify Patrick Kieran, 58 Commercial St., San Francisco, Cal. 4-19-16

Vencelus Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolamo Durbich, Zurich, Switzerland. 7-28-15

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## INFORMATION WANTED.

John Edstrom, alias Brynjulf Edstrom, born in Norway in 1879, was last heard from at Mobile, Ala., where his address was Norwegian Chapell, is inquired for. Anyone knowing his whereabouts please notify his mother. Address, 22 Pilestradet, Kristiania, Norway.—12-22-15

George Alexander Sharman, a native of Brooklyn, N. Y. About 28 years of age, height 5 feet 9 inches,

supposed to have sailed on the Great Lakes in 1907, is inquired for by M. L. Kinvan, 1211 Mosher street, Baltimore, Md. 7-14-15

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15



## Pacific Coast Marine.

Announcement was made at Portland during the week of the signing of contracts between the Swift interests and the Standifer-Clarkson Company for construction of three auxiliary power vessels.

A report received from the captain of the Columbia bar dredge "Chinook" was to the effect that a channel forty feet deep and from 400 to 500 feet wide is now accomplished at the entrance to the Columbia River. A forty-foot channel, 1000 feet wide, is promised by fall.

Federal Judge Neterer, of Seattle, has ordered United States Inspectors Whitney and Lord to give Captain George E. Joyce an opportunity to be heard before canceling his master's license simply on the protest of the Seattle branch of the Masters' and Pilots' Association of the Pacific against the issuance of the papers. Joyce brought the matter before the court in the nature of an application for an injunction against the proposed cancellation, which was granted.

H. Ribson Jones, Vancouver pilot, was held responsible by the marine court, which sat at Vancouver, for the stranding of the Harrison steamer "Barrister," which went ashore during a thick fog at Port Lock Point, Provost Island, June 26, bound from Vancouver to Seattle. In view of Captain Jones' long service as pilot without mishap the court did not deal with his certificate, but severely reprimanded him. Captain Richards and the officers of the "Barrister" were exonerated.

President Alexander and Traffic Manager Ringwood of the Pacific-Alaska Navigation Company have been south on business connected with the taking over of the management of the Pacific Navigation steamers "Yale" and "Harvard," now running between San Diego, San Pedro and San Francisco. The general offices of the Pacific Navigation Company have been moved to San Francisco. No change in the schedule is contemplated at the present time, but meals and berths will be included in fares.

Work by the Government on the north jetty at Humboldt entrance has been resumed after a shutdown of several weeks owing to there being no further funds for the work. With the passing and signing of the Rivers and Harbors bill \$450,000 became available. Forty-two men are now at work. The middle of the month the crew will be doubled and the work rushed as rapidly as is expedient. A crew will also be put to work on the south jetty to do repair and maintenance work, a special appropriation of \$75,000 having been made for that purpose.

Loaded with the largest lumber cargo ever carried in a wooden ship, the five-masted power schooner "City of Portland" left Astoria for Port Pirie, South Australia, during the past week. The schooner, owned by the Charles R. McCormick Company, took out 2,008,000 feet of lumber. From Portland to Astoria, with her heavy cargo aboard, the schooner made seven knots an hour. En route to Australia the schooner, Captain Olaf Johnson, will call in at Honolulu to report by cable. Patent winches carried by the schooner, according to her owners, will discharge at the Australian port at the rate of 300,000 feet per day.

The first section of the Government's dry dock at Pearl Harbor, Hawaii, is now in place. The first attempt to build the dock, by laying the concrete directly on the site, was disastrous. The pressure of water and sand caused the floor of the dock to bulge up and break, and all the work and expense went for naught. The present—and apparently successful—plan is to construct the dock in sections in a temporary dry dock, float the sections to the site and place them, then cement them together with concrete. The cross section now in place is 60 feet in length and 152 feet wide. The total length of the dock will be 1029 feet with a width of 152 feet.

As previously announced the Pacific Mail Steamship Company will resume its service between San Francisco and the Orient this month, with the sailing from San Francisco of the steamship "Ecuador" about August 19. The line will begin with three vessels purchased from the Royal Dutch West India Mail Company. The "Ecuador" will be followed by the "Venezuela," hence September 16, and the third of the trio, the "Columbia," will leave about October 7. Thereafter the company will have a sailing every month. The route will be practically that of the old Pacific Mail line. Vessels will stop at Honolulu, Yokohama, Kobe, Shanghai, Manila and Hongkong. If the business is successful the company will acquire an entirely new fleet and release the three vessels for the Central American trade.

Christoffer Hannevig, of Christiania, has brought suit against Theodore B. Wilcox, of Portland, for \$300,000, the difference between an alleged option of \$1,050,000 on the steamer "Annette Rolph," which Wilcox resold to James Rolph of San Francisco, and the price Rolph paid Wilcox. According to the complaint, Wilcox agreed to sell the unfinished vessel to Hannevig December 24, 1915, the deal being

finished in Portland, the purchase being conditional only on Hannevig's acceptance of the specifications. They were approved and the money was placed in a New York bank January 17 and Wilcox notified, says the complaint. Wilcox, it is said, further promised to see that the papers of title were immediately made out. Wilcox is alleged to have sold the vessel, after he completed the first sale, for \$1,350,000 to Rolph, from whom he originally purchased the ship.

It is well known that the British government has taken hold of the shipping situation by sending commandeered vessels to the Pacific Coast for lumber and ties and now it is reported that the French government has followed suit by practically commandeering all its merchant tonnage. This same authority states that the French will purchase what grain they need on this Coast and furnish the tonnage to move it. The same procedure will likely follow as to lumber. This condition may explain in some degree why vessels are not offering for the fall grain movement. As an illustration of the general drop in freights it is stated that Coast exporters have been offering a combined rail and water haul for grain from North Pacific to Liverpool at about 100 shillings, July-August, which is considerable less than 150 shillings being paid for the only sailing vessel fixed for grain loading for the coming season.

Two new ships of the American-Hawaiian line, designed especially for the lumber trade, have recently made their maiden voyages through the Panama Canal. Both are engaged at present in carrying nitrate from Chilean ports to the United States; their diversion to this trade, however, is regarded as temporary on account of the high freight prevailing on nitrates. The ships, the "Artisan" and the "Arborean" are similar in construction to the type known as the "west coast lumber schooner," but their size is unusual for this type. Each is 389½ feet in length by 54½ feet beam, with a depth of 32½ feet, and is registered at 5550 tons gross. The essential feature in construction for the lumber trade was the placing of the engines and most of the housing well aft, leaving a long, broad deck clear, except for the masts, for the loading of lumber. Each ship can carry approximately 2,500,000 feet of lumber on deck and about an equal quantity in the hold.

A new shipbuilding plant to be erected at a cost of \$500,000 is the latest addition to industry on the Alameda (Cal.) shores of the Oakland estuary, according to an announcement by James J. Barnes, secretary of the J. D. Barnes Company of San Francisco. Negotiations for the taking over of eighteen acres of waterfront property practically have been concluded, according to Barnes. Already contracts for two large freighters, equipped with semi-Deisel engines, have been signed by Barnes and his father, J. D. Barnes, president of the ship chandlery business. The vessels will be built for the recently organized San Francisco-Hongkong Steamship Company. The vessels will cost approximately \$300,000 each and will ply between San Francisco and the Orient. According to Secretary Barnes, the new shipbuilding plant will employ 200 men at the start. Work on the plant will start within two months. Although it is the present intention of the J. D. Barnes Company to confine its efforts to building wooden freighters, it is probable that the plant will eventually build steel vessels.

The Hill liner "Minnesota" has been purchased by the United States Steamship Company, of which Charles W. Morse is president, according to information received in San Francisco. The purchase was announced at New London, Conn., by Mark L. Gilbert, an associate of Morse in the concern. The "Minnesota," which is lying off the Union Iron Works, undergoing repairs, will be used for freight service, according to telegraphic advices from the East. Nothing has been made public regarding either the purchase price of the vessel or the run it will be put on. The "Minnesota" was bound for England from Seattle with a cargo of food-stuffs for the allies when it became known that she had turned about off the lower coast and was putting back slowly for San Francisco. Immediately wild rumors were afloat that some one had deliberately disabled the big liner. These were refuted, however, upon the vessel's arrival at San Francisco, when it was found that the steamer had been disabled by boiler trouble, due to natural causes. Many reports of the sale of the "Minnesota" since she has been lying in the San Francisco Bay have found credence. One of these was to the effect that the Japanese line, the Toyo Kisen Kaisha, had purchased the vessel for \$3,000,000.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Adv't.)

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(Continued on Page 11.)



## Coast Seamen's Journal

Published weekly at San Francisco

BY THE

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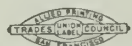
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Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, AUGUST 9, 1916.

### GOVERNMENT-OWNED SHIPS.

The failure of Congress to act upon the Administration shipping bill in September, 1914, and appropriate \$40,000,000 for the purchase of merchant ships "was a fatal and irretrievable mistake," says the Secretary of the Treasury, Mr. McAdoo.

From the point of view of dollars and cents there can be no dispute with Mr. McAdoo's assertion. If the amount stated had been available in the fall of 1914 or the early part of 1915 merchant vessels could have been purchased at \$40 to \$60 per gross ton and the same vessels could be sold to-day for at least double the investment. In addition these vessels could have earned fifty to one hundred million dollars of net revenue, while at the same time carrying American products for the farmer, the manufacturer, and the business man at one-third of the existing extortionate ocean freight rates.

But this is only one story of "what might have been." It is but the logical and natural sequence of paying too much attention to selfish interests masquerading through Chambers of Commerce and similar organizations. Of course, the necessity for the creation of an American merchant marine for the regulation of ocean freight rates and for the establishment of a shipping board is just as imperative now as it was then. Acting upon this theory the House of Representatives has finally passed such a bill, carrying with it an appropriation of \$50,000,000 for the construction and purchase by the Government of a merchant marine, to be utilized both as an essential naval auxiliary in time of war and for commerce in time of peace.

Strange to relate, however, there still remains persistent and apparently implacable opposition to the shipping board proposal. The five-year limitation on government ownership embodied in the pending bill does not, in view of opponents of the measure, compensate for the intended permanency of its supervisory and regulatory features. Federal "meddling" with the ship industry, it is held, will discourage investment of private capital in shipbuilding.

To state the case briefly, private interests,

as distinguished from public interests, object to any sort of meddling. And, it should be said in passing, the same private interests which are solely responsible for delaying action upon this measure were also wholly responsible for the many years delay in the enactment of the Seamen's law. Private interests claimed all along that any legislation giving freedom to seamen and providing for greater safety of life at sea constituted noxious and objectionable meddling with "their business."

Fortunately, Congress finally decided that public interests were of considerable importance in any consideration of the shipping industry, so called. The result was the enactment of the long pending Seamen's bill.

To-day all the world knows how all the gloomy predictions about the results of that law have come to naught. All the world knows that American shipowners who opposed it and American newspapers which lied about it were not actuated by motives of patriotism. Neither cared a rap about an American-manned merchant marine; to the contrary, all they wanted was the continued privilege to operate so-called American ships, manned exclusively by the cheapest alien labor.

It is to be hoped that the fatuous reasoning of private interests will not much longer prevent action upon the Government shipping bill. The Commonwealth of Australia has just shown the way by the purchase of fifteen modern cargo steamships to be operated by and for the Australian people in carrying the great harvest of wheat to Europe. The people of the Antipodes aim to strike a blow at the war profiteers who have so badly overreached themselves in their eagerness to amass wealth. And the people of our own great republic can ill afford to much longer remain the willing sheep ever ready for another shearing by unrestrained and uncontrolled private shipping interests.

### CANADIAN PROBLEMS.

It is an ill wind that profits nobody!

Owing to the strenuous activities of recruiting officers the shipping and mining industries throughout the Dominion of Canada report an increasing demand for skilled and unskilled labor. As a result the Government authorities have ordered the release of prisoners in the various detention camps. Where upward of 2,000 aliens were interned two months ago, the camps, practically all of them, are now cleared out. In Spirit Lake detention camp, Quebec, 1,500 prisoners were held; now there are slightly over 100, and already the demand of corporations claiming them to go to work far exceeds the supply. It is expected that all the internment camps in Canada will be closed in a very short time and that all the aliens in Canada will be working at wages much higher than they ever received before the war.

On the other hand some curious and highly unsatisfactory results of the war upon the labor organizations are noted in the fifth annual report just issued by the Canadian Department of Labor. This report shows that 12,411 trade-unionists enlisted for overseas service. But the compilation of all official returns from trade-unions in Canada shows a decrease in membership of 22,820 during the year.

All in all, it would appear as if the organized workers of Canada have a problem or two on their hands which will require more than passing attention for any sort of satisfactory solution.

### CLEAN YOUR OWN HOUSE.

The Law and Order Committee of the San Francisco Chamber of Commerce has requested Mayor Rolph to oust Election Commissioner Wm. McDevitt for alleged unpatriotic and inflammatory remarks made at the recent peace meeting in this city.

Mr. McDevitt is a Socialist, and as such, he made the usual propaganda speech. Perhaps he was unwise in mentioning the red flag and some of his other language may have been of unhappy selection, but that seems altogether beside the question.

Men who demand the dismissal of a public official for such an offense should at least come into court with clean hands. They should first purge their own ranks of men who make incite and inflammatory speeches. Or, in any event, they should repudiate, instead of applaud, the anarchistic utterances and exhortations to violence made by their own members at a public meeting held in their own hall.

Until they do, their demands for the dismissal of Mr. McDevitt must be regarded as mere brazen effrontery unworthy of any consideration whatsoever.

Surely, things have come to a pretty ludicrous state in San Francisco when a few moneybags and reactionary lawyers, many of whom do not even reside in this city, attempt to run the Police Department and dictate the policy of the Chief Executive.

If some of these million dollar "posers" for civic decency could only see themselves as others see them they would hide their heads in shame and bury themselves in the pile of gold they have raised for the class administration of law and order!

### ANOTHER PLAGUE.

The plagues of Egypt never struck that beautiful land of history and romance with more force and effect than have the numerous pests that have visited our fair city from time to time. Visitations of plague like character to any certain locality are generally presumed to be in punishment for sins and omissions of the people inhabiting same. If such be the case with San Francisco few may hope to escape the interesting little torrid zone awaiting the evil doer.

Going back in history to 1901 a résumé of our burdens shows the following: First we suffered under the formation of the Employers' Association, which set itself the colossal task of wiping all unions off the map. Coincident with the evolutions of these would-be dictators, was organized an iniquity in the form of overzealous police officials, the ramifications of which remain with us to this present date. Then we suffered the aftermath of their activities in the election of Eugene E. Schmitz and the elevation of Abraham Ruef to political dictatorship. For several moons the good citizens of San Francisco were allowed to pursue the even tenor of their ways, while graft and corruption was eating at the vitals of our body politic. Then came the infamous appointment to the office of Police Chief of a person with all the characteristics of a thoroughbred yeggman. This infliction apparently affected even the elements and we had the diversion of an earthquake and fire, from which our citizenship arose with firm determination to suffer no further miseries. But there was more to come. The formation of the United Shipping and Transportation Asso-



ciation was in contemplation even while the devoted city was in flames, and the antics of these assorted would-be regulators of San Francisco's destiny was well calculated to heap trial after trial on the forbearance of our city's inhabitants. The long-suffering people then "struggled" through the graft prosecution and its accompanying strike on the United Railroads system.

But we have lived through it all, even though personages of the Mullally type have been with us always, destroying the purity of the atmosphere with their contamination, and even though our most illustrious friends, banded together in the Chamber of Commerce, have never ceased "resoluting and demanding." Now, however, the crowning infamy of all is about to be perpetrated upon our citizenship. The strike of the longshoremen has brought into our midst an entirely new race—the negro strike-breakers. These men have been gathered through the medium of negro man-hunters and procurers, from the lowest haunts of the underworld in our big cities. The slums and beaches of Central America have been combed for the most vicious and abandoned of their kind, and these are now being unloaded upon our community because their usefulness has ended. Those who are acquainted with the habits of the low and criminal negro element, and the disposition of Central American beachcombers, know that this mass of iniquity portends evil to almost any community—even to poor, hardened and long-suffering San Francisco.

It is doubtful if there was ever a time in the history of mankind when as many people imagined they fought for freedom as there are this very day. Unfortunately, the word freedom has acquired a sort of ambiguous meaning. Certainly, freedom has become susceptible of various interpretations when the war censors permit us to read that, coincident with the hanging of Sir Roger Casement, King George has exchanged another set of touching "freedom" notes with the Czar, the Mikado, King Peter of Servia, and other more or less distinguished or extinguished rulers.

The culinary workers of San Francisco are on strike for an eight-hour workday. Their employers, at least a majority of them, have organized to hereafter conduct their business under the open shop plan. The self-constituted "law and order" committee of the Chamber of Commerce is reported to do the guiding and financing for the restaurant owners. All men and women who believe in the shorter workday should stay away from eating places displaying an open shop card.

At the time of going to press no definite conclusions have been arrived at in the conferences between committees representing the San Francisco Longshoremen's Union, the Waterfront Workers' Federation, and the Waterfront Employers' Union. Notwithstanding numerous claims in the venal press, it can be definitely stated that the open shop is not an issue in these negotiations.

There can not be any question of the "sacredness of contract" with a trade union whose actual existence is assailed. The contract itself is abrogated by the act of assault.

## ROCKEFELLER PLEADS IGNORANCE

Frank P. Walsh Urges "John D., Jr." to Abdicate Imperial Control and Give Workers Rightful Opportunities.

Answering the telegram of John D. Rockefeller, Jr., in reply to his own letter concerning the Colorado Supreme Court's condemnation of the Rockefeller methods in Colorado, Frank P. Walsh, Chairman of the Committee on Industrial Relations, declares in a letter just sent to Mr. Rockefeller that "the total ignorance and misunderstanding which you plead, taken in connection with the abhorrent facts which the highest court in Colorado has now condemned in public to the world, are convincing proof that you should abdicate that 'imperial control,' as the court has characterized it, and give the workers who produce your wealth their rightful opportunities of citizenship and of self expression."

Mr. Walsh's reply letter, in full, is as follows: "July 24, 1916.

"Mr. John D. Rockefeller, Jr.,  
No. 26 Broadway,  
New York City.

"My Dear Sir:

"I have received your telegram of July 14th, in reply to my letter to you of July 11th, your telegram being as follows:

"Your letter of July 11 has just been forwarded to me here, where I am spending my summer vacation, and is the first word which has reached me in regard to the decision of the Supreme Court of Colorado, referred to in your letter. My office informs me that as yet they have seen only newspaper accounts of the decision, and at once took steps to ascertain the facts. Pending the receipt of this information, I can only say that any offenses, no matter by whom committed, which could have been justly characterized in such language as you have quoted, would be quite as abhorrent to me as to you, and I am confident that no such conditions as you describe could exist in the camps of the Colorado Fuel & Iron Company under the plan of representation which was adopted by joint action of the company and its employees at the time of my visit to Colorado last fall."

"In view of your assertion of entire lack of knowledge of the decision of the Supreme Court of Colorado in the contested election cases, involving the conduct of yourself and associates in the political and industrial control of Colorado, I am taking the liberty of enclosing to you, herewith, a copy of the opinion and judgment of the court.

"You will note from this opinion that the appalling arraignment of what your organization has accomplished in Colorado is taken entirely from the testimony of the general manager of your own company. What standing, therefore, ought your so-called 'industrial plan' for the operation of your mines and the control of your workers' lives, have in the estimation of the people of our country?

"Your expressions of horror and detestation at what the Supreme Court of Colorado has condemned, are, of course, natural and commendable upon the part of any man. However, this does not alter the fact that what the Supreme Judges of Colorado have so vigorously condemned are the acts of the organization which you dominate and direct.

"Declaring that your company had conspired with county officials to commit these crimes against citizenship and against the law, you will note that the court says: 'We find no such example of fraud within the books.'

"It is declared that, to keep your control of your workers by controlling the public forces for law and order, your organization had prostituted the ballot and prohibited free public discussion of public questions, had violated the law for registration and elections, had coerced and intimidated your employees, and had used your arbitrary power of discharge over the men in your employ to deny them, also, their free rights as citizens of a republic.

"Your avowal of ignorance of the fraudulent and criminal results of your mastery in Colorado does not lend hope that you and your present organization will bring about better conditions in Colorado.

"On the contrary, the total ignorance and misunderstanding which you plead, taken in connection with the abhorrent facts which the highest court in Colorado has now condemned in public to the world, are convincing proof that you should abdicate that 'imperial control,' as the court has characterized it, and give the workers who produce your wealth their rightful opportunities of citizenship and of self expression.

"Very truly yours,  
(Signed) "FRANK P. WALSH."

A Chinese syndicate is prepared to land coal at Honolulu at least \$2 cheaper than it can be purchased through Japanese or Australian sources. Two steamers are reported ready to take up a service from China coast ports to Honolulu and San Francisco, should a long-time contract be offered.

## OFFICIAL.

### SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Aug. 7, 1916. Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping medium. Shipwreck Benefit was awarded to four members of the crew of the steam-schooner "Shna-Yak."

JOHN H. TENNISON, Secretary pro tem.  
Maritime Building, 59 Clay St. Phone Kearny 2228.

Victoria, B. C., July 31, 1916.

No meeting. Shipping fair; prospects uncertain.

REGINALD TOWNSEND, Agent.

Room 11, De Cosmos Block, 1424 Government St.

Vancouver, B. C., July 31, 1916.

Shipping fair; prospects uncertain.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, July 31, 1916.

No meeting. Shipping fair in sailing vessels; prospects uncertain.

H. L. PETTERSON, Agent.

2016 North 30th St. Tel. Main 808.

Seattle Agency, July 31, 1916.

Shipping medium.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, July 31, 1916.

No meeting. Shipping medium; prospects uncertain.

E. J. D. LORENTZEN, Agent pro tem.

P. O. Box 6. Tel. Main 557.

Portland Agency, July 31, 1916.

Shipping fair; prospects fair.

JACK ROSEN, Agent.

44 Union Ave. North. Tel. East 4912.

Eureka Agency, July 31, 1916.

No meeting. Shipping dull.

OTTO DITTMAR, Agent.

227 First St. P. O. Box 64. Tel. 159.

San Pedro Agency, July 31, 1916.

Shipping fair; prospects uncertain.

HARRY OHLSSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, July 24, 1916.

Shipping dull; prospects poor.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

### MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Aug. 3, 1916.

Regular meeting was called to order at 7 p. m., T. Press in the chair. Secretary reported shipping good, hard to get men. Shipwreck Benefit was ordered paid to two members of the crew of the S. S. "Shna-Yak." James Henderson, No. 761, died at the Marine Hospital, August 1, and was buried by the union.

E. F. BURKE, Secretary pro tem.

42 Market St. Phone Kearny 5955.

Seattle, Wash., July 26, 1916.

Agent reported shipping fair. Withdrew from the Central Labor Council.

LEONARD NORKGAUER, Agent.

Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, July 26, 1916.

No meeting. Agent reported shipping fair.

HARRY POTHOFF, Agent.

P. O. Box No. 54.

Portland Agency, July 31, 1916.

No meeting. Agent reported shipping fair; few members ashore.

THOMAS BAKER, Agent.

89 Second St. N. Phone Broadway 2306.

### DIED.

A. K. A. R. Wittenberg, No. 1412, a native of Germany, age 21, died at Naknek, Alaska, June 26, 1916.

Charles Peterson, No. 1301, a native of Sweden, age 53, died at San Francisco, Cal., Aug. 4, 1916.

John A. Soderstrom, No. 161, a native of Sweden, age 59, died at Port Townsend, Wash., July 28, 1916.

George Campbell, No. 931, a native of Michigan age 31, died on board the schooner "Zampa" at sea, July 30, 1916.

Carl Nygren, No. 48, a native of Sweden, died at St. Helens, Ore., July 6, 1916.

Andrew Larson, No. 361, a native of Sweden, age 58, died at San Francisco, Cal., Aug. 7, 1916.



### A CAPITALISTIC CONFERENCE.

(From "The Australian Worker.")

The Paris Conference, which met to discuss what should be the economic relations of the Allies with Germany after the war, seems to have spent most of the time cooking the hare it hadn't caught.

Nothing is plainer to the cool-brained observer than that our enemies can be effectively beaten in only one way—on the battlefield. If the Allies do not shatter the military strength of the Central Powers, they will not be in a position to enforce any trade restrictions on Germany, because the Teuton will be able to insist, as one of the conditions of peace, that all resolutions of the Paris Conference, hurtful to German trade, be consigned to the flames. Nothing under the sun is surer than that.

In view of the fact, however, that we are expected to win the war, it is undoubtedly good policy to prepare for the trade changes and dislocations which must inevitably ensue after hostilities have ceased on the battlefield. Work will have to be provided for millions of starving men, factories will have to be reconstructed, and shipping facilities supplied for exports of finished goods and imports of raw materials.

A splendid opportunity has arisen for the complete revolution of the old economic order. But the Paris Conference was not interested in that phase of the question. Its entire energies were required to safeguard the interests of Capitalism.

It is a very moot point whether the true interests of the Allies will be best served by giving effect to the resolutions of the Paris Conference. Does anyone think for a moment that it will be possible to bottle up the trade of an organized nation of nearly seventy millions of people? Besides, will it be sound policy to stop one kind of war merely to engage in war of another, and equally bitter, kind? Is this the enlightened way to ensure the permanent peace of the world?

As a matter of fact, Germany does not stand to lose much by a cessation of trade with Britain. Before the war, Britain simply bought from Germany enough goods to pay for the goods which Germany bought from Britain. It was merely an exchange of commodities. Britain never traded with Germany from motives of benevolence or affection. It was done because it was found to pay, and it is difficult to see how the war has altered that aspect of the situation. In fact, there is nothing so international as capital. It goes into any country and any kind of industry where dividends are reliable.

One question, of course, the Paris Conference did not find time or inclination to discuss. It did not consider any matters affecting the workers of the Allied nations. It made no proposals to guarantee a living wage to the men and women who will have to bear the whole financial brunt of the war.

All the resolutions carried aim at one thing—to conserve the interest of Capitalism. The Conference was too busy to think of the wretched wage slaves who will have to toil late and early to pay back to the capitalists the money they have so generously "lent" to carry on the strife.

But, if someone were to suggest that a Labor Conference should be held to decide upon uniformity of action by the workers of the Allied nations after the war, the heavens would ring with loud cries of treason and disloyalty. Yet there would be no more trea-

son and disloyalty about the one Conference than about the other.

### AN ANOMALOUS SITUATION.

An increase in the compensation of the crews of the Bureau of Fisheries' vessels is asked in a letter sent to the Speaker of the House by Secretary of Commerce Redfield. This is proposed through a daily allowance for subsistence provided for in the deficiency appropriation bill. The Secretary says the wages paid these men is so much less than those paid by coasting vessels that it is difficult to get able seamen to serve. One vessel in particular, the "Grampus," of Gloucester, Mass., has been forced to cease operations for this reason. The Secretary further says that the present rate of compensation for the crews was fixed 20 years ago and lays stress upon the fact that conditions have changed since that time. The letter reads:

"The officers and crews of the vessels of the fishery service now have their salaries and places of service fixed by law and are without subsistence. In this respect they differ from the other maritime services of the department (the lighthouse service and the coast and geodetic survey). The wages of able seamen in the fisheries service are now fixed at \$50 per month, out of which seamen must pay subsistence amounting to \$12, or under present conditions to \$15. This means a net salary of \$35 per month. Seamen in the merchant service on the Atlantic Coast are now paid \$45 with subsistence. The result, of course, is that men will not work for the fishery service when there is much better pay to be obtained elsewhere.

"The schooner 'Grampus' is now idle for the above reason. Her work is laid out for a year ahead on important duties directly affecting the increase and therefore the price of our food supplies. The same is true of each of the other vessels of the fishery service to which this amendment applies. The practical bearing of this service on the food supply will appear from the sale during the past eight months at retail of over 4,000,000 pounds of tilefish, a new product developed by the fishery service within the last fiscal year. All of the regular men on the 'Grampus' recently resigned and their successors in turn have quit. The fishery service is forced to the alternative of stopping operations on this vessel, and others also, or else of having the authority now asked. It is pointed out that this authority is precisely that the department now has in other maritime services. No present appropriation is asked, for it is not possible at the present moment to say whether one will be required, or, if so, how much."

### SIZING THEM UP!

The San Francisco Chamber of Commerce has come to the front again with another fool resolution. This time it protests against the eight per cent. tax as proposed on profit of war munitions. The makers of war munitions have never made so much money in their lives since Europe has been at war, and nobody is so well able to pay. Yet a body of men representing the great city of San Francisco will take such a course as this. It shows they represent only a fraction and not the great mass of its citizens. —Marin County Tocsin.

Demand the union label upon all purchases!

### THOSE TRAINING CAMPS.

Whether these gentlemen (the powerful employers) propose to club, shoot and bayonet us into submission in their capacity as private citizens or under the guise of governmental authority is not yet clear, but we rather think that their plans lie along the latter course.

One reason for this view is the general organization throughout the country of "business men's training camps," established for the purpose of organizing the "business" men into military bodies, with a view, as we understand, to operating when occasion arises under governmental authority or with governmental sanction. These "business men's training camps" are not only encouraged, but fostered and organized by local Chambers of Commerce.

Ye gods, what would happen if we were to organize "working men's training camps"?

How long would the "business" element, operating through its control of governmental instrumentalities, tolerate us?

How long would we remain out of jail?

How long would it be until, under one pretext or another, such military organizations of working men would be suppressed as "treasonable"?

Labor wants peace—labor loves peace—labor, as a matter of principle and instinct, is opposed to war and to the prevalence of ideas and conditions that lead to war.

Labor would, of course, prefer that no attempt be made to "coerce" it, but, should the scheme to "coerce" labor be put into effect, we rather think that the select gentlemen of privilege who are behind it will find that it is not quite as easy to carry that scheme through as it is to lay plans for it. We have no hesitancy in saying that any effort to "coerce" the railroad train service labor organizations out of any advantage they enjoy by virtue of their citizenship rights will be met with anything but meek submission.—Locomotive Firemen and Enginemen's Magazine.

### SLOW BUT SURE.

As a barometer in the real progress of civilization, the growth of the trade-union movement eclipses all other industrial barometers. It lays the cornerstone in the edifice at the bottom and not on the top; it builds upward and not downward; it moves with the masses forward and not backward; it moves gradually and cautiously, holding every foot of ground gained with a tenacity of purpose, ready to make more sacrifices for a higher standard of civilization.—Cigarmakers' Journal.

### HEARST AND HIS RANCH.

Carranza has taken possession of the Hearst ranch in Mexico. Hearst will now shout louder than ever for intervention. If Hon. Whiskers Carranza could only seize William Randolph along with his ranch and keep him in Mexico, what a blessing to the United States it would be.—Walton (N. Y.) Reporter.

The trade-union movement makes better men and women; it makes better husbands and fathers; it makes better homes, parks and playgrounds; it makes better sanitary conditions and safety appliances; it makes better employers and more contented employes; it makes a better world and brighter prospects for the future.



**"NONE GUILTY SHALL ESCAPE."**

"Not one guilty man shall escape," is the way the Government, the State, the city and the county officials declared themselves one year ago when the world was shocked at the awful catastrophe which had overtaken the steamship "Eastland" in the Chicago River. And what those officials said at that time holds good.

To-day there is but little question but what every man directly concerned in the bringing about of that horrible accident still remains in the United States, barring those who may have died. At the present time they have not escaped, but are enjoying all the rights and privileges which were theirs the morning of the day when nearly a thousand lives were snuffed out in a most horrible manner.

Had the men responsible been real poor men, men who had stolen a loaf of bread to sustain life, or a chunk of coal to keep themselves or little ones from freezing to death, they would to-day be languishing behind prison bars.

Yes, officials talk quite loudly the instant murder is done, but for some unaccountable reason, unless it be that time effaces all things, they follow the broad and well-worn trail of procrastination.

It is not to the credit of all the officials of Illinois, the United States Government, or any one to have assisted in trying to efface from the tablets of memory that it is possible to murder one thousand people and die from old age before the law steps in and exacts its penalty.

Attention to the capsizing of the "Eastland" is brought forcibly to mind just now through the awful deaths of a score or more men engaged in pushing a tunnel under Lake Erie for the city of Cleveland. After the horrible accident, official after official choked himself with words, words, words, to the end that the conditions would be so muddled that no particular blame might be placed where it properly belonged. And yet, it is one to one thousand that somebody was at fault, and that somebody knows it only too well.

When an engineering feat of the magnitude of that which builds a tunnel some five miles under the bed of Lake Erie is undertaken, it surely is not expected that the only thing to do is to scrape the frosting from the top of a lemon pie. Surely, with the unlimited use of chemists and engineers, precautions might have been taken, and, had that been the case, to-day there would not be a death list of a score or more brave men who trusted their lives to those whose duty it was to conserve them by being absolutely positive that all was well before the word was given to re-enter that tunnel.

It is not for the lay mind to suggest what should have been done, but when one is handling dynamite it is well to see that there are no hidden snares over which one may fall. And what is another deplorable feature is that, according to report, the city of Cleveland did not come into the State compensation fund; this was, so it is said, that some penny wise and pound foolish official had an idea that nothing could ever happen to a city employee. And yet, in the face of all the facts which were available, the officials of Cleveland knew that the workmen's compensation law included every unit of the State.

It would be no more than justice were every man responsible for this state of affairs stripped of every dollar, to the end that those left dependent or those near and dear might

at least know that it did cost some one something to take human life.

The sympathy of Organized Labor goes out to all those heroes who lost their lives through the carelessness of officials; the plaudits of millions go out to those brave men who sacrificed their lives in the attempt to rescue their fellows. The shame is Cleveland's. The credit belongs to those who did not measure up to a man's job—protecting the life of a fellow man when it was placed within his keeping.—Cincinnati Chronicle.

**TRADE UNIONISTS DEFINED.**

Some union men are born, some made and others are just unionists—that's all.

The first is the man whom you will find a leader among his fellow men. He's the man who does the real work; he takes up the battles of the unionist's principle, and fights with all his might; he knows no fear; is always in the front rank when a general is needed and is devoid of all selfish motives in what he does. He is the strength of the union.

The "made" union man is he who holds a card because he is compelled to do so. If he should lose his job he would be perfectly willing to give up his card. In other words, he is satisfied to accept conditions as they are. Such a man is a faker. He's a fraud. He carries a card under false pretense.

The latter class is better out of the union than in it. He's the man who pays his dues under protest; seldom if ever attends a meeting of his local, objects when called upon for a special assessment or donation to help his fellow men in trouble, and invariably grumbles about everything in general and is never satisfied with anything in particular. This class acts as the greatest handicap to the progress of union labor.

What class are you in? Think this over.—Oklahoma Unit.

**ALASKA GLACIER RETREATS.**

Fifteen years ago a member of the United States Geological Survey mapped the front of the Barry Glacier, which is in the northwest corner of Prince William Sound, Alaska. In 1910 it was found that the front of the glacier had gone back about three miles from the position it occupied in 1899. B. L. Johnson, of the Geological Survey, examined the front of Barry Glacier in the fall of 1914 and determined that the total retreat of the glacier between 1910 and 1914 appeared to be about 8200 feet, a retreat of  $4\frac{1}{2}$  miles in 15 years. A short account of the retreat of this glacier by Mr. Johnson has just been published as Professional Paper 98-C. It includes a sketch map showing the position of the glacier front in seven different years and several reproductions of photographs of the glacier.

A copy of the report may be obtained free on application to the Director of the United States Geological Survey at Washington, D. C.

There is not a principle in government that did not first have its existence in the mind of some dreamer or "crank." There is not a reform accomplished that did not originate as an immaterial, intangible thing called a thought.—Dan Beard.

**NOTICE TO SEAMEN.****IMPORTANT.**

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,  
V. A. OLANDER, Secretary.

**LAKE DISTRICT, I. S. U. of A.**

LAKE SEAMEN'S UNION,  
570 West Lake Street, Chicago, Ill.

**BRANCHES AND AGENCIES:**

BUFFALO, N. Y. .... 55 Main Street  
Telephone Seneca 936 R.  
CLEVELAND, O. .... 1401 W. Ninth Street  
Telephone Bell Main 1842.  
MILWAUKEE, Wis. .... 133 Clinton Street  
Telephone South 240.  
ASHTABULA, O. .... 21 High Street  
Telephone 552.  
NORTH TONAWANDA, N. Y. .... 152 Main Street  
Telephone Bell 2762.  
DETROIT, MICH. .... 15 Twelfth Street  
Telephone 3724.  
SUPERIOR, WIS. .... 1721 N. Third Street  
Telephone, New, Broad 385.  
BAY CITY, MICH. .... 108 Fifth Avenue  
OGDENSBURG, N. Y. .... 70 Isabella Street  
CONNEAUT, O. .... 922 Day Street  
SOUTH CHICAGO, Ill. .... 9142 Mackinaw Avenue  
PORT HURON, MICH. .... 517 Water Street  
ERIE, PA. .... 107 E. Third Street

**MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.****HEADQUARTERS:**

71 Main Street, Buffalo, N. Y.  
Telephone Seneca 48.

**BRANCHES:**

CLEVELAND, O. .... 1185 W. Eleventh Street  
CHICAGO, ILL. .... 406 N. Clark Street  
MILWAUKEE, Wis. .... 151 Reed Street  
DETROIT, MICH. .... 27 Jefferson Ave., East  
SUPERIOR, Wis. .... 1814 Fourth Street  
OGDENSBURG, N. Y. .... 70 Isabella Street  
BAY CITY, MICH. .... 108 Fifth Avenue

**MARINE COOKS AND STEWARDS' UNION.****HEADQUARTERS:**

406 N. Clark St., Chicago, Ill.  
Telephone Main 365.

**BRANCHES:**

Buffalo, N. Y. .... Toledo, O.  
Cleveland, O. .... North Tonawanda, N. Y.  
Milwaukee, Wis. .... Superior, Wis.  
Ashtabula, O. .... Erie, Pa.

**UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.****MARINE HOSPITALS:**

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

**RELIEF STATIONS:**

Ashland, Wis. .... Ogdensburg, N. Y.  
Ashtabula Harbor, O. .... Oswego, N. Y.  
Buffalo, N. Y. .... Port Huron, Mich.  
Duluth, Minn. .... Manitowoc, Wis.  
Escanaba, Mich. .... Marquette, Mich.  
Grand Haven, Mich. .... Milwaukee, Wis.  
Green Bay, Wis. .... Saginaw, Mich.  
Houghton, Mich. .... Sandusky, O.  
Ludington, Mich. .... Sault Ste. Marie, Mich.  
Manistee, Mich. .... Sheboygan, Wis.  
Erie, Pa. .... Superior, Wis.  
Menominee, Mich. .... Toledo, O.



### WEEKLY NEWS LETTER. (Continued from Page 3.)

The law is based on the theory that as the State has never been able to limit taxation a State land tax will be levied per year that will equal land rent, whether the land is used or not. A third of this rental will be placed in a homeseekers' loan fund, from which men and women in the city and country can borrow from the State a sum equal to \$1500 for 20 years. For the first five years no interest will be charged except for administration purposes. No tax can be levied except by a vote of the people. If property is sold for delinquent taxes the State will pay the taxes and the value of the improvements that have been made. When the State acquires property under these conditions it can be leased but not sold.

The purpose of the bill is to pry land loose from speculators who hold it at exorbitant prices, thereby making a real "back-to-the-land" movement impossible.

#### Immigration Figures.

According to statistics issued by the United States Bureau of Immigration, Department of Labor, 37,925 immigrants arrived during May of this year. Greece contributed the largest number, 3930, followed by Italy, 3811; West Indies, 1869; Mexico, 1645; Spain, 1059; Portugal, 1031, and England, 1026.

In the list were 6059 laborers and 3113 farm laborers. New York received 8532 of these immigrants; Massachusetts, 3220; Michigan, 2847; Pennsylvania, 2041, and California, 1258.

Practically none of the arrivals were ticketed to southern States. Mississippi received 1; Arkansas, 2; South Carolina, 7; North Carolina, 8; Kentucky, 12; Alabama, 17, and Georgia, 18.

#### Canal Workers Ask Relief.

Officials of the A. F. of L. Metal Trades Department are attempting to secure an executive order which will continue the same wage rate, hours of labor, free rent, fuel and light to canal zone employees as prevailed during the so-called construction period of the Panama Canal.

When work on the canal, two years ago, passed to the permanent maintenance period, the President issued an order putting into effect the charging for rent, etc., to employees occupying government houses. The Metal Trades Department succeeded in having this order rescinded until June 30, 1916.

Efforts have been made to have Congress enact legislation that would continue conditions maintained during the construction period, but the House rejected an amendment approved by the Senate.

The President has referred the question to Secretary of War Garrison and Secretary of Labor Wilson. The matter has not yet been decided, but President O'Connell, of the Metal Trades Department, is hopeful of success, in view of peculiar conditions prevailing in the canal zone.

#### Why Japs Are Favored.

In a speech in the United States Senate on Japanese immigration, Senator Works of California gave this insight on pro-Jap agitation:

"Mr. President, there is no persecution of the Japanese in California. They are

employed in almost all kinds of work and go unmolested. By many employes they are preferred to white laborers, because more work for the same pay can be gotten out of them than from white laborers, and they demand less in the way of care and support. In fact, it is mostly the selfishness of the employer classes in the United States that brings the Japanese laborer here and keeps him at work in the place that should be filled by the white laborer.

"With them it is a pure matter of business. They welcome the Japanese laborer here because they can get more out of him. Japan does not insist upon her laborers coming here. She has agreed to keep them from coming here by refusing them passports, and I am convinced that she has kept the agreement in good faith. But, as I have said, her efforts are not effective. I am sorry to say it, but what we need most is not legislation against the Japanese but against the selfishness of our own people, who disregard the good of the masses of the people in their own interests."

#### More Deadly Than War.

Commissioner of Labor Jackson at Harrisburg, Pa., said that if every man of the regular army along the Mexican border received a wound in battle the aggregate number of wounded would not equal the roster of those wounded in the mills of Pennsylvania during the first 152 days of this year.

It is shown that during the period from January 1 to June 1, 1916, 954 workers were killed and 100,287 injured, and on an average 191 workers were killed every month during the first five months of the year and an average of 20,248 were injured each month.

#### U. S. Spends Little for Human Safety.

In a recent speech in the Senate, Senator Ransdell called attention to the "colossal sums to prepare for killing men by wholesale" and the small sums voted to conserve human life.

The Louisiana lawmaker did not oppose the appropriations for destruction, which include nearly \$680,000,000 in the naval, army and coast fortifications bills, but he insisted that too little attention is given diseases of man, which are covered by appropriations totaling only \$1,917,000.

"If we are to reap full measure of success in our program of preparedness," he said, "it is necessary to begin at the fountain head and look well to the health and physical condition of our people. No matter how numerous and strong are our ships and fortifications, nor how many soldiers we have, they will be of little avail unless the men behind the guns are healthy, vigorous, and capable of great exertion."

It was estimated by the speaker that the economic loss which our nation suffers each year from typhoid fever and malaria alone aggregates \$928,224,880, leaving out of entire account the sorrow, the unhappiness, the misery and the inefficiency which follow in their train. This sum, he said, is sufficient to put our country in a state of preparedness equal to that of any nation in the world, enough money to give us the largest nation afloat and the most efficient army which the world has ever seen, and enough money to pay the annual expenses of every college student in the United States, all of which is absolutely thrown

away every year, as a sacrifice to two diseases which are entirely preventable.

Senator Ransdell favored a bill which provides for improved rural health through the work of trained investigators. He said the bill would pass if the Government believes in the sacredness of human life and if the health of a human being "is of at least as great importance as the health of a domestic animal," for which \$5,016,175 has been appropriated.

#### Department of Labor Won't Break Strikes.

The United States Department of Labor cannot be used to break strikes.

This is the essence of a statement issued by Secretary of Labor Wilson to all officers and employes of the department "who are connected in any way with the work of labor distribution."

The former secretary of the United Mine Workers' Union shows he is fully alive to the purposes of the law creating this department, "to foster, promote and develop the welfare of the wage-earners of the United States, to improve their working conditions and advance their opportunities for profitable employment."

He says it is not deemed advisable to publish or in any manner promulgate information concerning workmen wanted where a strike exists or is threatened, and that the Department of Labor is authorized to promote industrial peace rather than industrial disturbance. To furnish information in times of strike, he says, would be simply sending people from where there is a surplus of labor to places where there is already a sufficient supply of labor.

"When a strike exists or is threatened it is prima facie evidence that the workers who have had experience in that employment do not look upon it as being profitable, and that they are persons qualified to do the work is evidenced by the fact that they have been doing it.

"The Department of Labor cannot be made the medium through which information may be conveyed which may induce workers to accept employment where there is already a sufficient supply of labor, and where the termination of the dispute will either result in their being dismissed from the service they have accepted, or will leave other workers who have been on strike unemployed.

"Nor can it be a party to inducing men to accept employment where their presence will act as a disturbing rather than a peace-making factor."

#### "No Strike" Law Illegal?

At the convention of the Colorado Bar Association, held recently at Colorado Springs, E. P. Costigan, attorney for the United Mine Workers' Union, expressed the opinion that the "no-strike" law of this State would not be sustained in the courts.

The law makes it illegal for workers to strike until they have filed a 30 days' notice with the State Industrial Commission. The speaker declared that the penalties inflicted on strikers for a violation of this 30-days' clause was a violation of personal liberty and created an involuntary servitude that no court would recognize. To show how the law can be used to keep men at work, he referred to Leadville smelter men who suspended work recently without complying with the law and Governor Carlson's threat to call out the militia and have them arrested.



## DUBLIN.

Whatever other good things may be said of Dublin, which has bulked so large in the world's eye in the days just past, it is beautiful for situation. The sweep of Dublin bay and the rugged outline of Howth head and Kingstown harbor and Kiliney hill have all found many to speak well in their praise. Like so many other Irish cities, and indeed like most of old cities the world over, Dublin, for its early history, draws largely on tradition. The men of Dublin appear suddenly from nowhere, and they defeat the men of Leinster. That is dogmatically stated to have been in the year A. D. 291. They then return, covered with achievement and filled with satisfaction, into the unknown, and no more is heard of them for about a century and a half. In the year 450, however, they suddenly emerge again from obscurity as converts to Christianity. Thereafter, they have still a way of retiring on occasion into the unknown, but the occasions are steadily more rare and the periods shorter.

Then the Danes begin to be heard of. For centuries they were a sore trouble. In the ninth century they attacked Dublin and took it, and in 843 Thokel, the Norseman, proclaimed himself king, and established himself in great strength at Armagh. The Irish, however, never for long acquiesced in the situation. There was no more peace in Ireland of those days than there was in all the centuries that followed, but it was not until the year 1014 that the Irish rose to a supreme effort. In that year, however, Brian Boroihme, King of Munster, determined to attack in force, and his enterprise culminated in the famous battle of Clontarf, in which Brian himself fell and his son and many thousands of his followers. The Irish won the day, but the Danes reoccupied Dublin, and the great back-and-forth struggle went on again with varying fortunes.

It was not, indeed, until the middle of the twelfth century that the Danes were finally driven out of the country, and then it was not by the Irish, but by the Anglo-Normans. Strongbow had by that time sailed from England and landed on the banks of the Waterford River. No weapon the Irish had could pierce the coats of mail of his followers, and with the Danes, too, he carried all before him. That was the beginning of the English conquest. Henry II landed at Waterford in 1172, in great state. He moved to Dublin, and there held court in still greater state. In a pavilion of wickerwork he received the Irish chieftains with much pomp and circumstance, entered into alliances with them, and so departed. Dublin was now practically a Norman city, and, all alliances and agreements notwithstanding, there was no peace between the inhabitants of the city and the native Irish of the surrounding country. The slaughter in the "Bloody Fields" at Cullenswood on that long-remembered "Black Monday" in the year 1209, when the native Irish set upon and slew some 500 citizens of Dublin, as they celebrated Easter, was only one amongst many similar incidents.

Towards the close of the fourteenth century Richard II visited Dublin with much display. Some 30,000 bowmen he had in his retinue and 4000 cavalry, and he came with his crown jewels and did lavishly entertain

and was lavishly entertained, conferred with native chieftains, knighted some of them and returned to England. Hitherto Dublin had stood for the King, and it continued more or less faithful down to the time of the civil war in 1641. By that time, however, far-reaching social changes had come about. The Anglo-Irish had become more passionately Irish than the Irish themselves. They had resisted the Reformation, suffered much at the hands of the Protestants, and when James II landed in Ireland to assert his right to the British throne, he had a great reception in Dublin. He returned to it for just one night after his defeat at the battle of the Boyne, but thereafter the city saw him no more. Soon afterwards William III was returning thanks in St. Patrick's cathedral for his victory.

Perhaps the most famous period in Dublin's history, however, is that wonderful twenty-five years stretching roughly from Grattan's entering the Irish Parliament in 1775 to the passing of the Act of Union in 1800. The Dublin of those days was one of the greatest centers of wit and learning in Europe. Those spacious houses with wonderful doorways and staircases, now let out in tenements, which line so many of the streets between Stephen's Green and St. Patrick's, bore a very different aspect in Grattan's time from what they do today. In this respect Dublin's glory departed with the Act of Union, but nothing can ever take away from its natural beauty. The view of the customs house from the river; the view west across the College park, with the granite of St. Andrew's shooting up amidst the trees; the view from the Wellington monument in Phoenix park, and the glimpses of the Dublin mountains as one walks along the north side of Stephen's Green and beyond, are beauties which no change in fortune can take away.

## WHEN PEACE IS MADE.

For the workers peace will have its errors only slightly less than war. The enormous amount of capital burnt up in war leaves no room under the capitalist system for the millions of men who will be turned loose on the outbreak of peace. The minds of men who lead the workers' movement will be taxed to their utmost to cope with the problems of peace. Nevertheless, it is the hope of many thousands, whose voices are not heard in the raucous din of enthroned hooliganism, that the tendencies are towards an early armistice. Whatever the complications and sufferings which may follow the return to civil life of the late embattled millions, they will be bravely faced and conquered by a working class reuniting internationally. The morn is coming, with a million teardrops on the grass, but made chaste by the storms of night.—The International (South Africa).

Without substantial wages the worker cannot support his family in decency and respectability; without reasonable hours of labor he cannot recuperate the physical strength wasted in the daily toil; without a fair education he cannot grasp the import of the social and economic causes that have impeded his progress; without organization and unity of action the worker is powerless against the forces arrayed against him in all walks of life.

## Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

## International Seamen's Union of America

(Continued from Page 5.)

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Federated Seamen's Union of Australasia  
29 ERSKINE STREET, SYDNEY, N. S. W.



## Labor News.

Thirteen hundred girl textile workers of Milwaukee have won their strike. Hours are reduced from 10 to 9 per day and wages are increased. All other differences will be adjusted by an arbitration board.

Secretary Harry L. Morrison, of the Laundry Workers' International Union, reports that Oskaloosa (Ia.) laundry workers have secured a new agreement with all demands granted. An eight-hour day with wage increases has been secured at Globe and Miami, Arizona, and unions have been formed at Baltimore, Md., and Oakland, Cal., since the last report.

After a fight covering over a dozen years Pittsburg (Pa.) firemen have secured the two-platoon system. During this time these city employees have been affiliated to the American Federation of Labor and have received the assistance of the entire organized labor movement. The day shift will be 10 hours and the night shift 14 hours.

The Typographical Union of Toronto, Ontario, has raised wages of its newspaper members \$1 a week and secured a one-year agreement. The rate for evening newspapers is now \$22 a week, and morning newspapers, \$24. Wages of apprentices are also increased and the publishers agree to allow these boys to attend the printing classes in the Technical school without reducing their wages.

The Weber Shingle Company of Inglewood, Wash., operating two mills, has accepted the wage rates of the Shingle Weavers' Union. Other mills have done likewise and President Brown reports "steady and permanent gains continue to mark the progress of the shingle weavers' fight for a restoration of the old scale of wages." Substantial gains have been made in the Columbia River district.

Several hundred employees of the tinning department of the National Stamping and Enameling Company, at Granite City, Ill., have reduced hours from 12 to 8, after a short strike that involved 2,000 other employees, who struck in sympathy. The tanners have also received wage increases. Representatives of the Amalgamated Association of Iron, Steel and Tin Workers assisted in the negotiations.

Says the Cigarmakers' Journal: "Without compulsory school attendance for at least ten months in every calendar year, the prohibition of child labor cannot be properly enforced. Without sufficient and reliable factory inspectors child labor laws remain to some extent a dead letter on the statute books. Without a minimum penalty of at least \$50 for the first offense and a jail sentence for the second offense dishonest employers are liable to continue in the violation of these laws."

In a recent speech ex-Governor Cox of Ohio made this reference to the effort of private liability companies to destroy the Ohio compensation law: "Instead of cheerful acquiescence in an evolution that every humanitarian impulse indorses, the liability insurance companies continue to be dominated by promptings of brutality and greed. In an attempt to re-establish their harvest of dollars, made out of injured workmen and industrial deaths, they are seeking by a plan, artful and insidious, to so emasculate the workmen's compensation law as to kill it."

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## Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Anderson, Ole A. Mathisen, Martin  
Andersen, A. C. Magnussen, Lars  
-1108 McDonald, W.  
Anderson, G. (Cas- Mortensen, K. A.  
sie) Macfarlane, Jas.  
Abrahamsen, John Machads, Henry  
Anderson, John McIntosh, James  
Anderson, N. G. Miettinen, John  
Anderson, Alf. 1638 Morrissey, James  
Anderson, Albert Mynkneyer, H.  
Ackerson, A. R. Nelsen, Edward  
Astad, Ole Newman, J. S.  
Behm, A. Newland, Ernst  
Benson, D. Nolan, James  
Benson, C. A. -1894 Nygren, Gus  
Bergstrom, A. Nashis, P.  
Bach, M. Naro, H.  
Billstein, K. Nielsen, Estwan  
Brennan, P. Nilsen, Feder  
Bessen, George Nitske, C.  
Berg, Johannes Nygard, Oluf  
Bjerke, Ole Olsen, A. M. -944  
Bock, J. Olsen, J. E.  
Cahln, A. Olsen, Tellef  
Caruthers, M. Olsen, Harald  
Christensen, -1366 Olsen, Ole  
Chudelm, G. Olsen, C. A. -1303  
Carlson, Gust Peterson, Bjarne  
Cottingham, F. Pletzman, L. D.  
Duncan, Geo. Publicates, Aug.  
Ekwall, G. Peterson, A. -1720  
Erikson, J. R. Peterson, W.  
Erbe, L. J. Peterson, R. S.  
Espedal, J. Peterson, Calle  
Evans, J. Powers, James A.  
Edwards, Louis Rivers, John  
Fenes, I. Rostoin, A. M.  
Ferguson, R. Rasmussen, John  
Fredericksen, B. J. Reanes, N. R.  
Gabrielsen, P. Rosenwald, I.  
Gerber, Fritz Salvessen, Soerdrup  
Gilroy, Wm. Sandell, F. F.  
Hansen, N. -2072 Sanseter, Paul  
Harrison, H. Schultz, W.  
Halvorsen, John L. Schellen, C.  
Haug, G. H. Schnelle, W.  
Jacobson, Julian Schmidt, E. H.  
Jacobson, Anton Seeley, T.  
Janson, Olaf Shankat, H.  
Jensen, Hans Stein, Herman  
Johansen, Eric Stammerjohan, C.  
Johansen, Oscar Stradlin, A. W.  
Jorgensen, Olaf Samsing, C. J.  
Junge, H. St. Clair, T.  
Johansen, Aug. Swanson, R.  
Jonsson, Karl Samuelson, W. L.  
Julison, C. A. Schaurman, W.  
Knutsen, Pete Torvik, Olaf  
Korki, J. Tjormen, K. M.  
Koch, W. Tulligowski, Carl  
Kjorsvik, Johan Taft, Hans  
Kristiansen, Nils Thorsen, Andrew  
Lewis, James Uskila, E.  
Lindroth, Gust Valentinsson, G.  
Lami, Gus Walters, Aug.  
Lander, B. Wernersen, L.  
Lundersen, Carl Wicksten, A.  
Laamanen, J. Wetland, John  
Lalan, Jas. Westerlund, Albert  
Laine, A. V. Walsh, Ed.  
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Adolfsson, Gottfrid Magnusson, Chas.  
Busch, Hans -718  
Farrell, William Marks, Thorvald  
Hoseth, Kristlan Murphy, Daniel  
Hunter, Gilbert H. Olsen, Martin E.  
Iceberg, T. Olsson, Per  
Jensen, Hans -1555 Paterson, John  
Johannsen, Christian Rimmer, C. M.  
Johnson, Hans Sater, Erik  
Linea, W. Ullman, Emil  
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## INFORMATION WANTED.

Alfred Pettersen Hilland, a native of Bergen, Norway, age 44, is inquired for by his brother, Randolph Pettersen. Anyone knowing his whereabouts please notify Sam Anderson, 100 Steuart St., San Francisco, Cal. 7-26-16

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Kyrkslatt, Lars Klnowsky, A.  
Lawrence, Harry Ingbrethsen, Alf.  
Melander, G. L.

## SPECIAL NOTICE.

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## INFORMATION WANTED.

Ingvald Andreas Hansen, alias Andrew Hansen, a native of Norway, age about 36; tall, dark; last heard of July, 1905. His address then was, Andrew Hansen, Karluk, Kodiak Island, Alaska. He is inquired for by his mother. Anyone knowing his whereabouts please notify Staff Captain Robert Smith, district officer, native work, Alaska, Box 925, Wrangell. 4-13-15

Olof Pedersen, a native of Norway, age about 60, supposed to be sailing on the Pacific Coast, is inquired for. Anyone knowing his whereabouts please notify J. T. Miles, 761 Greenwich St., New York, N. Y. 2-16-16

Anyone knowing the whereabouts of Thomas Rowe (now aged about 74), who was at one time a seaman and longshoreman on the Pacific Coast and also served in the Pacific Coast Navy Yards, will greatly oblige inquiring relatives by supplying such information. Address, Editor, Coast Seamen's Journal. 1-5-6



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Gent's Furnishing Goods, Hats, Caps,  
Boots, Shoes, Rubber and Oil Cloth-  
ing, Trunks, Valises, Etc.

23 N. 3d St., nr. Burnside, Portland, Ore.  
Tel. Main 8295 ROSENSTEIN BROS.

## Portland, Or., Letter List.

|                    |                     |
|--------------------|---------------------|
| Andreasen, N. S.   | Johansson, Chas.    |
| Anderson, N. P.    | -2407               |
| Anderson, Nils     | Jarvinen, John      |
| Anderson, Rasmus   | Karlson, Ingvald    |
| Adolfson, John     | Kjer, Magnus        |
| Anderson, Hans     | Kristensen, Wm.     |
| Anderson, Gotfrid  | Lindberg, A. C.     |
| Benson, S.         | Lange, Peter H.     |
| Bernhardson, Chas. | Larsson, Ragnar     |
| Bernadt, H. W.     | Ljungstrom, John    |
| Brien, Hans        | Larsson, C. -1632   |
| Bosse, Geo.        | Molen, Derk von     |
| Carlson, Gustaf    | Nygren, Gust        |
| Dybdal, Olaf       | Ohlsson, J. W.      |
| Erickson, Eric     | Ogilve, Wm. A.      |
| Edstrom, John      | Paulson, Herman     |
| Eriksen, O. H.     | Palm, P. A.         |
| Fisher, Fritz      | Roos, Oscar         |
| Hoten, J.          | Rensmand, Robert    |
| Henriks, Waldemar  | Rosenberg, Adolf    |
| Hagen, Arthur      | Ryberg, S.          |
| Helm, M.           | Smith, John         |
| Hylland, Gust      | Swanson, John L. V. |
| Jespersen, Martin  | Schroder, Paul      |
| Jonsson, Karl      | Sward, A.           |
| Jensen, Henry      | Tuhkanen, J. J.     |
| Johansen, Nikolai  | Westengren, C. W.   |

## Aberdeen, Wash.

When in Aberdeen Trade at

## BEE HIVE

Very best union made Hickey Shirts,  
Oil Clothing, Eureka Boots, Hats,  
Shoes, Underwear, Beddings, Tobac-  
cos, and notions for seafaring men.

## NYMAN BROS.

304 South F. St., Aberdeen, Wash.  
Near Sailors' Union Hall  
Open Evenings.

## ANNOUNCEMENT

THE "RED FRONT" CARRIES A FULL  
STOCK OF  
UNION MADE CLOTHING, HATS,  
SHOES, COLLARS, SUSPENDERS,  
GLOVES, OVERALLS, SHIRTS  
A. M. BENDETSON  
321 East Heron Street - - - Aberdeen  
Exclusive Owner of "The Red Front"

## HUOTARI &amp; CO.

Below Sailors' Union Hall, Aberdeen  
GENERAL MERCHANDISE  
and MEN'S FURNISHINGS  
Everything Guaranteed  
Union Made Goods

Orders Taken for Made-to-Measure  
Clothing

## Huotari &amp; Co.

320-322 So. F. St., Aberdeen, Wash.  
212 Eighth Street, Hoquiam, Wash.  
209 First Street, Raymond, Wash.

## INFORMATION WANTED.

Patrick McFee, who was cook on  
board the schooner "Robert Henry"  
on a voyage to Mexico last year, is  
inquired for by the U. S. Shipping  
Commissioner, at San Francisco, Cal.  
9-15-15

Adolph Godfred Eriksen, born in  
Moss, Norway, is inquired for by  
his brother, Herman Eriksen. Any-  
one knowing his whereabouts please  
notify W. Nielsen, 206 Moravian St.,  
Philadelphia, Pa. 5-26-15

When making purchases from our  
advertisers, always mention the Coast  
Seamen's Journal.



Named shoes are frequently made in  
Non-Union factories

## DO NOT BUY ANY SHOE

no matter what its name, unless it bears  
a plain and readable impression of this  
UNION STAMP.

All shoes without the UNION STAMP  
are always Non-Union.

Do not accept any excuse for absence  
of the UNION STAMP.

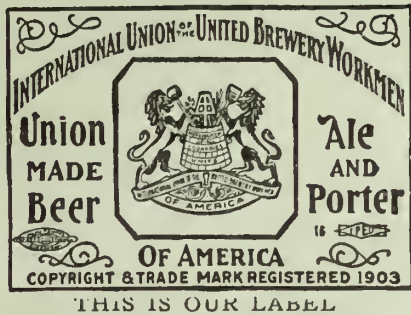
## Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

## VOTE AGAINST PROHIBITION

DEMAND  
PERSONAL LIBERTY

IN CHOOSING WHAT YOU  
WILL DRINK

Ask for this Label when  
purchasing Beer, Ale  
or Porter.

As a guarantee that it is  
Union Made

## Aberdeen, Wash., Letter List.

|                            |                      |
|----------------------------|----------------------|
| Albers, George             | Lindgren, Ernst      |
| Anderson, William          | Lindroos, A. W.      |
| Anderson, John             | Lundkvist, Alarik    |
| Anderson, Chris            | Leedham, Max         |
| Anderson, A. P.            | Lehman, Richard      |
| Andersen, Andrew           | Lindbeck, Leonard    |
| Burmester, T.              | Ludvigsen, Arne      |
| Bjorklund, G.              | McLeave, John        |
| Benson, W. J.              | Nord, Karl           |
| Bowman, C.                 | Malikoff, Peter      |
| Brogard, N.                | Malinberg, Ellis     |
| Bohn, Gus                  | Nilsen, Harry        |
| Carlson, Gustaf            | Nielsen, C.          |
| Carlson, A. M.             | Nordman, Karl        |
| Crentz, F.                 | Olesen, Ch.          |
| Christiansen, Did-<br>rich | Olsen, W.            |
| Carlson, Walter            | Paaso, Andrew        |
| Davis, Frank A.            | Petersen, Karl       |
| Dean, James                | Petersen, Nels       |
| Donaldson, Harry           | Peters, Walter       |
| Erickson, O. H.            | Risenius, Sven       |
| Gronroos, Oswald           | Rudt, Walter         |
| Gueno, Pierre              | Robertson, A.        |
| Grass, Chas.               | Scheftner, Bernhard  |
| Grass, Thos.               | Sandqvist, Gunnar    |
| Gronlund, O. -414          | Stenwall, Sigurd     |
| Harley, Alex               | Scarabosio, M.       |
| Halmross, A.               | Schmidt, Emil        |
| Hlgh, Edward               | Toves, H. C.         |
| Hansen, Ove Max            | Toren, Gustaf A.     |
| Hansen, Jack               | Tammil, E.           |
| Hansen, Thorleif           | Thornland, J.        |
| Johnson, Alex              | Wendt, Walter        |
| Johnsen, Carl              | Williams, T. C.      |
| Jensen, L. M. P.           | Waller, Edgar        |
| Johansen, A. Harry         | Wagner, Ed.          |
| Johanson, John             | Wedqvist, Axel       |
| Johnsen, Walter            |                      |
| Johnson, Alexander         | Packages.            |
| Johnsen, F. -1723          | Gorgensen, Olaf      |
| Johnsen, Hilmer            | Jansen, John         |
| Krause, Otto               | Haskinen, K. Albert  |
| Kuldsen, John              | Lalzer, G.           |
| Koster, Walter             | Stanners, Wallace S. |
| Kottler, William           | Selsto, O. N.        |
| Lindholm, John             | Wendt, Walter        |
|                            | Zoerb, W.            |

## INFORMATION WANTED.

Hans Nilson, a native of Tons-  
berg, Norway, was last heard from  
at Mobile, Ala., is inquired for by  
his mother. Anyone knowing his  
whereabouts kindly notify Louis  
Donald, Norwegian Vice Consul, 77  
St. Francis St., Mobile, Ala. 12-22-15

Oscar Olsen, age 37, a native of  
Hallerna, near Gothenborg, Sweden,  
who was sailing on the Great Lakes  
about three years ago, is inquired  
for by John V. Olsen, Sun Com-  
pany, Marcus Hook, Pa. 5-26-15

Hugo Carlson Ljung, age 29, a  
native of Gothenborg, Sweden, was  
last heard from in a Cable Boat on  
the Atlantic Coast, is inquired for  
by his brother. Anyone knowing his  
whereabouts please notify John Carl-  
son Ljung, Jungmansgatan 5, Goth-  
enborg, Sweden. 1-12-16

Knut Jensen, No. 5018, a member  
of the Lake Seamen's Union, a  
native of Denmark, is inquired for  
by his wife, Lieschen Jensen, of  
Tangemunde, A/Elbe Ostenerweg,  
No. 7, Germany. Anyone knowing his  
whereabouts please notify the Lake  
Seamen's Union, 133 Clinton street,  
Milwaukee, Wis. 4-14-15

## Port Townsend, Wash.

## FRANK STHEVENS

Deals exclusively in Union-Made

CIGARS, TOBACCO, ETC.

Call at his old Red Stand on  
Water Street, Port Townsend  
Next door to Waterman & Katz

## INFORMATION WANTED.

Paul Laux, American, age 23, 6  
feet tall, who was last heard from  
about 4 years ago at San Jose, Cal.,  
supposed to be a sailor, is inquired  
for. Anyone knowing his where-  
abouts please notify his father, Carl  
Laux, 112 E. 28th St., Los Angeles,  
Cal. 6-21-16

Adolph Krakan, last heard of at  
Port Pirie, January, 1912, and again  
in Mareh, 1913, from Warumbo, 118  
miles from Adelaide, South Australia,  
is inquired for by his mother at  
Hamburg, Germany. 8-25-15

Otto E. Bickel and John Sherman  
Bickel, brothers, who have not been  
heard of for many years, are in-  
quired for by their sister. They are  
both tall, light complexioned, and  
blue eyes. Any information regarding  
their whereabouts will be highly ap-  
preciated. Please address Miss Laura  
Bickel, 1591 East Ninety-third street,  
Cleveland, Ohio. 4-14-15

Any information regarding Wilhelm  
Kuhme, age 27, a native of Germany,  
who was supposed to have been  
drowned in the wreck of the steam  
schooner "Francis H. Leggett," Sep-  
tember 18, 1914, will be thankfully re-  
ceived by the German Consul, San  
Francisco, Cal. 1-19-16

Fred Marjama, a native of Russia,  
age 36, has not been heard from  
since 1908, at Buffalo, N. Y. Anyone  
knowing his whereabouts please  
notify his brother, J. Marjama, 51  
South St., New York, N. Y. 9-1-15

Bernard Baasen, a native of She-  
boygan, Wis., a former member of  
the L. S. U., who was last heard  
from at Milwaukee, Wis., April 29, is  
inquired for by his mother. Anyone  
knowing his whereabouts please no-  
tify Mrs. Sophie Baasen, 561 Clinton  
street, Milwaukee, Wis. 7-5-16

## Home News.

Postal savings for May, 1916,  
showed a gain for the month of  
nearly \$2,000,000, double the gain for  
the same month in 1915. On May  
31, 1916, there were approximately  
600,000 depositors with \$82,250,000  
standing to their credit.

A reward of over \$15,000 has been  
offered for the detection of the  
criminals responsible for the placing  
of a bomb and the killing and  
wounding of a large number of peo-  
ple on the occasion of the prepared-  
ness parade at San Francisco, on July  
22.

Official reports from the Bureau  
of Foreign and Domestic Commerce  
at Washington show that the ship-  
ments of war munitions up to date  
have aggregated \$446,000,000. War  
orders, including blankets, machinery,  
locomotives, and other products, are  
estimated at more than \$3,000,000,000.

According to the United States  
Department of Agriculture the prices  
of meat animals on June 15 were  
about 16.7 per cent. higher than a  
year ago, 10.7 per cent. higher than  
two years ago, and 19.2 per cent.  
higher than the average of the  
last six years on June 15.

The production of coke and an-  
thracite pig iron in the first five  
months of 1916 showed an increase  
of 66 per cent. over the same period  
last year, and prices were from \$5  
to \$7.25 per ton higher. Prices for  
steel bars and beams increased 100  
to 130 per cent. over those of a  
year ago.

The Kates Jitney law in New  
Jersey, which provides that jitney  
owners must deposit a \$5000 bond  
with the municipal authorities, and  
turn over to them 5 per cent. of  
their gross earnings each month, is  
reported to have reduced the num-  
ber of jitneys nearly 50 per cent.  
in six large cities.

Of each hundred dollars spent in  
1916 by Chicago, Debt takes \$18.54,  
Education \$18.25, Public Safety \$16.64,  
Public Works and Improvements  
\$14.93, Health and Sanitation \$11.99,  
Courts and Prisons \$5.14, Recreation  
\$4.82, General Government \$4.21,  
Charity, Welfare and Pensions \$3.25,  
Elections \$2.23.

An unprecedented increase in the  
number of national bank depositors  
is disclosed in a statement just is-  
sued by the Controller of the Cur-  
rency. On May 1, 1916, the number  
of depositors was 14,288,059. On  
June 30, 1910, when the last similar  
comparison was made, the number  
was 7,690,468, an increase of 86 per  
cent.

Silas Christofferson, aviator and  
flying machine builder, has closed a  
\$30,000 contract with the United  
States government. The contract  
calls for the construction of two bi-  
planes and two extra engines of a  
type elaborated by Christofferson.  
The Christofferson plant is being  
moved from Oakland to Redwood  
City, Cal.

Settlements and isolated communi-  
ties within National Forests that have  
been almost entirely lacking for  
means of communication will be made  
accessible by the roads to be con-  
structed by the Secretary of Agri-  
culture, who is empowered by the  
Federal aid road bill, signed by the  
President July 11, to spend \$1,000,000  
a year for ten years for the construc-  
tion and maintenance of roads and  
trails within or partly within the Na-  
tional Forests.



## Domestic and Naval

The development of the Philadelphia Navy Yard into a great naval base is virtually assured, according to Franklin D. Roosevelt, Assistant Secretary of the Navy. Not only will the local yard get a dry-dock, but it is quite probable that the proposed \$1,000,000 chemical laboratory to be built by the Government will be erected there.

Official announcement is made of an increase in the tolls on shipping going through the Suez Canal, whose board of directors has decided that from October 5, 1916, the transit dues will be increased from 6f. 75c. to 7f. 25c. per ton for loaded ships, and from 4f. 25c. to 4f. 75c. for ships in ballast. This is the second increase on dues since the war began. One of 50 centimes was instituted from April 1 last.

According to recent reports the rush to support new shipping ventures of any and every description has slackened greatly in Norway, particularly during the past two or three months. True, there are a couple of new owners established every week, but there is no longer the enthusiasm of last year. Then the authorized capital was over-subscribed three or four fold; now there are many new companies.

The Government of Western Australia seems to be doing well with its latest purchase—the motorship "Kangaroo," which cost about £140,000. On her maiden voyage to Western Australia with oil, it is stated that the freight amounted to about £14,000, but on her next trip from New York to Hobart and other Australian ports the freight will amount to £62,500, the record rate of 8s. 4d. per case having been obtained. This freight is the highest ever paid on case oil from America to Australia.

Net earnings of the International Mercantile Marine Company in May amounted to \$7,311,000, establishing a new high record for any month. These figures compare with \$5,726,000 for April, the previous record figure. There is thus indicated an increase for May over April exceeding \$1,500,000. These amounts include the war taxes to be paid to Great Britain. After allowing for war taxes, estimated to average \$1,500,000 a month, net earnings would be \$5,811,000 for May against \$4,426,000 for April. The amount of cash now to the credit of the combine in this country is understood to aggregate \$32,000,000 or \$33,000,000.

Six American schooners have been chartered by the Keystone Plaster Company, of Chester, to transport plaster from St. Anns, C. B., to Philadelphia. For many years past this firm has used Norwegian vessels for this trade. These vessels were usually on long term time charter. All of these charters have now expired, and the boats have been diverted to other trades. It has become necessary for this company to fall back on sailing vessels to obtain their products, a thing that was never done before. These vessels are to receive \$4.50 a ton for bringing this plaster. The vessels chartered are the "Charles D. Loveland," "Millie R. Bohanan," "A. B. Sherman," "J. Manchester Haynes," "William E. Litchfield" and "Rebecca R. Douglass."

## THE GERMAN SAVINGS AND LOAN SOCIETY

THE GERMAN BANK  
Incorporated 1868 Commercial

526 California Street, San Francisco, Cal.

Member of the Associated Savings Banks of San Francisco

MISSION BRANCH, S. E. Corner Mission and 21st Streets.

RICHMOND DISTRICT BRANCH, S. W. Corner Clement and 7th Avenue.

HAIGHT STREET BRANCH, S. W. Corner Haight and Belvedere.

June 30th, 1916

|                              |   |   |   |   |   |                 |
|------------------------------|---|---|---|---|---|-----------------|
| Assets                       | - | - | - | - | - | \$63,811,228.81 |
| Deposits                     | - | - | - | - | - | 60,727,194.92   |
| Reserve and Contingent Funds | - | - | - | - | - | 2,084,033.89    |
| Employees' Pension Fund      | - | - | - | - | - | 222,725.43      |
| Number of Depositors         | - | - | - | - | - | 68,062          |

### San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

|                       |                     |
|-----------------------|---------------------|
| Abhors, Arne          | Anderson, Ernst     |
| Abrahamson, Verner    | Anderson, F.        |
| Adolfson, Frits       | Anderson, F. -1473  |
| Ahl, Einar T.         | Anderson, Gustav    |
| Ahlfors, Arthur       | W.                  |
| Alfredsen, Adolf      | Andersson, C. E.    |
| Albertsky, Fritz      | Andersson, Erick    |
| Alexander, Paul       | -1781               |
| Alksen, Charlie       | Andersson, G. -1229 |
| Amundsen, Andrew      | Andersson, H. -822  |
| Andersen, A. H.       | Andersson, J. A.    |
| Andersen, Edward      | Andersson, S.       |
| Andersen, S. P.       | Apple, August       |
| Anderson, A. -1819    | Arndt, Paul         |
| Anderson, C. F.       | Asterman, Oscar     |
| Backman, Thorsten     | Billstein, Karl     |
| Backstrom, Folke      | Bitterman, A.       |
| Bassen, George        | Bjorgstrom, Arten   |
| Baumann, Fritz        | Blum, M. B.         |
| Belar, Jens           | Bohm, August -1421  |
| Bendixen, Nick        | Bolt, Tony          |
| Bensen, Helge         | Brenen, Wm.         |
| Berglund, C. R.       | Brown, George       |
| Bergstrom, A.         | Bryant, Wm. J.      |
| Berntsen, Julius      | Bullock, Andrew     |
| Bessen, Olaf          | Buse, Alfred        |
| Campbell, D. C.       | Christensen, Alf.   |
| Carey, A. L.          | Christensen, Christ |
| Carlsen, Frank        | Christensen, Hans   |
| Carlsen, Hans         | Christensen, Louis  |
| Carlson, Gustaf       | Christiansen, N.    |
| Carroll, John J.      | -1093               |
| Cateches, Constantino | Classen, H. G.      |
| Catt, Fred.           | Clausen, Ingeman    |
| Cavanagh, J. E.       | Conolly, Obirt      |
|                       | Cook, Harry         |

|                   |                    |
|-------------------|--------------------|
| Dahikvist, Fred   | Deswert, William   |
| Dauguel, Gust     | De Vries, Albertus |
| Danielsen, H.     | Dolan, Chas.       |
| Danielsen, N.     | Doyle, William     |
| De Baere, Harry   | Drager, O.         |
| Edman, O. -557    | Ericsen, G. -821   |
| Egeland, Aron     | Ericsen, M. F. A.  |
| Ehlers, Henry     | Erikson, E. -38    |
| Ehler, Karl       | Erikilla, Vilho    |
| Ellason, C.       | Erikson, Nells     |
| Ellison, Sam      | Ertman, Eskild     |
| Engstrom, Edward  | Esterberg, Gust.   |
| Engstrom, Erik    | Evensen, Louis     |
| Enos, Frank S.    | Evensen, Martin    |
| Ericson, Arthur   |                    |
| Fagerstrom, Oscar | Fredriksen, F. M.  |
| Fisher, Arthur    | Fredrikson, H.     |
| Fjellman, Georg   | Freiberg, Peter    |
| Fowler, James     | Fricke, W.         |
| Fredholm, Folke   | Frick, Harry O.    |
| Fredholm, Charles | Fugelutsen, Th.    |
| Fredriksen, B. D. | Furth, Richard     |

|                     |                     |
|---------------------|---------------------|
| Gansor, Joe         | Gregersen, John     |
| Gaupseth, Sigurd    | Gregg, O. T.        |
| Gerner, Hans        | Gronlund, Oskar     |
| Gillet, Henri       | Gudmundsen, B.      |
| Gjesdal, Elling     | Gundersen, K. W.    |
| Grant, Otto         | -899                |
| Granstrom, Nestor   | Gundersen, Jacob    |
| Grant, David        | Gustafson, Olaf     |
| Graugaard, L. J.    | Gutman, Paul        |
| Green, Teddie       |                     |
| Haave, N.           | Hein, M.            |
| Hagman, Jalk        | Hein, Paul          |
| Hallowes, L. N.     | Hellman, W. H.      |
| Hannut, A.          | Hellsten, G. -2168  |
| Hansen, Carl        | Henriksen, Geo.     |
| Hansen, H. M.       | Hering, A.          |
| Hanson, J. A. -1134 | Hero, Aro           |
| Hansen, Marius      | Hermansen, I.       |
| Hansen, M. -968     | Herzer, A.          |
| Hansen, Nikolay     | Hetherington, A. T. |
| Hansen, W. H. C.    | Hole, Sigvald       |
| Hansen, W. H.       | Holm, Arthur        |
| Hansen, Harold      | Holm, Carl          |
| Hanus, A.           | Holsen, Henry       |
| Harrington, Michael | Housten, Robert     |
| Hartog, J.          | Huertiz, Emil       |
| Haugen, H. C.       | Huotari, J.         |
|                     | Iversen, Iver       |

|                    |                      |
|--------------------|----------------------|
| Jackson, August    | Johansen, Frits      |
| Jacobsen, G. E.    | Johansen, Louis      |
| Jacobsen, H. J.    | Johansen, T. A.      |
| Jacobsen, J.       | Johnson, C. J. -1566 |
| Jacobsen, Fred     | Johnson, Dick        |
| Jakobsen, Joakim   | Johnson, Jakob       |
| Jacobson, Karl     | Johnson, Robert      |
| Jacobson, J. -1865 | Johanson, J.         |
| Jakobsen, Valdemar | Johanson, N. A. -280 |
| Jensen, C. -2318   | Johanson, C. -2407   |
| Jensen, Hans P.    | Johansson, Bernard   |
| Jensen, John F.    | Johansson, Carl      |
| Jensen, J. K.      | Johansson, John      |
| Jensen, L. E.      | Johansson, W.        |
| Jensen, Oskar      | Johnson, John        |
| Jespersen, Martin  | Johnson, Ole         |
| Johannessen, J.    | Johnson, William     |
| Johannessen, A.    | Johnson, Ernst       |
| -1487              | Johnson, N.          |
| Johanesen, Hans    | Johnsson, C. A.      |
| Johannessen, C. J. |                      |

|                 |                   |
|-----------------|-------------------|
| Kaktin, Ed.     | Kelly, Patrick    |
| Kallberg, Arvid | Kesher, Karl      |
| Kappler, Arthur | Kjell, John       |
| Karlson, Karl   | Klattenhoff, Hans |

|                   |                   |
|-------------------|-------------------|
| Kleishman, F. J.  | Kristensen, D. K. |
| Knell, Alex       | Kristiansen, Hans |
| Knudsen, R.       | Kronke, N.        |
| Knut, Alex        | Kron, P.          |
| Konopacki, Martin | Kruit, Alex       |
| Korsberg, Walmar  | Kuhn, John        |
| Kramer, Otto      | Kustal, Victor J. |
| Krishnan, K. W.   |                   |

|                    |                    |
|--------------------|--------------------|
| Larsen, Herman     | Lindroth, Carl     |
| Larsen, H. -1677   | Lindwall, Rickard  |
| Larsen, Klaus L.   | Loland, Lodvig     |
| Larsson, Chas. E.  | Lonngron, Carl     |
| Larsson, N. E.     | Lorentsen, K.      |
| Lato, Edvard       | Lorin, Christian   |
| Law, John          | Lundberg, Torsten  |
| Liljendahl, Ludvig | Lund, Peter        |
| Lind, W.           | Lurin, Paul        |
| Lindberg, A. J.    | Lutzen, Valdemar   |
| Lindh, N. V.       |                    |
| Maata, John        | Martin, H.         |
| Mack, Edward       | Martin, Eugene     |
| Macker, David      | Martinsen, Ingvald |
| Madsen, Georg      | Mathieson, Ludvig  |
| Madsen, Ludvig     | Matson, H.         |
| Magnussen, M. B.   | Mayers, Paul M.    |
| Malm, Tom          | McCusken, John     |
| Mangold, A. H.     | Meiners, Herman    |
| Mansfield, Harry   | McKeating, K.      |
| Maribo, Max        | McKenzie, W.       |
| Markmann, M.       | McLander, G. L.    |
| Markus, Bernhardt  | Melder, Albert     |
| Martensen, H. J.   | Mersman, O.        |
| Martensen, J. C.   | Mickaelsen, John   |
| -2191              | Miller, Cris.      |
| Martensen, O.      | Mogensen, C.       |
| Martens, H. -1892  | Moore, Chas. R.    |
| Martens, P. -2262  | Mora, J.           |
| Mathews, R.        | Morris, Francis    |
| Martinez, A.       | Morris, Oscar R.   |
|                    | Murphy, Geo.       |

|                     |                    |
|---------------------|--------------------|
| Nielsen, Harold     | Nilsen, N. E. -609 |
| Nelsen, J. P.       | Nilsen, Nils E.    |
| Neison, Andy        | Nilsson, Reinhold  |
| Nelson, C. R.       | Nordberg, Gunnar   |
| Nelson, N. R.       | Nord, Carl         |
| Neisson, N. E. -552 | Nor, Niels P.      |
| Nerby, Kristian     | Norris, N. A.      |
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when it comes to getting a man  
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serve your country," said the pa-  
triotic citizen.

"Yes," replied Senator Sorghum  
"But I want my constituents to  
have first helping, as far as possi-  
ble."—Washington Star.

In Boston.—"The rain broke up  
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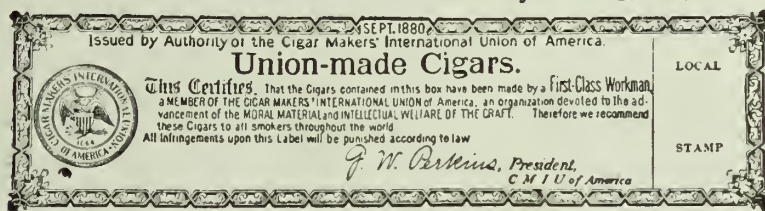
5-10-16

Eugene Martin, age 25, 6 feet tall,  
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Sacred.—An American lady at Stratford-on-Avon showed even more than the usual American fervor. She had not recovered when she reached the railway station, for she remarked to a friend as they walked on the platform:

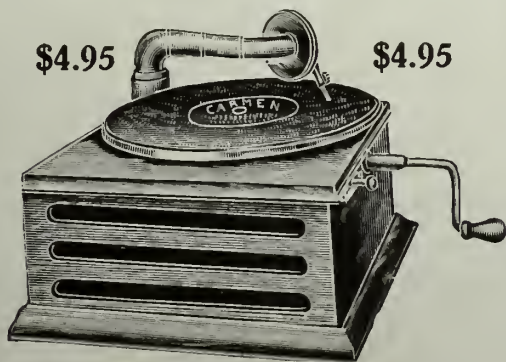
"To think that it was from this very platform the immortal bard would depart whenever he journeyed to town!"—Sacred Heart Review.

A Chance.—"Do you think your father would consent to our marriage?"

"He might. Father's so eccentric."—Buffalo Express.

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CHICAGO, ILL.**News from Abroad.**

A Norwegian syndicate with a capital of 10,000,000 crowns (\$2,680,000), is reported to have purchased the American and Norwegian coal mines in Spitzbergen, comprising an area of 386 square miles, with a content of at least 1,000,000,000 tons. Since 1910 about 200,000 tons of coal have been shipped from Spitzbergen to Norway, the coal being used for maritime, domestic, industrial, and railway purposes.

The submarine merchantman "Deutschland" eluded the warships waiting for her on the Atlantic Coast and at this writing is thought to be well on her way back to Germany. Austrian destroyers shelled Bisceglie, an Italian seaport on the Adriatic; the Italian steamer "Letimbro" was sunk in the Mediterranean, and a larger number than usual of other ally and neutral merchant vessels were sent to the bottom.

The number of steamers plying on the Zambesi and Shire Rivers is 25. Of these vessels 11 are under the British flag and 14 under the Portuguese. The number of vessels on the shipping registers of Nyassaland is 147 as against 138 in the year 1913-14. Of these seven steamers and 28 other vessels are on the Fort Johnston register and ply on Lake Nyassa. All the shipping on Lake Nyassa is now under the British flag, the one German steamer having been destroyed.

The American steamship "Alpha," 297 net tons, has been sold to Venezuelan owners and is now at Carenero completing some slight repairs. When ready the vessel will be placed on the run between Carenero and La Guaira, duplicating the service now maintained by the steamer "Ossun." The Venezuelan steamer "Condor," 180 tons, has been placed on a run between Macuro and Puerto Cabello, touching at La Guaira and other points on the coast. As several of these points are not now visited by steam vessels, the new service should prove of great assistance.

Exhaustive trials of New Zealand timbers—mainly from the west coast of the South Island—have recently been made and samples sent out to be tested by experts in Canada and elsewhere. These have satisfactorily proved that New Zealand timbers are eminently fitted for conversion into paper pulp, and then into the paper used for newspapers. A company is now on the eve of flotation which has secured the water rights of a large watershed, as well as many thousands of acres of virgin bush covered with suitable timber, and much is looked for by experts from the new industry.

Though it was not marked by any considerable changes in the map, the first week of the third year of the European war was notable for its plans, and even attempts, upon the part of the central powers to resume the offensive. The siege of Verdun took on a new vigor as the result of reinforcements being sent to the aid of the Crown Prince; counter-attacks were launched against the French near Peronne and the British at Pozieres; supreme command in the east was given to General von Hindenburg, who is said to be planning a drive against the Russians in the north; the Turks struck a blow at the British near Port Said; diver warfare became more energetic, and airship raids were made upon the English coast.



### With the Wits.

Its Use.—"The alligator can go six months without eating."  
"Just the pet for a poet."—Louisville Courier-Journal.

Experienced.—Willie—Pa, what comes after a million?  
Mr. Roxleigh—The fortune-hunter, my son.—Boston Transcript.

Cherchez l'Homme.—Hokus—Those two girls used to be bosom friends, and now they scarcely speak.

Pokus—What's his name?—Life.

Caught!—Flossie Flirt—Jack, that man in the box hasn't taken his eyes off me for an hour.

Her Escort—How do you know?  
—Punch Bowl.

Signs of the Times.—"Flubdub's home seems badly neglected."

"Well, his wife is interested in prison reform, better roads, pure politics, and clean plays."—Pittsburgh Post.

Happy Thought.—Perey—Sometimes I think that if I should die no one would miss me!

Ethel—Pa might! You're all the exercise he gets but golf.—Houston Chronicle.

Up to All Claims.—"Well, Peleg, how do you find the encyclopedia the feller left on approval?"

"Seems to be all right. Ain't no errors in it so far as I kin see."—Louisville Courier-Journal.

Explained.—"Pop!"

"Yes, my son."

"What is an end-seat hog the papers talk about?"

"An end-seat hog, my son, is the fellow who gets the seat that you want yourself."—Yonkers Statesman.

In Murder Trials.—"It's bound to come."

"What is?"

"The time when the beautiful actress, instead of telling the jury her life-story, will have it shown to slow music as a film."—Louisville Courier-Journal.

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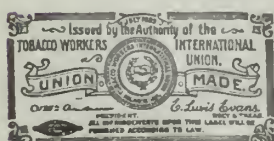
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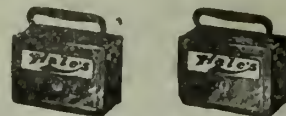
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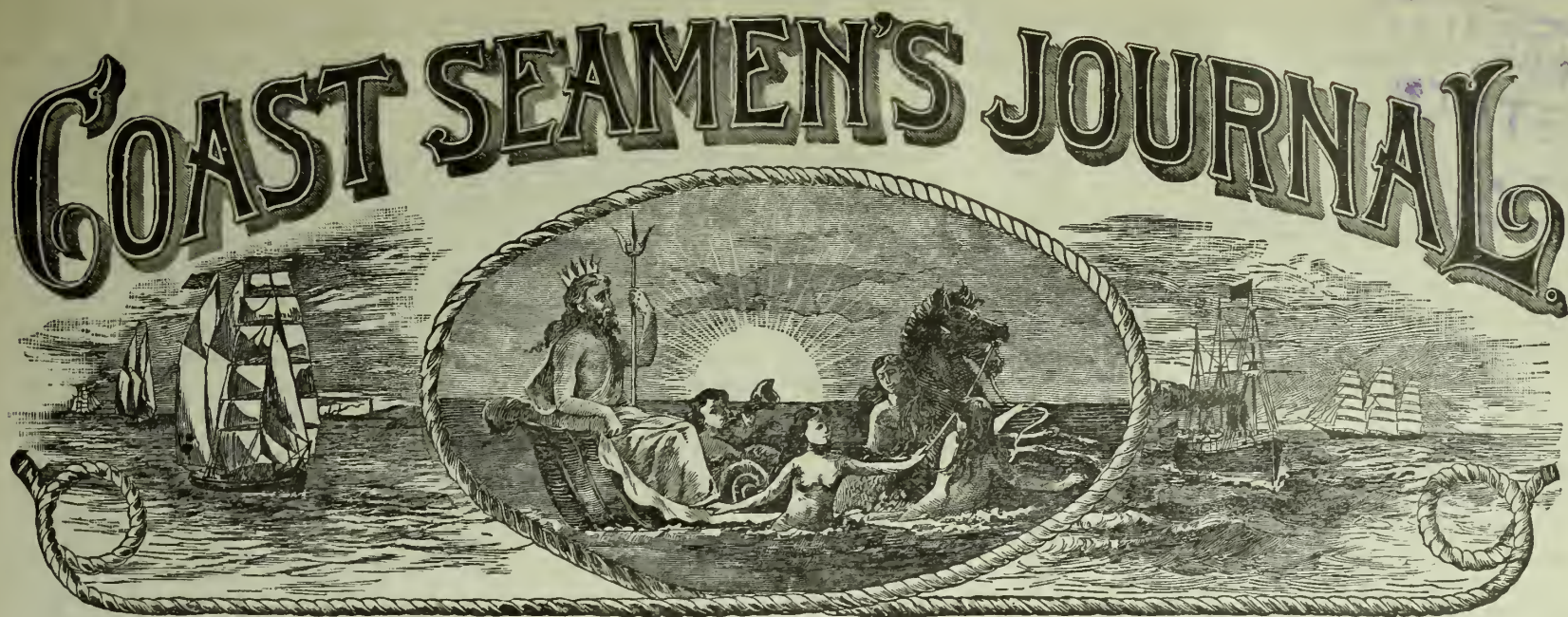
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A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXIX, No. 49.

SAN FRANCISCO, WEDNESDAY, AUGUST 16, 1916.

Whole No. 2395.

## LABOR AND THE COURTS.

### Massachusetts Supreme Court Filches Workers' Rights.

A very serious problem confronts the workers of this country. A problem that must be solved before greater progress can be made in establishing human freedom. That problem is to get into the minds of men, particularly in the minds of those filling places of trust and responsibility, an understanding of what constitutes justice. From all over the country there comes a question that can not be silenced or diverted. It is a question that comes from the hearts of the people and comes out of the perplexities of daily life and their efforts to find relief from oppression as well as opportunities for greater freedom. From one industrial center after another throughout the length and breadth of our land comes this question, "Where can justice be found?"

Wage earners, because they use the only methods by which they can secure higher wages in return for the work they do, because they try to take counsel with each other and unite that their protests and demands may be stronger and more effective, because they use the only means of publicity at their disposal to tell fellow workers of the wrongs they have endured and try to enlist concerted efforts to right these wrongs, have everywhere felt the iron hands of the courts crushing their hope and their ambition, threatening them with fines and prison sentences or silencing them with prison terms.

#### "Where Shall We Turn?"

"Where shall we turn for justice?" "To the courts," reply law-abiding citizens. But it is the courts that have been used to deny them justice. The laws of our land have been interpreted to deny them opportunity. Judicial decisions have been piled up until a structure has been built that cuts off entirely any glimpse of our national ideal—the right of every citizen to struggle for life, liberty, and the pursuit of happiness. Rights are not taken from us at one fell swoop, but subtly, in high-sounding phrases and sophistry which attempt to disguise the usurpation and invasion. Thomas Jefferson said:

"It has long been my opinion and I have never shrunk from its expression, that the germ of dissolution of our Federal government is in the judiciary, an irresponsible body working like gravity by day and by night, gaining a little to-day and a little to-morrow and advancing its noiseless step like a thief over the field of jurisdiction until all shall be usurped."

Justice can be secured through legislation, is another remedy that the workers have tried. From the United States Congress and from the legislature of the State of Massachusetts they have secured the enactment of declaratory legislation which had the plain purpose of securing to them the rights of human beings and opportunities to exercise those rights.

In the early days all toilers were slaves; their bodies and their lives were the property of masters. Though the struggle for physical freedom has been waged, those who still perform the physical labor formerly done by slaves are not free from the taint attached to slaves. Employers regard their employees as existing for their profits, performing work that they have a right to expect and which constitutes part of the

equipment of the industry. In principle the employer has regarded the labor power of his employees as his property. In order to assist him in dominating the lives of his employees and securing their labor under whatever terms and conditions he pleased, he has invoked laws and legal procedure that are intended to apply to property.

To achieve real freedom and to direct their lives and their personal powers in accord with their own best interest, the wage-earners disputed the contention that labor power is property and secured the enactment of federal legislation containing the declaration that the labor of a human being is not a commodity or article of commerce. In essence, this same declaration was incorporated in a law enacted by the State Legislature of Massachusetts.

#### Is Labor Power Property?

Now the Massachusetts Supreme Court has declared that act unconstitutional and denied the correctness of the principle upon which it was based. The Massachusetts Supreme Court has declared that labor power is "property." The method of reasoning by which the court reached its conclusion indicates the present problem in justice that must be solved by the workers. In preparing its opinion the court examined a number of volumes containing opinions upon similar cases which it desired to use as precedents. When the court had examined enough volumes to accumulate sufficient precedents to serve its purpose, it concluded that labor is property. The court's opinion is purely of an abstract nature. It examines situations and principles isolated from the human agencies concerned and from the environment in which they lived and worked and the problems and the motives that actuated them. The court simply dehumanized the case and then handed down a decision. In doing this it demonstrated the greatest hindrance to justice that exists in our courts—the custom of judges of regarding precedents as something sacred. They rely upon precedents and ignore information on the human equation involved. Whether their practice is due to indolence, ignorance, or to their inherent attitude of mind, the result is equally destructive to justice. Judges can not be agents of justice when their minds are closed to the significance of conditions, motives, and forces that exist in the lives of men and induce them to follow certain courses.

#### Traditions vs. The Class Struggle.

Judges will have to find out that justice is not a process of digesting judicial precedents but of digesting industrial conditions and human motives. Judges will have to leave their traditions, seclusion, their sanctified hermitages and mentally get out into the struggle and the clamor of everyday life in the world of work. They can not reach intelligent, just decision dealing with conditions to which they have closed their minds. If judges can not maintain minds open to new impressions and able to understand intelligently what is going on in the world about them, they will sow the seeds of revolt. The judges constituting the Supreme Court of the State of Massachusetts gravely declare that the

labor of the hodcarriers and laborers is property. Their method of reaching that conclusion, as already indicated, is to search ponderous volumes and find statements of contemporary and departed judges that would justify them in declaring that a group of laborers could be enjoined from protesting against working with another group of laborers whose standards of work were subversive of the best interest of all.

Never once did it occur to these learned judges of the Massachusetts court to go into a shop or factory and to make a scientific investigation as to what manner of thing was the labor power that judges had declared to be property. Never once did they go out to see the hodcarriers and laborers at their work performing the service necessary to the erection of buildings. Never once did they get the concept that the labor power in question was the ability of that worker to coordinate his muscles and to direct them by his mind in order that his creative ability might render service in the material civilization of men. The Massachusetts judges did not know and their precedents could not inform them that labor of the human being is part of the mind and body of the individual. There is not a profession or a calling that has kept step with the progress of mankind that has not come out of secluded laboratories or studies and got in touch with the world of men and their vital problems of everyday life.

#### Judges Cannot Retard Progress.

Judges, if they are to be real agents of justice, must do what all others have done. They must humanize their work and their attitude of mind. No individuals can permanently block the progress of human justice. Either there must come a change in their mental attitude or they must yield their places of authority to others.

The organized labor movement, expressing as it does the desires and the needs of common humanity, is the agency by which they express the demand for humanized justice and an attitude of mind among judges that will make possible wider and freer justice.

We bring our plea for justice to those who are now in a position to grant it. If you do not heed us, we must try other methods. One of the most significant utterances made by the President of the United States on Independence Day, July 4, 1916, was with reference to that section of the Clayton Antitrust law which declares that the labor of a human being is not a commodity or an article of commerce. The President said:

"I am sorry that there were any judges in the United States who had to be told that. It is so obvious that it seems to me that that section of the Clayton Act were a return to the primer of human liberty; but if the judges have to have the primer opened before them, I am willing to open it."

The struggle of the organized labor movement is part of the world-old struggle for freedom. In that struggle even judges and courts have had to recognize that the desire, impulse and struggle for human freedom can not be crushed. The organized labor movement will see to it that the judges either learn their lesson or that they



are removed from places so potential for injustice; that the people through their legislatures will restore to the workers—the masses of the people—the rights and the freedom of which the Massachusetts court has undertaken to rob them.—Samuel Gompers in the American Federationist.

### THE GOOD THE "EASTLAND" DID.

The good sometimes accomplished by such disasters as the overturning of the "Eastland" a year ago is seen in the effect upon public sentiment, upon legislation, and upon official policy in safeguarding life. The 812 lives lost in the Chicago River on July 24, 1915, cannot be restored, but the loss of other lives may perhaps be saved through the lessons learned at such a frightful cost. Two reforms brought about by the "Eastland" horror are noted by the New York Evening Post—"a stricter enforcement of the law against the excessive loading of passenger-boats, and the requirement of special inspection before the grant of an increased passenger-carrying license." The regulation providing for "inclining tests" of the stability of all vessels is also said to be well enforced. "Steps to insure the complete control by the Government over the structural strength of vessels remain, apparently, to be taken, but," says The Evening Post, "we have one great preventive of disaster when a typical Chicago vessel is allowed to carry but 1400 passengers this year as against 2400 last."

In this connection The Survey (New York) quotes a recent announcement of the Department of Commerce "on overcrowding of excursion-vessels prevented":

"The Bureau of Navigation, Department of Commerce, reports that during the first week in July in the case of sixty-five vessels involving 66,900 passengers, the navigation-inspectors stopped the embarking of an excessive number of passengers over and above the lawful limit provided for the vessels concerned. These incidents took place in Baltimore, Boston, Buffalo, Chicago, Cleveland, Detroit, Indianapolis, Duluth, Louisville, Rochester and Providence."

The Survey thinks it "perhaps still more noteworthy that since the Federal Seamen's Act came into operation, at least some of the hitherto overcrowded spaces on these steamers is occupied by life-boats, rafts and other safety-devices." And it adds:

"A marked change in the attitude of Government inspectors is noted by those representatives of social agencies who are watching the Lake traffic. Both these officials, and their supervisors are said to be not only far more alert, but also much more willing to co-operate than hitherto. They have even been known to venture beyond their province in warning officers and managers of excursion steamers to prevent laxity and abuses complained of by those exercising watch and care over the young."

Contrary to the popular idea, there are many real militarists who firmly believe that the preparedness parades were a fraud and a sham. They are to be found at the recruiting offices.—New York Call.

Africa is the largest gold producer. It is estimated that the output in 1915 was about \$201,000,000, almost twice as much as was produced in the United States.

### THE HUDSON'S BAY COMPANY.

Two hundred and forty-six years ago King Charles II graciously granted to Prince Rupert and seventeen other Noblemen and Gentlemen a charter incorporating them as the "Governor and Company of Adventurers of England Trading into Hudson's Bay," and securing to them "the sole trade and commerce of all those seas, straits, bays, rivers, lakes, creeks and sounds in whatsoever latitude they shall be, that lie within the entrance of the straits, commonly called Hudson's straits, together with all the lands and territories upon the countries, coasts and confines of the seas, bays, etc., aforesaid, that are not already actually possessed by the subjects of any other Christian prince or state." No modern aspirants for commercial exclusiveness and monopoly could ask for a franchise more liberal than this. But this was not all that went with the charter. The Hudson's Bay Company was given lordship and judicial authority over the territory and "the whole and entire trade and traffic to and from all havens, bays, creeks, rivers, lakes and seas into which they shall find entrance and passage by water or land out of the territories, limits or places aforesaid."

With this capital and these assets, the company entered upon a career that constitutes one of the greatest romances combined with one of the greatest business ventures recorded in history. The enterprise had only to have existence in order to be successful, but it had to be maintained for some years as a sovereignty on the defensive, for French adventurers and traders were constantly striving to drive out competition and establish a monopoly of their own. A sum amounting to £3,000,000 was lost or expended in obtaining a secure foothold. Following the cession of Canada to Great Britain, numerous fur traders spread over the country and trespassed frequently upon the domain of the Hudson's Bay Company, but through a process strikingly similar to that known in the United States nearly two and a half centuries later, that is through the process of merging, absorption and combination, the larger became possessor of the smaller.

Some changes, some restrictions and some extensions in its charter rights were obtained from time to time. Later, in 1821, when other and more powerful competition sprang up, and after the original and the rival companies were almost exhausted from the bitter and prolonged struggle, the latter received from the former a license to trade for twenty-one years over a vast territory lying to the west and northwest of the older company's grant. Still later this territory was thrown open to all.

No change of this character, however, affected the original possessions of the Hudson's Bay Company. It always up to 1869 held tight to its gift. In that year under the terms of a "Deed of Surrender" it passed "to the Queen's Most Gracious Majesty, all the rights of government, and other rights, privileges, franchises, powers and authorities, granted or purported to be granted to the said government and company by the said recited Letters Patent of His Late Majesty King Charles II; and also similar rights which may have been exercised or assumed by the said Gov-

ernor and Company in any parts of British North America, nor forming parts of Rupert's Land or of Canada, or of British Columbia, and all lands and territories within Rupert's Land,—granted or purported to be granted to the said Governor and Company by the said Letters Patent," subject to the terms and conditions set out in the deed of surrender, including the payment to the company of £300,000 sterling on the transfer of Rupert's Land to the Dominion of Canada. In this compact the company was permitted to retain its posts and stations with a block of land for each, and these are scattered throughout the territory to this day.

The immensity of the holdings of the Hudson's Bay Company may be best expressed, perhaps, in giving the boundaries of the surrendered territory. These are:

On the south by the United States boundary; on the west by the Rocky mountains; on the north by the northern branch of the Saskatchewan; on the east by Lake Winnipeg, the Lake of the Woods, and the waters connecting them,—

one of the most fertile areas in the world—an empire, if you please, rich in all the things that make for an empire's material greatness. Here we have a private company that has carried on business for 246 years, that has seen the map of the world changed time and again, that has seen nations extinguished and nations born; that has dealt in millions and millions' worth of merchandise; that has owned territory larger than that possessed by some modern governments of the first class; that has been able to surrender territory which has been carved into prosperous provinces and that is still doing business at the old stand.

Hudson's Bay, from which the chartered company of Noblemen and Gentlemen took its name, has in these latter days taken on a fresh interest, in that it bids fair in a short time to be a link in a new transatlantic route between the Dominion and Europe. It is only necessary that the war shall cease in order that other Hudson's Bay companies shall arise and, perhaps, attain importance and wealth even beyond anything dreamed of by the adventurers of the time of Charles II.

### LABEL FAKER CONVICTED.

Fred Heckter, proprietor of "The English Tailors" at 253 Market street, San Francisco, was arrested August 10 on complaint sworn by Wm. Lennfelt, General Organizer of the Journeymen Tailors' Union of America, for placing a bogus Union Label in a suit of clothes ordered by J. Simmonds, a member of the Sailors' Union of the Pacific. The trial took place August 11 in Judge Oppenheimer's court. The complainant testified that when the suit was finished, he looked in the pocket for the Union Label and it was not there. He asked Mr. Heckter why the Label was not in the coat. Then Mr. Heckter personally sewed the Label in the coat. The defendant was represented by two attorneys. Nevertheless Mr. Heckter was found guilty, which seemed quite a surprise to the defense. They then asked for a continuance to get character witnesses for defendant. This was denied by the Judge. The firm in question is not organized and has no right to the use of the Label.

Demand the union label upon all purchases!



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## "Close the Bungholes."

The Mt. Rainier, Maryland, Times gives this advice to railroad managers, who are now conducting an advertising campaign against the eight-hour demand of freight train service employees:

"The railroads lay great stress on the amount of money necessary to establish a shorter work day, a cost that must be placed on the shoulders of the American people. We suggest that the railroads end some of their many practices not countenanced by law. If eight hours for the freight train service men means an additional cost to the public, we know of one bungle that could be closed, the free handling of private cars. Tables prepared by the Interstate Commerce Commission show that the revenue from private cars handled free during the year 1913 on only 88 roads would, at tariff rates, amount to \$644,250.79.

"Another bungle that could be closed is the issuing of watered stock. During the period of 1900-1910 ten western railroads alone issued new stock for \$250,584,961 less than its market value. This means that this enormous amount was practically given away in the form of bonuses to stockholders.

"It has not been denied that freight train workers are hauling longer trains than ever before. The rate per ton per mile has decreased, and we suggest that if the railroads' financial policy was conducted along as rigid and as economical lines as it handles its freight trains, these employees could be easily given an eight-hour day which is supported by every humanitarian impulse."

## Experts Make Important Discovery.

The Russell Sage Foundation has discovered that "trade unionism is a first line of defense against long hours and low wages."

For years organized workers have pleaded, argued and orated that betterment in shop, mill and factory is only possible through unity of employees.

The Russell Sage Foundation has been conducting a survey of Springfield, Illinois, and in advance copies of its findings it is declared that the position of trade unionists is correct. The public is assured, however, that this decision is not the result of hasty action, but only after investigators collected the original data, which was then checked and collaborated by half a score of experts, who have discovered something workingmen always have known.

In its advance sheets the foundation says:

"The full report will say, among other things, that the investigation revealed shorter hours as the rule in union shops. Among employees in these shops, for example, 54 per cent. had an eight-hour day, while in the unorganized establishments only 7 per cent. worked eight hours or less. Only 13 per cent. of the men in the union shops, moreover, worked 10 hours, as compared with 37 per cent. in the non-union work places. These figures tend strongly to support the trade unionists' point that organized workers are able to

gain, and do gain, for themselves, advantages which workers acting individually do not enjoy; and they refute the claim of many employers who oppose organization of their workers that they voluntarily grant all of the benefits which employees might secure through the union.

"Wage conditions among the union workers were generally better than among non-union workers in Springfield, though probably this fact is not due entirely to union influences."

A list of these "probable influences," which benefit unionists only, is not printed by the investigators and experts.

## Dismissed for "Disloyalty."

The Railway & Light Company of Chattanooga, Tenn., has discharged a score of motormen and conductors for "disloyalty" because they attended a union meeting. That in itself was serious enough, but Superintendent Reed says their offense "was emphasized by the fact that the meeting was held behind closed doors and at the hour of about 2 o'clock in the morning," which was the only time these night and day workers could call a meeting. The superintendent makes haste to add that "we have no objection to a union. In fact," he continues, "there are upwards of 200 of our employees in a beneficiary union already—they have a fund for sick and death benefits, and at all times cooperate openly and heartily with the company."

Editor Carter, of the Labor World, makes this comment on the superintendent's position:

"It seems that Mr. Reed would be heartily in favor of a union—provided he might attend the meetings and be president. This idea of unionism is not altogether new. John D. Rockefeller, Jr., has established just such a union in the Colorado fields, but its beneficial results, so far as the workers are concerned, are not yet apparent."

## Stock Jobbing Blamed for Low Wages.

Testifying before a federal board of arbitration, in the wage controversy between the New York Central lines and its telegraphers, President Perham, of the Order of Railroad Telegraphers, said that stock watering is the reason why signal men and telegraphers are denied decent wages.

The unionist declared that between 1870 and 1914 the company paid \$151,429,357 dividends on watered stock, averaging about \$3,387,000 a year. He said that the wages of the Central's telegraphers, from 1888 to 1894, inclusive, amounted to \$11,707,486, and in the same period the railroad paid \$73,722,187 dividends on stock that did not represent one dollar invested.

The witness was interrupted by officials of the company, who protested to the board that this testimony should not be admitted, as it was "incompetent, irrelevant and immaterial." The board, in executive session, quickly decided to admit the evidence. Continuing, President Perham read into the record documents and reports to substantiate his testimony. He said that from 1870 to 1910 the company wasted more

(Continued on Page 10.)

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

### AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

### GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldgs., 22 Canning Place, Liverpool.

### BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

### GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

### FRANCE.

Federation National des Syndicats des Inscriptions, Maritimes de France, 33 Rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

### NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

### SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgaten 1 B., Sweden.

### DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restauration Forening, Nyhavn 17, Kobenhavn.

### HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

### ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

### AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

### SPAIN.

Sociedad Sindical de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

### URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

### ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

### BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

### SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



## World's Workers.

After a short strike, bakers in Winnipeg, Manitoba, have secured higher wages and better working conditions. Other differences will be adjusted by an arbitration board.

Officers of the Trades and Labor Congress of Canada have issued a call for the annual convention, to be held in Toronto beginning September 25. It is stated that among the matters to be considered will be the protection of resident labor when the war is over, as Canada will "have to meet the vast influx of foreign labor."

In future every employer of workmen handling cargo in the Royal Albert and Victoria (London) docks will be required to transmit each day to the representative of the board of trade a return of the number of men employed and the number required on the following day. The return is to be made up at 2 p. m., and is to show the number of men employed up to that hour on all work. General authority is given to the board of trade to impose the regulations by virtue of the munitions of war act and the defense of the realm regulations providing for "maintaining or increasing the production of munitions in . . . factories, workshops, or premises."

A circular which affects the position of men working on farms in Great Britain with regard to military service, has been issued to local tribunals and appeal tribunals by the local government board. According to this circular the question of the production of foodstuffs in Great Britain has been brought prominently to the notice of the army council by the board of agriculture. The matter has been fully considered and it has been agreed that as far as possible the war office will not withdraw from farms men who are shown, after careful investigation, to be indispensable for the cultivation of the land and for the maintenance of the head of livestock upon it.

The governors of the Glasgow and West of Scotland Royal Technical College recently reported that there was a great demand for the services of the women trained for munition work in their college. The demand was greater than the supply, and greater also than the demand for men. The munitions department had realized to the full the value of women and of partially trained men, and also the value of having them further trained, to make them even more useful. These men could be used for gauge-making and for the supervision of semi-skilled women workers and for the training of women as fitters in the simpler classes of fitting.

The total number of workpeople remaining on the Registers of the British Board of Trade Labor Exchanges (385 in number) on June 9 was 126,947, as compared with 135,603 on May 12, 1916, and 92,025 on June 11, 1915. These comprise workers in professional, commercial, clerical, as well as in industrial occupations. Excluding cases in which persons were re-registered on again becoming unemployed, there were on the Register at some time or other during the period 423,578 workpeople (men 123,103, women 246,446, boys 24,364, and girls 29,665), as compared with 377,393 in the previous four weeks, and 297,935 in the four weeks ended June 11, 1915.

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### REMOVAL ANNOUNCEMENT.

**S. G. SWANSON** for the **BEST** there is in **TAILORING** Less the Fancy Price  
who has been established since 1904 on Beacon Street, between 6th and 7th  
**IS NOW located on the 2nd floor BANK OF SAN PEDRO BLDG.,**  
**entrance 110 WEST 6th STREET, SAN PEDRO, CAL.,**  
Where he is better prepared, because of Much lesser rent, to give the trade the  
advantage of lower prices and as formerly, special care is given to garments entrusted  
to him for Cleaning, Repairing and Pressing.  
Note—Clothes also cut, trimmed and made from your own cloth with the  
Union Label too. The new woollens are now ready for your inspection, how about  
your order?

### San Pedro News Co.

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Francisco Papers on Sale. Agents  
Harbor Steam Laundry

### Mills, Elbert & Nash

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### ALASKA FISHERMEN.

San Francisco.

|                     |                 |
|---------------------|-----------------|
| Bergman, John       | Johnsen, Aug.   |
| Blom, Ernest        | Konig, D.       |
| Christiansen, Anton | Nielsen, Harold |
| Christiansen, A.    | Olander, Ed     |
| Doris, Geo.         | Thomson, John   |
| Eckart, T. G.       |                 |

## San Pedro Letter List.

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|-----------------------|---------------------|
| Alexander, P.         | Martinson, E.       |
| Andersen, Louis       | Marner, Robert      |
| Andersen, John        | Nelson, Dick        |
| Andersson, Oskar      | Nilsen, Oskar       |
| Bentsen, Hans B.      | Nilsson, Edward     |
| Bushman, John         | Nilsen, Oskar J.    |
| Berglund, Emil        | Olsen, Nick         |
| Blucker, John         | Orling, Gust        |
| Carlson, Gus          | Olsen, Andy         |
| Carlmark, B. G.       | Olson, Olof S.      |
| Carlson, Harry        | Ophaug, W.          |
| Carlson, Gustaf       | Owen, Fred          |
| Ellwes, Fred          | Oquist, Gust        |
| Eklund, G. E.         | Olson, Frank        |
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| Fugelutsen, Thor      | Peterson, Nicolai   |
| Fjellman, Karl        | -1234               |
| Forsman, G.           | Pintz, Johan        |
| Ginar, Walter         | Peterson, N.        |
| Grigolett, E.         | Peterson, Hugo      |
| Galleburg, Martin     | Pettersen, C. V.    |
| Hiesche, Henry        | Pakki, Emil         |
| Holmstrom, Fritz      | Pederson, Ole       |
| Haupt, Fritz          | Pihpik, K.          |
| Hansen, Charley       | Palmquist, A.       |
| Hansen, Ole           | Peterson, Aage      |
| Howsy, Lon            | Raun, Einar         |
| Hoverson, Carl        | Rosenblad, Axel     |
| Hogstrom, Axel        | Rudd, Walter        |
| Janson, Oscar         | Schmidt, Theodor    |
| Johnsson, J. A. -1659 | Samuelsson, Frank   |
| Johanson, Victor      | Smith, Johan        |
| Jacobsen, Louis       | Soderlund, Anton    |
| Jansson, Fredrik      | Schmidt, Louritz P. |
| Karnup, Edward        | Strom, C. L.        |
| Kashlund, Franz       | Swanson, J. N.      |
| Kaillo, Anton         | Stromsberg, I.      |
| Lassen, Johan -1542   | Schelly, Aksel      |
| Lutton, Theo          | Stalt, Axel         |
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| Larson, Max           | Schallies, Charlie  |
| Lybeck, Thos.         | Svenson, Nicolaus   |
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| Lindberg, Ernst       | Tonnesen, Peter     |
| Leideker, Elith       | Tho, John           |
| Lalan, Joe            | Uhlig, Richard      |
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| Lane, Frank           | White, Robert       |
| Lundin, C. -1054      | Warkkala, John      |
| Lill, Karl            | Wichman, Karl       |
| McNeal, John          | Wartilla, Anton     |
| Monterro, John        |                     |
| Monts, Reimolt        | Newspapers and      |
| Makela, N.            | Packages.           |
| Malm, Gustaf          | Schmidt, Lauritz P. |

## Honolulu, H. T.

|                      |                   |
|----------------------|-------------------|
| Anderson, John E.    | Nelsen, C. E.     |
| Burk, Harry -1284    | Petersen, Carl    |
| Crantly, C. W.       | Peters, Walter    |
| Eugenio, John        | Reither, Fritz    |
| Ekelund, Rickhard    | Solberg, B. P.    |
| Ivertsen, Sigvald B. | Strand, Conrad    |
| Langewen, W. L.      | Thompson, Emil N. |
| Möller, F.           |                   |

## INFORMATION WANTED.

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio. 3-24-15

Anders C. Anderson, a native of Norway, who left his personal effects at Port San Luis, Cal., after leaving a ship at that place, is inquired for. Anyone knowing his whereabouts please notify D. R. Jacks, Deputy Collector of Customs, Port San Luis, Cal. 12-22-15

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Anyone knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St. 8-11-15

Olai Ingebrigtsen (Brock), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American bark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469—49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Steuart street, San Francisco, Cal. 8-4-15

Anyone knowing the whereabouts of Peter Murphy, better known as Boatswain McGann, will kindly notify Patrick Kieran, 58 Commercial St., San Francisco, Cal. 4-19-16

Vencelus Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolamo Durbich, Zurich, Switzerland. 7-28-15

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## INFORMATION WANTED.

John Edstrom, alias Brynjulf Edstrom, born in Norway in 1879, was last heard from at Mobile, Ala., where his address was Norwegian Chapell, is inquired for. Anyone knowing his whereabouts please notify his mother. Address, 22 Pilestradet, Kristiania, Norway.—12-22-15

George Alexander Sharman, a native of Brooklyn, N. Y. About 28 years of age, height 5 feet 9 inches,

supposed to have sailed on the Great Lakes in 1907, is inquired for by M. L. Kinvan, 1211 Mosher street, Baltimore, Md. 7-14-15

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15



## Pacific Coast Marine.

The steam schooner "Fort Bragg," which was cut in two and lengthened after going ashore at San Jose del Cabo, is in commission again. The "Fort Bragg" went ashore November 5, 1915, while en route from Mexican ports to San Francisco. She was towed to port by the steamer "Arctic" and has undergone extensive repairs at Alameda ways.

The board of directors of the Oregon-Alaska Steamship Company have decided to build a ship for service between Portland and Alaska points, after having satisfied themselves that no suitable vessel for the run can be purchased. The vessel to be built will have a carrying capacity of 1200 tons of cargo and accommodations for 150 passengers with a speed of at least 14 knots.

The State Board of Harbor Commissioners at San Francisco has awarded a contract for the extension of the east arm of pier 43, located at the foot of Mason street, 300 feet. The contract was awarded to the Healy, Tibbitts Construction Company on its bid of \$10,112. Upon completion the extension will be used for docking purposes, the space not yet assigned.

The American steam-schooner "Shna-Yak," ashore at Point Sur, has been sold to the Western Mercantile Marine of San Francisco. The price paid for the schooner, formerly owned by George E. Billings, was \$10,550. Whether the local concern will attempt to save the vessel or simply remove her machinery will not be decided until engineers have inspected the position of the schooner.

The master of the American schooner "W. H. Marston," reported upon arrival at Port Townsend that he was compelled to give up to the British authorities at Newcastle, N. S. W., three sailors alleged to be German subjects. The men, W. English, W. Hanson and W. Ritter, were entered on the ship's articles when she sailed from Portland, Ore., January 22, 1916, as subjects of Norway, Sweden and Holland, respectively.

The report of Seattle's Port Warden shows that the water-borne commerce in July exceeded \$1,000,000 a day in value, running up a grand total of \$32,511,000 for the month, a gain of \$10,979,000 compared with the same month in 1915. The port's commerce in July, 1915, aggregated \$21,532,000 in value. The gain of almost \$11,000,000 was due entirely to the port's foreign trade. Domestic trade failed to do better than hold its own with the record of July 1915. Domestic exports fell off.

The American barkentine "S. N. Castle" has been sold by George A. Moore & Co. to the Alaska Codfish Company, and after making two trips to the islands for the Moore Company with lumber will be turned over to her new owners. The price paid for the barkentine was \$25,000. The "S. N. Castle" is a barkentine of 465 net tons and will join the northern fleet of the codfish company upon delivery. For many years the "Castle" has plied between this port and South Sea Island ports with lumber. She has a lumber capacity of 550,000 feet.

During the month of July, according to records compiled by the marine department of the Chamber of Commerce of San Francisco, there arrived in port foreign steam tonnage to the amount of 109,036, and foreign sail tonnage totaling 13,823. The total steam tonnage entering port for the month was 584,761, and the total sail tonnage 59,273. Foreign steam vessels, with a total tonnage of 168,976, departed from San Francisco during the month, and foreign sail tonnage totaling 19,056. The total steam tonnage departing during the month amounted to 610,377, and the total sail 67,773.

H. W. Brown & Co., of Montreal, has placed orders with the Wallace shipyards, Vancouver, B. C., for three more lumber schooners with auxiliary engines. This is the second trio of ships ordered of the Wallace yards by W. H. Brown & Co. The contract price is \$165,000 for each vessel. The boats are to be 265 feet over all, 44 feet wide and have five masts. The power equipment consists of two 160 horsepower Bolinder engines. The first vessel of the series is now half completed. The boats will be used in the lumber trade out of Vancouver. The designer is J. H. Price, who recently built the schooner "City of Portland" at St. Helens, Oregon.

A report of a recent survey by the United States Coast and Geodetic Survey steamer "Patterson," which is operating in Kashevarof Passage and the northwest end of Clarence Strait, Alaska, indicates that the channel between Blashke Island on the north and Rose Rock on the south is extremely dangerous. Several dangerous uncharted rocks have been discovered almost completely blocking this channel. On the existing charts, which are based upon a reconnaissance made in 1886, this channel is shown to be clear. Results obtained this season demonstrate the necessity for a close hydrographic development, supplemented by wire-drag work in these waters as soon as practicable.

There were 555 ship arrivals at the port of Honolulu during the fiscal year ended June 30,

1916. This is twelve more than the number for 1914-15. During the year 1913-14 there were 462. The fiscal year just closed had the largest number of vessels since the United States took over the customs service, the preceding year having been the largest up to this time. In volume and importance of business the year is a record, although the old whaling-ship days may have witnessed the arrival of more vessels. The figures given take no account of vessels from island ports, whether interisland or Matson Navigation Company steamers returning from Hilo and Kahului. May, with 61 ships, had the largest number recorded in any month in recent years. The record had been held by June, 1915, when there were 59.

The big oil tanker "D. G. Scofield," being built for the Standard Oil Company of California at the Union Iron Works, made her trial trip on Tuesday. The "Scofield," when complete, will have cost the Standard Company approximately \$1,500,000. She is 440 feet in length, has a beam of fifty-eight feet and a depth of thirty-three feet one inch. Her capacity is 78,000 barrels of oil. The tanker was launched June 3.

Subject to inspection upon arrival at San Francisco, the schooner "Sophie Christenson," owned by Sudden & Christenson, has been sold to Balfour, Guthrie & Co., at private terms. The schooner is now at Antofagasta, Peru, discharging a cargo of 789,625 feet of lumber for W. R. Grace & Co. Upon discharge she will load a cargo of nitrates for Honolulu for the American Fertilizer Company, proceeding from that port to San Francisco. The schooner was built at Port Blakely in 1901 and is a vessel of 570 tons net register, with a lumber-carrying capacity of 825,000 feet.

Saving of the San Francisco-Portland Steamship Company's steamer "Bear," which went ashore in a midnight fog, June 14, with a loss of five lives, on the Humboldt County coast, has become a practical certainty. During the week the big passenger steamer was afloat in a basin dug around her by special machinery placed aboard shortly after she went ashore. The "Salvor" and the tug "Relief," sent to the scene of the wreck from Eureka, are making efforts to pull the "Bear" into deep water. This, according to those familiar with the position of the steamer, will be comparatively easy, now that the steamer is afloat, and is simply a question of tide conditions. Since the steamer went ashore the company has not despaired of ultimately pulling her back into deep water, but it is generally admitted that the floating of the steamer, in view of her position, is an engineering feat equaled only by the salvaging of the steamer "Republic," formerly the German vessel "Walkure," in Papete harbor. Captain Louis Nopander of the Bear and Third Mate Hure Olund, who was in charge of the sounding machine when the steamer grounded, have had their licenses suspended by United States Inspectors of Hulls and Boilers James Guthrie and J. B. Dolan for six months and one year, respectively, being convicted of negligence and unskillful navigating.

Grant McMicken, San Francisco representative of the Alaska Steamship Company, has announced a new de luxe excursion service between San Francisco, Seattle, Los Angeles and San Diego, on the Pacific Coast, and Kingston, Santiago, Havana and Philadelphia on the Atlantic, via the Panama Canal. It is proposed by the Alaska Steamship Company to withdraw the palatial steamer "Alaska" from the Alaska route about November 1 and place her in service on the route between Seattle and Philadelphia via San Francisco, Los Angeles, San Diego, Panama, Colon, Kingston, Santiago and Havana, with stops at each intermediate port. The "Alaska," which is particularly suitable for the Panama Canal route, is 327 feet in length, 45 feet in breadth, with a displacement of 5700 tons. She is equipped with excellent passenger accommodations, all rooms being outside rooms. The tentative schedule arranged by the company allows passengers a full day, and in some cases longer, ashore at intermediate ports of call; provides for the steamer to make the trip through the canal in daylight, and on the first trip east-bound sailing from Seattle the evening of November 22, from San Francisco early morning of November 26, from San Pedro early morning of November 28, and from San Diego evening of November 28. The steamer is due to reach Philadelphia December 21. This will allow ample time for Eastern passengers to reach their homes before Christmas, and the west-bound sailing from Philadelphia on January 4 allows ample time after the close of the Christmas holiday season for passengers to reach Philadelphia from any point east of the Missouri River.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

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(Continued on Page 11.)



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I. M. HOLT.....Manager

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Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, AUGUST 16, 1916.

### RESPECT FOR THE COURTS.

Some of the reasons why workingmen have lost confidence and respect for the courts are furnished by Samuel Gompers in the article appearing on page 1 of this issue.

A few other reasons have just been furnished by a coterie of California injunction judges who hold down nice jobs in the Third Appellate District Court.

In a lengthy decision which has just emanated from this court it is held that a person may be punished for contempt who does not obey an injunction, even though he is not bound by it. In other words, the California District Court of Appeal has resurrected the old rule of the Emperor Tiberius, and holds that it can punish anybody for violating the majesty of a Superior Court.

The Court holds further that a person found on a public street with a red sash on, in the vicinity of a place on which an injunction has been granted, even though this person is neither a defendant nor an agent or an assistant of a defendant, is nevertheless guilty of a contempt for interfering with the dignity of the Court. In their superior wisdom they hold that this is a criminal contempt, which they can punish by summary proceedings and that a person so accused can be tried and convicted in his absence, without being brought before the Court.

They hold that while a voluntary unincorporated association cannot be sued, it can in a labor case. They hold that while peaceful picketing is lawful, it nevertheless constitutes "constructive violence," which appears to be a new legal term especially invented to persecute labor unions. In effect, this decision re-establishes all the objectionable practice of the Court of the Star Chamber. It goes even further than the decision of Pontius Pilate, in that it allows a man to be convicted of a crime, who has not been given the opportunity of hearing his accusers, or of knowing what testimony has

been introduced against him. It violates all rules of civilized or uncivilized law.

Of course, for the sake of liberty and human progress both the Massachusetts decision quoted by Gompers and the California decision briefly reviewed in this editorial, will have to be appealed to a higher court. This will mean long wrangling by lawyers some of whom will have to be paid from trade-union funds. In other words, these outrageous decisions will have to be contested to the last ditch and the bills will have to be footed by men and women who earn their money in the sweat of their brow.

But even though these learned judges hand down decisions which surpass anything that the wildest nightmare can possibly suggest, and even though they would send workingmen to jail without any trial and without being given an opportunity to defend themselves we are constantly admonished "to respect the courts."

Yes, we still must "make believe" we respect the courts. Otherwise we would be labeled as foes of law and order, un-American, unpatriotic, etc., etc. And that would never do, you know!

### THEORY VS. PRACTICE.

Once more it becomes our sad and painful duty to call attention to the fact that, so far as the open-shoppers are concerned, consistency has become a jewel of exceedingly doubtful value.

Mr. Koster, President of the San Francisco Chamber of Commerce and chief spokesman for the open shop element in our fair city, operates a barrel factory under strict union shop conditions. The advice which Mr. Koster so freely disburses, of late, is intended only for the other fellow's business—but not for his own. In other words, he does not practice what he preaches.

The San Francisco Argonaut and several other weekly and monthly sheets maintained by the predatory business interests are great champions of the open shop and almost shed tears for the "inalienable right" of the "independent" workman to accept employment at starvation wages—if he so desires. It is a curious fact, however, that all these apologists for labor exploiters take no chances with open shop printing plants. They take very good care to have their own work done by well paid competent union craftsmen, who are employed in "union shop" printing establishments.

Surely they are a queer lot, these champions of the open shop!

Their slogan is: Don't do as we do, do as we tell you!

But why expect a single consistent deed or act from a bunch of men who cannot make a consistent argument?

### ONE CAN NEVER TELL.

Well, they have finally conceded the street railway men in New York the right to organize. In "union-ridden" San Francisco this great boon is still denied to the employees of the privately-owned traction company. But we ought not to complain. The president of this particular company is serving on the local "law and order" committee ostensibly organized to establish the open shop in San Francisco. Maybe he intends to "open up" the United Railroads and concede his motormen and conductors the right to organize!

### FUTURE OF THE TANKER.

Figures issued from time to time at Washington, D. C., leave no doubt upon the prosperity of American shipbuilders. A substantial American merchant marine is being built. Notwithstanding high prices, shipowners are placing orders so that every shipyard is working at capacity. Bonuses are offered for delivery under contract time.

The naval battle off Jutland gave oil-burning vessels a big impetus. The newest types of American battleships are oil burners, and many British warships use oil. Heretofore it was argued that oil increased risk in action, but the naval battle dispelled all doubts. Use of oil as a fuel on land and sea has grown rapidly in recent years.

Oil on American merchant vessels, especially in the Pacific, is quite general and in replacing ships destroyed, both belligerents and neutrals will use extensively oil-burning machinery. Half the tonnage of ocean cargo steamers building in America are tankers, an indication of future development of American trade. The American merchant fleet includes 102 tank steamers of 459,656 gross tons, 72 are building, and aggregate tonnage will be 955,794. Great Britain has 208 steamers of 875,909 tons. The next nation is the Netherlands with 87,080 tons.

Of American ships being built, eight aggregating 52,328 tons are for passengers and cargo, including the "Wakiki," the largest, of 9728 tons, and turbine engines of 10,000 horse-power, for Hawaiian and transpacific trade. Two 8000-ton passenger and cargo steamers of 17 knots are building for Atlantic, Gulf & West Indies Company, one coast-wise passenger steamer of 6000 tons, 14 knots, for Mallory line; two 5800-ton steamers, 13 knots, for W. R. Grace & Co. for west coast of North and South America, and two coast-wise steamers, 4500 tons each, 12½ knots, for Savannah line.

Steel ships under construction number 385 of 1,225,784 tons. This is about half the output of British yards in peace time, but is greatly in excess of output of German yards. But America is taking the lead in the building as well as in the ownership of tankers.

### LONGSHOREMEN SECURE INCREASE.

Notwithstanding many vicious counter influences to the contrary, it is now beginning to appear as if peace of somewhat lasting duration has been established along the waterfront of San Francisco. In accordance with the compromise arrangement, under which the longshoremen at San Francisco returned to work for all firms represented in the Waterfront Employers' Union on July 20, several conferences have taken place with a view to adjusting working conditions and wages. These conferences, which were attended by committees representing the Riggers and Stevedores' Union, the Waterfront Employers' Union, and the Waterfront Workers' Federation, have now resulted in a satisfactory agreement providing for an increase in straight time and overtime, from 50 and 75 cents per hour, to 55 and 82½ cents per hour, respectively. The working rules remain substantially as they were prior to the walk-out. The so-called open shop issue was never raised to the dignity of serious discussion, the new agreement providing for the employment of union men (members of the Riggers and Stevedores' Union) when available.

Similar terms could doubtless have been



secured for all work controlled by local companies at other ports; however, the other Longshoremen's Unions had seen fit to reject the third compromise arrangement and the San Francisco employers declined to enter into further negotiations with them.

In this connection attention is called to the fact that the inner history of the Pacific Coast longshoremen's strike has been written and is now being printed in pamphlet form for the account of the Waterfront Workers' Federation of San Francisco. Longshoremen or seamen who are unable to secure a copy of this valuable pamphlet at their respective union headquarters should send for a copy by mail. Enclose return postage and address E. Ellison, Secretary, Waterfront Workers' Federation, 59 Clay street, San Francisco.

#### SCHWAB'S EULOGY TO LABOR.

Charley Schwab, of Steel Trust fame and chief sponsor for the (H)elfare Plan of the Lake Carriers' Association, made some rather striking remarks at a recent dinner given in his honor by certain well-to-do citizens of Philadelphia.

Said Mr. Schwab:

There is nothing that really figures but labor. Materials—analyze material. You will find that material means nothing but labor. Freight and supplies? Analyze them. They mean nothing basically but labor—just so much labor.

In other words, from the first magic touch to the last, which turns everything into gold, it is all labor.

It is labor which produces everything, all the riches, all the splendor, all the wealth.

Nothing has any value until turned over by the hand of labor.

Everything is begun by the hand of labor and is finished by the hand of labor.

Labor has produced all the wealth of the world.

It is strange, to say the least, that a man who has for years grossly exploited immigrant labor and by every means attempted to crush the spirit of independence and self-help among American workers should talk about the dignity of labor.

If it were not for the splendid resistance of the marine unions along the chain of Great Lakes this man Schwab and his minions would long ago have reduced the status of a Lake seaman to that of a colored man in the South before the war. All his life he has fought union labor and endeavored to crush the very spirit of organization among the workers; yet he stands at the banquet table and eulogizes labor.

Was there ever a greater hypocrite than this notorious employer of cheap, servile and cringing labor?

Tardily the United States Congress plans to do honor, in Washington, to John Ericsson, who won fame in the war between the States by his construction and operation of the "Monitor" that defeated the "Merrimac" in the battle off Hampton Roads. This emigrant from Scandinavia to the United States was content to remain by the seaboard, win success in manufacturing and trade, and, in due time, help his adopted country at an hour when it needed original constructive talent in aid of a wooden navy that was being riddled by the iron-coated "Merrimac." If the commission for the coming statue of the inventor gets into the right hands the national capital will be the gainer, for both the individuality of the man and his achievement were such as to make an appeal to a sculptor with insight.

It is easy enough to arouse enthusiasm with a new idea, but not so easy to compel thought by the expression of an old truth.

#### THE SAN FRANCISCO SITUATION.

"The Leader" Furnishes Some Interesting Inside Data About the Local "Law and Order" Brigade.

That there are grave symptoms of coming trouble in the economic life of the country in general, and of San Francisco in particular, must be evident even to the most superficial observer. That we are to escape a strike which will tie up all the railroads of the States is even still only a hope. The practical unanimity with which the employees authorized the strike is extremely significant. In this city the trouble is not widespread, though causing personal inconvenience. But here the temper of the opposing parties is more evident and the outlook much more threatening.

We therefore think it well, as in similar junctures, to say a few words to our readers who are engaged in the labor movement. We have indeed no mandate to speak in their name, but we can call to their minds the principles that should guide them and the course that they should steer.

The organized employers of San Francisco seem to be like the Bourbons—never learning anything, never forgetting anything. We hear again to-day the old slogans that we heard twenty years ago. Principles that philosophy and experience have demolished are flaunted as new discoveries, and the Chamber of Commerce seems to produce a fresh crop of ignorance every year.

It is on the activities of this Chamber of Commerce that we would focus the attention of the labor bodies and especially on the activities of its "Law and Order" Committee. There is apparently much more "Order" than "Law" in the makeup of that organization, and its chairman, a previously obscure person, with the suggestive name of Koster, intoxicated with the exuberance of his own verbosity, aspires to be the Czar of San Francisco.

Here it might be well to recall the self-evident truth that the Chamber of Commerce has no more right to say how San Francisco shall be run than the Chambermaids' Union or the Printing Committee of the Academy of Sciences. It was the height of impudence when this Koster person, reading his schoolboy essay in schoolboy fashion at the outrage meeting, claimed to take "Law and Order" under his private protection. The Mayor delicately reminded him that there were officials elected for the purpose of administering "Law" and preserving "Order," but it would have been much better for the future peace of the city had he openly rebuked the bullheaded insolence that characterizes the Chamber of Commerce and its cossetted spokesman.

But we can't blame the Mayor when we find the vast body of the citizens dumb. Our civil liberties are dearer to us than even the rate of wages and the hours of work. Now our civil liberties depend upon a republican form of government where civil officers are elected by the people and where those officers are responsible to the people alone. We have learned by experience that the greatest enemy to republican good government is the "Boss." The Boss is an irresponsible person, that is, a person not chosen by the people, who controls the civil community. But, while one Boss is bad enough, a Boss Organization is a thousand times worse. This is precisely what the Koster individual claimed for his Chamber of Commerce and his "Law and Order Committee"—the right to run the civil government of San Francisco as he and his fellow conspirators see fit.

Let us remind the labor men that any big bluff seems to go in San Francisco—for a time.

Let every labor union for the next six months open and close its proceedings with the solemn recital of the words: "Eternal vigilance is the price of liberty."

Again, let our readers remember what we have often told them, that it is not men, nor even dollars, that make the world go round, but ideas. Therefore it is necessary to know the correct principles that govern the relations of employer and employe and to work earnestly to put them into effect. Too often, all over the world, the labor cause has spent itself and been spent in putting individuals into high office only to find themselves in the end nothing benefited by their sacrifices. Measures, not men, is the true working platform of the toilers.

As an exemplification, take the cry that has gone up from the costermongers of the Chamber of Commerce with all the lung power of a banana peddler in the dewy dawn—"We will run our business to suit ourselves."

No man can run his business to suit himself. To claim the right to do so is real anarchy. For what, after all, is anarchy? It is the absolute supremacy of the individual will. "I will do as I please," is the anarchist's platform in its last analysis. "We will do as we please," is the claim of the cavemen of the Chamber of Commerce. They have thrown a

(Continued on Page 10.)

## OFFICIAL.

#### SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Aug. 14, 1916. Regular weekly meeting came to order at 7 p. m., A. Seaman presiding. Secretary reported shipping medium.

JOHN H. TENNISON, Secretary pro tem. Maritime Bldg., 59 Clay St. Phone Kearny

Victoria, B. C., Aug. 7, 1916. No meeting. Shipping fair; prospects uncertain.

REGINALD TOWNSEND, Agent. Room 11, De Cosmos Block, 1424 Government St.

Vancouver, B. C., Aug. 7, 1916. Shipping fair; prospects uncertain.

W. S. BURNS, Agent. 213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Aug. 7, 1916. No meeting. Shipping fair in sailing vessels; prospects uncertain.

H. L. PETTERSON, Agent. 2016 North 30th St. Tel. Main 808.

Seattle Agency, Aug. 7, 1916. Shipping medium.

P. B. GILL, Agent. 84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Aug. 7, 1916. No meeting. Shipping medium; prospects uncertain.

E. J. D. LORENTZEN, Agent pro tem. P. O. Box 6. Tel. Main 557.

Portland Agency, Aug. 7, 1916. Shipping fair; prospects fair.

JACK ROSEN, Agent. 44 Union Ave. North. Tel. East 4912.

Eureka Agency, Aug. 7, 1916. No meeting. Shipping dull.

OTTO DITTMAR, Agent. 227 First St. P. O. Box 64. Tel. 159.

San Pedro Agency, Aug. 7, 1916. Shipping fair; prospects uncertain.

HARRY OHLSEN, Agent. 128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, July 31, 1916. Shipping dull; prospects poor.

JACK EDWARDSON, Agent. P. O. Box 314. Tel. 2526.

#### MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Aug. 10, 1916. Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping fair.

EUGENE BURKE, Secretary. 42 Market St. Phone Kearny 5955.

Seattle Agency, Aug. 3, 1916. No meeting. Shipping fair.

LEONARD NORKGAUER, Agent. Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Aug. 2, 1916. No meeting. Shipping slow; many cooks ashore.

HARRY POTHOFF, Agent. P. O. Box No. 54.

Portland Agency, Aug. 7, 1916. No meeting. Shipping fair; few members ashore.

THOMAS BAKER, Agent. 89 Second St. N. Phone Broadway 2306.

#### DIED.

Albert Burgess, No. 1747, a native of New York, age 45, died at San Francisco, Cal., Aug. 10, 1916.

United States Inspectors of Hulls and Boilers James Guthrie and J. P. Dolan are making an official inquiry into the collision between the Pacific Coast Steamship Company's steamer "City of Topeka" and the steam-schooner "Coquille River," early Sunday morning (Aug. 13) off Point Reyes.

Records of the Marine Department of the Chamber of Commerce show tonnage to the amount of 236,216 tons on the way to San Francisco from foreign ports, the Atlantic range and Hawaiian Islands. As compared with the tonnage en route to port the same time last year an increase of 12,945 tons is shown and shippers freely predict that by the first of the year more than 300,000 tons will be en route to port.



## SUBMARINE CARGOES.

"Engineering" (London), has indulged in some calculations based on the contradictory data published about the German submarine freighter "Deutschland" and the results show how preposterous is the suggestion that submarine navigation with vessels of this type can ever be a commercial success. Assuming a surface displacement of 2000 tons, coinciding with a length of about 300 feet and a beam of 30 feet, with a collective boiler horsepower of 2600, the corresponding surface-speed would be 14 knots. With such dimensions the stated deadweight capacity of 800 to 1000 tons is impossible and under the most favorable conditions regarding the disposition of weight in the ship and her machinery and stores, a greater cargo than 350 tons cannot possibly be carried by a submersible vessel of 2000 tons surface displacement. The hull of the boat, including the ballast keel, water and air service, auxiliaries, electric cables, fittings, etc., will weight about 1100 tons. In estimating the weight of the machinery, there is the difficulty of determining exactly the electrical equipment for propulsion when submerged, and the power available and speed attained when submerged; but even here there is room for only a slight percentage of error. Accepting the statement of the captain that he proceeded for ninety miles under water without requiring to recharge the accumulators, we arrive at the conclusion that this is the radius of action provided by the storage batteries. The machinery, therefore, including the main Diesel engines, electric motors, storage batteries and lubricating oil, works out at about 260 tons. The capacity of the fuel-oil tanks has been stated as 190 tons. The crew, the fresh water, provisions, and other stores cannot be put at less than 60 tons. The remaining demands on the weight include trimming ballast, the gun and ammunition (which, it is said, was carried for defensive purposes), and these may be taken at 30 tons. Provided no gun was carried, part of this weight may have been utilized to augment the deadweight carrying capacity. But a summation of the weights given above shows that out of the 2000-ton surface displacement there is left only 350 tons as cargo deadweight carrying capacity. If passenger accommodation were provided, there would be a deduction from this for the weight of the fittings, of the passengers, and of the necessary provisions and stores. The weights allowed, it may be added, give an approximate radius of action of 4500 nautical miles at 14 knots, and 6650 nautical miles at 11½ knots. Assuming the reserve buoyancy as 55 per cent. of the surface displacement, the displacement submerged would be about 3100 tons. These facts help to reduce to correct proportions the significance of the voyage.

## WHAT LOCAL UNIONS NEED.

Every local union needs active members; it needs loyal members; it needs enthusiastic members; it needs constructive members; it needs cautious members; it needs energetic members; it needs judicious members; it needs good debaters; it needs members imbued with the principles of justice and equity. Blended together in one harmonious mass for the protection of labor's interests, the progress for better conditions cannot be checked to any appreciable extent.—Cigarmakers' Journal.

## STAGE MONEY.

A clear case of selling the hide before catching the bear is revealed in the following news story sent out by the Continental Press Association:

"England was so sure of capturing the Dardanelles and conquering the territory behind that she had prepared one pound notes with Turkish script for circulation among the people. This became known here to-day with the arrival of a number of specimens of the notes, which had been passed from hand to hand among army officers until they reached Vienna.

"The notes are probably the only ones of the kind ever issued by the British government. Across the face is scrawled in Turkish script in red ink the value of the piece of paper in piastres. In other respects, the notes are identical with those in use in the British possessions.

"They were printed in large quantities and held in readiness for shipment to Turkey as soon as the fall of that country should be foreshadowed by the capture of the Dardanelles. Some did find their way to Turkey ahead of schedule time and fell into the hands of officers in the armies of the central powers, who have preserved them as interesting reminders of what many consider England's greatest single military error.

"The English had other intimate preparations under way for the immediate operation of the Turkish government, according to a story that is being discussed here to-day. This is to the effect that more than one thousand British officials in disguise were already assembled in the vicinity of Constantinople, ready to take over the governmental offices in the conquered territory."

## THE "TITANIC" COMPROMISE.

The final chapter in the litigation arising out of the sinking of the "Titanic," April 15, 1912, came to a close by the filing in the Federal Court July 28, of the decree by Judge Mayer granting the shipowners limitation of liability for the loss of that vessel and absolving them of all blame in connection with the disaster. The decree made the company liable for only \$117,101, value of the ship's earnings and salvage, but under the arrangement entered into with the attorneys for the litigants, the Oceanic Steam Navigation Company has already disbursed \$665,000 in settlement of all claims, amounting, according to the last schedule filed, to some \$3,000,000. The case came up for argument in the United States Court at New York June 22, 1915, and after the termination of the hearings an agreement was struck between counsel for both parties, thus avoiding the protracted litigation which took place in connection with the "Bourgonne" case.

Dr. Benjamin Ide Wheeler, president of the University of California, claimed some time ago that "a good education was a primary step in the maintenance of a real democracy." He said in part: "Democracy itself is disappearing. The American people rant much about democracy, but we are slipping back into aristocracy. The referendum, initiative and recall do not insure democracy. When every boy has a chance to rise and enjoy a good education, then we will have a democracy of which we may be proud."

## A NOVEL TEST CASE.

At the request of the National Sailors' and Firemen's Union of Great Britain and Ireland, the Liverpool Stipendiary Magistrate has consented to state a case for the High Court to determine whether the taking away by a seaman of unconsumed rations from a ship at the end of a voyage is a theft of ship's property. There have been many convictions of seamen in recent months in this connection. The men have always taken the stand that as these stores formed part of the food served out to them during the voyage they were within their rights in removing them. The shipping companies claim the stores to be their property and are employing detectives to prevent their removal. The Liverpool Stipendiary Magistrate a few weeks ago fined a fireman on a steamship the nominal sum of 1s., in order to facilitate an appeal, stating that he had come to the conclusion that there was no custom which permitted unconsumed stores to be taken ashore.

## NORWEGIANS LOSE STEAMER.

The British Prize Court, presided over by Sir Samuel Evans, recently decided an interesting case as to whether a Norwegian steamer engaged in unneutral service captured in the Straits of Magellan could be condemned if she was at the time of capture in territorial waters. The "Bangor," the steamer referred to, which is 5,563 tons gross and was built in 1911, was engaged in carrying coal and stores intended for the "Dresden" or some other German warship. For the shipowners it was admitted that the vessel must suffer condemnation unless she was immune from capture on the technical ground that she was at the time in the territorial waters of a neutral State.

The Court pointed out that in 1879 the United States Government declared that it would not tolerate exclusive claims by any nation whatsoever to the Straits of Magellan, and would hold responsible any government that undertook, no matter on what pretext, to lay any impost on its commerce through the Straits; while in 1881 the Republic of Chile entered into a treaty with the Argentine Republic by which the Straits of Magellan were declared to be neutralized forever, and free navigation was granted to the flags of all nations.

The Court merely referred to these matters in order to show that there was a right of free passage for commercial purposes, and it was not inconsistent with this that the Straits should be regarded as the territorial waters of Chile. But in international law it was established that a capture within the territorial waters of a neutral State is as between enemy belligerents for all purposes rightful, and that it is only by the neutral State concerned that the legal validity of the capture could be questioned, and it could only be declared void as to the neutral State and not as to the enemy. Even if the capture did take place in territorial waters it was valid, and the Court therefore condemned the ship and her cargo.

## THE HEARST RANCH AGAIN.

A new and original definition of "anarchism" is that it is a condition that menaces William Randolph Hearst's ranch in Mexico.—New York Call.



## ALGERIA.

The satisfactory condition of affairs in Algeria, recently noticed in an official report, is one of the brighter spots in the French outlook. By reason of its turning aside, some twenty-five years or so ago, from the very troubled path it had previously followed into the ways of most exemplary peace, Algeria has been little heard of in recent times. It is, however, so the French official report states, doing, not only well, but remarkably well. Its good example is being sedulously followed by its neighbor Morocco, and on the whole the situation in North Africa gives great satisfaction to the authorities in Paris.

Algeria, Tunisia and Morocco, in ancient times, were of course all one country, and the boundaries between them have never been otherwise than purely political and artificial. Algeria has ever been a conquered country, and its conquerors always came over the Mediterranean or along the southern shores of that sea. Throughout its long history, stretching back some two thousand years or more, the Phoenicians, the Romans, the Vandals, the Byzantines, the Arabs, the Turks and the French, have each in turn held sway over the land. The modern history of Algeria begins really in the sixteenth century, when the Turk and the Spaniard, the two great rivals in the Mediterranean, fought, amongst other things, for the possession of the country. Somehow fortune never favored the Spaniard. In 1541 the Emperor, Charles V., made a supreme effort. He sent a great expedition against Algiers. But his ships were scattered and many of them destroyed by a great storm, his provisions and ammunition lost, and his army compelled to retreat. Finally, he succeeded in re-embarking with the remnant of his forces and that was the end of any effort on the part of Spain to secure control of Algeria.

The Turk was now supreme, but so far as the Turk was concerned it was no ordinary form of government that obtained in Algeria. The Turkish authority was represented by a pasha at Algiers, but whatever authority he ever had, he steadily lost as years went by, and the country was really governed by the Corporation of Corsairs, the notorious Barbary pirates and the Janissaries. In 1669 the last of the pashas was driven out, and although Turkey never renounced her authority over the land, it was thence onwards for over a hundred years a kind of independent republic and a veritable Ishmael amongst nations.

"Barbary Piracy" became one of the stock grievances of civilized Europe and a subject of debate in many countries. The Congress in Vienna in 1815, and again the Congress of Aix-la-Chapelle in 1818, tried to discover some way of dealing with the matter, but in spite of a naval demonstration against Algiers made by Lord Exmouth in 1816, and another one by a combined British and French squadron in 1819, nothing much was accomplished. It was not indeed till the Dey of Algiers, on the memorable 30th of April, 1827, struck the French consul, M. Duval, on the face with a fly-flap, that any way seemed to open out for a settlement of the matter. What international congresses could not do a fly-flap managed to accomplish.

The French government took up the

question and Algiers was blockaded. The matter dragged on for three years, and then finally, in the June of 1830, French troops were landed at Sidi-Ferruch. At first they were everywhere successful, but between the landing at Sidi-Ferruch in 1830 and final pacification of the country there lay many years of hard fighting with varying fortune. It was not, indeed, until 1883 that French troubles may be said to have been at an end. Their chief difficulty in the early years was Abd-el-Kader, and concerning the exploits of this redoubtable chieftain many books have been written. Abd-el-Kader was a man of intelligence. He was a really able soldier and a great orator. He had, moreover, a reputation for piety, and with extraordinary rapidity he succeeded in uniting many warring tribes and inspiring them with a firm determination to drive the French into the sea. For fifteen years he succeeded in holding the French in check, and it was not until December 23, 1847, that he finally surrendered to General Lamoriciere in the plains of Sidi-Brahim. The great task of pacification, however, was by no means completed. After Abd-el-Kader came the struggle with the Kabyles and the great Si-Sliman revolt of 1864. The last thirty years have been for Algeria, for the most part, years of progress, and in the present war, Algerian troops have played a prominent part in the near East and on the plains of France.

## GERMAN SHIPBUILDING.

Shut out of the high seas by the British blockade, German shipping interests are reported to be concentrating their efforts on building new ships to be ready for the anticipated boom in trade after the war. The Hamburg-American line is said to be constructing twenty-one new vessels, and the North German Lloyd nineteen. They are nearly all big ships. At the Vulcan Works the Hamburg-American is building one 56,000 tons ship, the "Bismarck"; a turbine vessel of 32,000 tons, the "Tirpitz"; and three others, each of 22,000 tons; at Bremen nine cargo boats, four of them of 18,000 tons; at Flensburg three large passenger ships, and two others of 13,000 tons; and at Geestemunde two cargo boats of 17,000 tons. The North German Lloyd are building at Danzig two ships of 35,000 tons, two of 16,000, and twelve of 12,000 tons each. This is said to be only a part of the shipbuilding going on in Germany. Besides these two lines, other companies are building a great many boats of varying sizes.

Those who are employed in the industries of the world in the present generation owe the improved conditions, the higher wages, the shorter hours of labor under which they labor to the achievements of the trades union movement. Organized labor has secured everything for a better way by this formidable array of strength. It is, therefore, the plain duty of every toiler to assist in the strengthening of every craft and labor union organized on this continent.

Loyalty to the cause, fidelity to principles, activity in organization and agitation, steadfast in the endeavor to promote the welfare of the wage-earners, are essentials which cannot be dispensed with in the progress of the trade union movement.

## NOTICE TO SEAMEN.

## IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,  
V. A. OLANDER, Secretary.

## LAKE DISTRICT, I. S. U. of A.

## LAKE SEAMEN'S UNION,

570 West Lake Street, Chicago, Ill.

## BRANCHES AND AGENCIES:

BUFFALO, N. Y. .... 55 Main Street  
Telephone Seneca 936 R.  
CLEVELAND, O. .... 1401 W. Ninth Street  
Telephone Bell Main 1842.  
MILWAUKEE, Wis. .... 133 Clinton Street  
Telephone South 240.  
ASHTABULA, O. .... 21 High Street  
Telephone 552.  
NORTH TONAWANDA, N. Y. .... 152 Main Street  
Telephone Bell 2762.  
DETROIT, MICH. .... 15 Twelfth Street  
Telephone 3724.  
SUPERIOR, WIS. .... 1721 N. Third Street  
Telephone, New, Broad 385.  
BAY CITY, MICH. .... 108 Fifth Avenue  
OGDENSBURG, N. Y. .... 70 Isabella Street  
CONNEAUT, O. .... 922 Day Street  
SOUTH CHICAGO, ILL. .... 9142 Mackinaw Avenue  
PORT HURON, MICH. .... 517 Water Street  
ERIE, PA. .... 107 E. Third Street

## MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

## HEADQUARTERS:

71 Main Street, Buffalo, N. Y.  
Telephone Seneca 48.

## BRANCHES:

CLEVELAND, O. .... 1185 W. Eleventh Street  
CHICAGO, ILL. .... 406 N. Clark Street  
MILWAUKEE, Wis. .... 151 Reed Street  
DETROIT, MICH. .... 27 Jefferson Ave., East  
SUPERIOR, Wis. .... 1814 Fourth Street  
OGDENSBURG, N. Y. .... 70 Isabella Street  
BAY CITY, MICH. .... 108 Fifth Avenue

## MARINE COOKS AND STEWARDS' UNION.

## HEADQUARTERS:

406 N. Clark St., Chicago, Ill.  
Telephone Main 365.

## BRANCHES:

Buffalo, N. Y. .... Toledo, O.  
Cleveland, O. .... North Tonawanda, N. Y.  
Milwaukee, Wis. .... Superior, Wis.  
Ashtabula, O. .... Erie, Pa.

## UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

## MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

## RELIEF STATIONS:

Ashland, Wis. .... Ogdensburg, N. Y.  
Ashtabula Harbor, O. .... Oswego, N. Y.  
Buffalo, N. Y. .... Port Huron, Mich.  
Duluth, Minn. .... Manitowoc, Wis.  
Escanaba, Mich. .... Marquette, Mich.  
Grand Haven, Mich. .... Milwaukee, Wis.  
Green Bay, Wis. .... Saginaw, Mich.  
Houghton, Mich. .... Sandusky, O.  
Ludington, Mich. .... Sault Ste. Marie, Mich.  
Manistee, Mich. .... Sheboygan, Wis.  
Erie, Pa. .... Superior, Wis.  
Menominee, Mich. .... Toledo, O.



## WEEKLY NEWS LETTER.

(Continued from Page 3.)

than \$36,000,000 in bonuses, commissions in connection with its stock transactions and in flotations of watered securities. During the same period the company issued bonds, receiving \$168,785,510, when they were worth on the market \$175,335,718.

"We concede," said Mr. Perham, "that these financial misdeeds are not those of the present managers of the Central, but the figures I have given are evidence that if the road is not in a position to increase wages it is not due to overpayment of wages in the past."

T. W. Evans, a New York Central official, assured the board that "all the talk we have heard about 'tense' conditions and starvation wages is b-u-n-k, with a capital B. The trouble is with the men, not with the job. Andrew Carnegie would not be living on Fifth avenue today had he been willing to remain a telegrapher and complain of wages and conditions."

Mr. Evans' solution was for dissatisfied telegraphers to "have initiative enough to get out of it." He failed to see that the logical result of his theory would mean that no telegrapher, with intelligence enough to protest, would be employed in this life-protecting work.

## Plan for Universal Peace.

With amendments that do not affect the principle, the United States Senate has accepted the section in the House naval appropriations bill that plans for universal peace.

As adopted by the Senate, this section reads:

"It is hereby declared to be the policy of the United States to adjust and settle its international disputes through mediation or arbitration, to the end that war may be honorably avoided. It looks with apprehension and disfavor upon a general increase of armament throughout the world, but it realizes that no single nation can disarm, and that without a common agreement upon the subject every considerable power must maintain a relative standing in military strength.

"In view of the premises, the president is authorized and requested to invite, at an appropriate time, not later than the close of the war in Europe, all the great governments of the world to send representatives to a conference which shall be charged with the duty of formulating a plan for a court of arbitration or other tribunal to which disputed questions between nations shall be referred for adjudication and peaceful settlement, and to consider the question of disarmament, and submit their recommendation to their respective governments for approval."

The resolution further provides that in the event such a court is established, construction of war munitions shall cease.

## Human Freedom First.

After a long experience with the Colorado law, which prohibits workers from striking until they give a State commission 30 days' notice, Organizer Biggs of the Journeymen Tailors' Union expresses these patriotic sentiments in the official paper of that organization:

"There is a question of human freedom involved in that Colorado law and com-

mission that can nail the worker to his job for 30 days or 30 times 30 days, during which the employer can get ready with strikebreakers.

"The law as administered in Colorado is a crying injustice to all who toil. No 'findings' can compensate for the tyranny that can be practiced under it. To allow such a law to spread to other States would be a country-wide calamity.

"There is no more important issue confronting labor to-day than this question of involuntary servitude to a capitalistic commission vs. human freedom and the right to right our wrongs. All else is of lesser importance. If we lose our freedom we lose all. Let us not be tempted by any bait of 'findings and award'—their findings are only what we already know. Their awards are simply recommendations. They can give the worker nothing, but they can nail him to his job. Already they have shown brazen indifference to the oath they took to fairly administer the law. They will show their teeth in Colorado and other States if we stand idly by until they shall have united our chains securely."

## Statutes Cover Lawlessness.

The Evening News of Detroit, Mich., befores the question of labor injunctions in an editorial protesting against the extensive use of these writs, which, the editor declares, "should cover only lawless acts."

Trade unionists deny any judge the right to decide what constitutes a violation of police statutes. One of the most important sections in the United States Constitution is the trial by jury guarantee. Judges usurp this right when striking workmen are involved, but they would be impeached if they dared extend it to other elements of society.

Organized labor insists that a jury shall always decide what constitutes a lawless act, a violation of the criminal code, if the accused so desires. On this theory it rests its opposition to labor injunctions. Unionists refuse to agree that judges have the right to "nibble" at the foundation of one of their fundamental guarantees.

## Barbers Stop Sunday Work.

There is a law in Philadelphia against barber shops operating on Sunday, but the law was openly violated "for the convenience of the public," despite protests by the barbers. As the latter were unorganized, their individual claims were not considered.

The Barbers' union finally took charge of affairs and inaugurated an organizing campaign. Several hundred shops were then struck. Municipal officials, sworn to uphold the law, aided the employers and many unionists were arrested in their effort to abolish the seven-day work week.

The Master Barbers' Association now acknowledges it has been defeated and has written Mayor Smith "to personally see" that violators of the Sunday closing law are prosecuted.

As it is risky to call the attention of workers to their power through organization, the success of the Barbers' union has been given little publicity by many law-abiding citizens in this vicinity.

The trouble with the man who can see no hope ahead of him is simply that he is headed the wrong way.

## THE SAN FRANCISCO SITUATION.

(Continued from Page 7.)

few poor devils into jail for distributing the ravings of Emma Goldman. The cause of Emma Goldman is the Chamber of Commerce, and the hand that manufactured the bomb that took toll of so many innocent lives was not that of the miscreant that put together the physical explosives, but it was the hand of Frederick J. Koster and his like who claim to run their business to suit themselves. It is Koster and his "Law and Order Committee" the police should have jailed first.

The brother of the claim that a business man has the right to run his business as he wants is the hypocritical doctrine that every American has the right to work under such conditions as he pleases. This is summed up in the cry for the "Open Shop."

Now, let us lay down the true doctrine. Every man who works for another has a strict right to a living wage, to reasonable hours and proper conditions. A living wage is not what a man can barely exist on, or what the business is able to pay him, but it is a wage sufficient to keep a man and his family in decent comfort, with something over and above to lay aside for a rainy day. Reasonable hours cannot from the very nature of the case be computed with mathematical exactness for every kind of labor, but the maximum is summed up in the eight-hour day. Proper conditions require not only physical safety and bodily health, but, over and above all, the moral protection of the employer.

No man has a right to engage in a business in which he cannot afford to pay a living wage. Such a man is a parasite on society, and society should exterminate him.

The ideal condition of things would be if all labor could be organized; but in our present state of affairs such a consummation cannot be expected. Therefore, while the unions naturally object to too great an extension of the interference of the State with individual rights and enterprise there are certain things in which we believe they must invoke the aid of the State.

The most important of these is to our mind the assertion of the right to collective bargaining on the part of the workmen. There is no need here of going into the reasons for this right. Suffice it to say that it is the only means to insure freedom of contract between employer and employee. The hypocritical proponents of the "Open Shop" proclaim that they are standing for freedom of contract when they demand that each employee deal with them singly. What freedom of contract has the poor little country girl before the rich and powerful department store manager when she applies for a job? What freedom has the single carpenter against the prosperous contractor who doesn't have to pray for his daily bread? Collective bargaining is the sole asset of the laborer to get fair treatment, and it should be the duty of the State to use all its powers to protect him in that right. The "Open Shop" should be made a criminal offense like any other form of violence or intimidation.

The cry for the "Open Shop" is the more hypocritical because the men who make it claim for themselves the right to organize as no union would ever dare to organize. At present these orderly gentlemen are circulating a document signed by F. J. Koster and five others, with the avowed intention to absolutely "control the teaming situation in this city." In other words, it is to force the draymen not to conduct their business as they see fit, but as the quintette of the Chamber of Commerce may take it into their heads to dictate.

Surely there is some law on the statute books to punish such an outrageous conspiracy as that. If there is not, there ought to be.

Now we have not, as we said already, any right to tell the labor men what they should do, but we most earnestly counsel them not to minimize the seriousness of the situation. They are between two fires, the spirit of wickedness in high places and the powers of darkness of that mysterious underworld that is seen only now and again in the flash of the bomb and heard in the roar of the explosion. Let us say to them that while it is right and proper that they should reprobate all illegality and denounce outrage—let us say to them that extremes meet and malignant wealth has never been chary of its tools.

Let us say to them that public opinion should be educated. The aims and purposes of this Chamber of Commerce should be dragged into the light. The sordid press of San Francisco sees nothing in the bomb outrage but an opportunity to make money, and the Chronicle and the Call and the Examiner are "using" the bomb outrage to hurt their rival in business, the Bulletin.

But the labor men have their own ways of reaching the ear of the public and our advice is to use them to the full. After all, the public is the court of last resort and when the public knows the true condition of affairs you will find that if the Chamber has any gray matter left it will "can" the voluble Koster and give up its dream of making San Francisco a parasite town.



## THE TOWER OF LONDON.

There is nothing particularly ancient in the civilization of England to anybody who indulges in the odiousness of comparison. Little enough is known of the story of the country before the day when Caesar first set eyes on the white cliffs, the memory of which Shakespeare was one day to render imperishable. To Egypt with her 7000 years of history before Christ the British Isles represent a mere upstart. To Crete, with her 12,000 or 14,000 years of pre-Christian history even Egypt is a young thing, and the empires of Nebuchadnezzar or Cyrus but things of yesterday. Nevertheless, as old things go, in England, the Tower of London is one of them. It has been a fortress, a palace, or a prison, for centuries, and it is there that today Sir Roger Casement has been placed to await his trial, like hundreds of far more famous rebels in the past.

When almost 2000 years ago the Roman legions came tramping into that London of wattled cabins and mud ramparts, where the Britons, gorgeous with woad-stained bodies, dwelt, there was no London Tower. There may have been some sort of an inclosure, some rude fort built out of earth and the trunks of trees, but all that is speculative. Here, however, apparently, the Romans did make some sort of a castrum, and here in due time they appear to have set up their millenarium, or central milestone, from which they measured all the roads from Londinium to the coast, and up to the great wall which in time they built along the Scottish border. Here too tradition has it they sunk their well, and that well, unless tradition lies, and tradition has a way of being desperately accurate in such matters, you may see, today, if you can get anyone to take you down into the basement of the great Norman keep which men call the White Tower.

It was the Normans who began to make the Tower of London as we know it. They saw the necessity of controlling the passage of the Thames at this point, and so, where the Romans had sunk their well, and the Romans had the strategical coup d'oeil in no slight degree, the Conqueror sank the foundations of his great fortress. It is likely enough that in the centuries between the day, when the foot-fall of the last of the legions faded away along Watling street or Stane street, and the day when the Conqueror marched in after the great victory at Senlac, the Saxons built some sort of a fortress here. If they did, it was probably the usual earth mound, with a palisade of stakes round its feet, and possibly a wooden tower of some sort upon its summit. The Normans themselves used these fortifications often enough, after strengthening them somewhat, but for the real purposes of permanent occupation something more lasting was required. So Duke William called to his side that Gundulph, whom he had made Bishop of Rochester. Now Gundulph was a mighty man with the trowel and measuring line no less than with the crosier and the crook, and not averse, it is hinted, from substituting the great two-handed sword for either of them.

Anyway Gundulph was a mighty builder, and began the great Norman keep that hangs over the Medway, near its junction

with the Thames, just outside the precincts of the old cathedral close. But his great work was the Tower of London, not of course the Tower as we see it today, with its mighty wards and quadrangles, and its chains of towers linked together by vast walls, but just a central keep, the great White Tower, with its walls fifteen feet thick and its doorway raised above the height of a scaling ladder, and above that again, where the great armory is today, the banqueting hall, with its hollow walls, in which men or arms could be hidden, and with its beautiful Norman chapel of St. Peter's in The Tower. Down in the depths of all that mass of masonry which Gundulph meant to defy, and which did defy any battering-rams that ever could be or were brought against it, lay the Roman well, and down there, caged in, that Roman well still is, and close by the old torture chamber, where the racks and thumbscrews were kept, not as curiosities, but for use, down to the time when the Stewarts went finally out of England. A dark and dismal enough crypt it is, from which you mount up to the chambers, which when they were first planned were not much lighter, and so on up to the leads between the turrets, from which you look down on London's river, rolling down to the Nore, as it rolled when Caesar came, and when Boadicea was Queen. Then there was a great forest all round, and the river poured along through sedge and rushes. Today, as far as you can see there are roofs and chimneys, chimneys climbing up Highgate Hill, where the great oaks once cast their acorns, chimneys surging over Hackney marshes where the bitterns once made their nests, and all along the line of the river a forest, not of trees but of masts, mile after mile of them from London pool and beyond, past Deptford, under the bank of whose creek the little "Revenge" lay, when Drake had brought her home stuffed with Spanish gold, from the Spanish Main, after that famous voyage round the world, and beyond that again to Woolwich, where the Stewarts had their dockyard, and where little Mr. Pepys came from the navy office, by boat, on admiralty business, right down to Tilbury, where Elizabeth went to meet Drake and Effingham, when the Armada had sailed.

The Tower was a great place in those early days. It was the chief fortress of the nation. The King kept his court here, sometimes summoned his Parliament here, and always imprisoned his enemies here. Gradually all round the White Tower there grew up the Inner Ward, linked together towers, little fortresses in themselves, whose names have become almost part of English history. Here today as you enter the Inner Ward you pass under the windows of the Bloody Tower, and find yourself, in a few seconds, before St. Thomas Tower, better known as Traitor's Gate. Through here the barges entered as they came up and down the river, sometimes with prisoners from Westminster Hall, with the edge of the ax turned towards them, sometimes with kings and queens, back from hunting in Windsor forest, or from hawking in Greenwich Park. Every inch of the ground is historical.

Demand the union label upon all purchases!

## Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

## International Seamen's Union of America

(Continued from Page 5.)

### MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

#### Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

#### Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.  
PORTLAND, Ore., 242 Flanders St.  
SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

### MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

#### Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

#### Branches:

SEATTLE, Wash., Room No. 203, Grand Trunk Dock, P. O. Box 214.  
PORTLAND, Ore., 89 Second St. N.  
SAN PEDRO, Cal., P. O. Box 54.

### ALASKA FISHERMEN'S UNION.

#### Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

#### Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.  
ASTORIA, Ore., P. O. Box 138.

### DEEP SEA FISHERMEN'S UNION OF THE PACIFIC.

#### Headquarters:

SEATTLE, Wash., 84 Seneca St.

#### Branches:

VANCOUVER (B. C.), Canada, 437 Gore Ave.  
PRINCE RUPERT (B. C.), Canada, P. O. Box 968.

### UNITED FISHERMEN OF THE PACIFIC.

ASTORIA, Oregon, P. O. Box 138.

### BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.

SAN FRANCISCO, Cal., 10 East Street.  
SACRAMENTO, Cal., 200 M Street.

## The Coast Seamen's Journal

Can be procured by seamen at any of the above-mentioned places; also at the headquarters of the

Federated Seamen's Union of Australasia  
29 ERSKINE STREET, SYDNEY, N. S. W.



## Labor News.

The U. S. Senate committee on education and labor has made a favorable report on the Workmen's compensation bill, recently passed by the House. The bill applies to all employes in the Government service. The present compensation law includes about 100,000 employes, or those working at hazardous occupations, and makes no provision for approximately 300,000 other employes, who, in case of accident, must appeal to Congress to pass an appropriation.

A committee of miners and operators have agreed on a two-years' contract for the 35,000 miners in Missouri, Kansas, Arkansas and Oklahoma. The increases are: Three cents per ton on machine mined coal, 5 cents on pick mined coal, and 5 per cent. for all yardage, dead work and day labor. The increases are similar to those worked out in Eastern States, and are based on the recent agreement between operators and representatives of the United Mine Workers' Union.

Members of the Brick, Tile and Terra Cotta Workers' Alliance, of Bradford, Pa., employed in this section, are on strike because of wage reductions. Last March these workers secured an agreement with wage increases. A short time ago the Bradford Press Brick Company reduced wages in certain departments. A strike resulted and now includes the Alumina Shale Brick Company of Lewis Run and the Bradford Fireproofing Company and the Pennsylvania Brick Company of Bradford.

Striking rubber workers at Chelsea, Mass., have voted to accept a compromise offer by the Revere Rubber Company. All strikers are re-employed and a general advance of \$1 a week is secured. The former 59-hour week for men is reduced to 54 hours, and 54 hours for women is reduced to 53 hours. Time and one-half for overtime will be paid, instead of straight time, as formerly. These workers are affiliated to the A. F. of L. The settlement affects about 700 persons. They have been on strike since the first of last month.

Last March, when workers employed by the Rex Storage Warehouse at Philadelphia, organized and affiliated to the A. F. of L., their wage rate was \$9.50 and \$11 for a week of 60 hours. These working conditions have resulted in several strikes. Last week a final adjustment was made, which raises wages to \$15 a week, provides for a 56-hour work week, time and one-half for overtime and double time for Sundays and holidays. The company will employ members of the union when same can be secured.

The Teamsters' Union of Cincinnati has signed a three years' union-shop agreement with the Team Owners' Association. Excepting four-horse drivers, all members of the union will receive wage increases of \$1 a week for the first year, 50 cents increase for the second year, and 50 cents increase for the third year. For the first year four-horse drivers will receive an increase of \$1.50 a week and 50 cents for each of the following years. Ten hours will constitute a day's work. After the first hour of overtime the rate will be time and one-half. Double time will be paid for work on Sundays and legal holidays. Drivers, chauffeurs and helpers will not be compelled to report on Sundays for barn work.

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## Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Anderson, Ole A. Mathisen, Martin  
Andersen, A. C. Magnusen, Lars  
-1108 McDonald, W.  
Anderson, G. (Case) Mortensen, K. A.  
Abrahamsen, John Macfarlane, Jas.  
Anderson, John Machads, Henry  
Anderson, N. G. McIntosh, James  
Anderson, Alf. 1638 Mictenen, John  
Anderson, Albert Morrisay, James  
Ackerson, A. R. Mynkmeier, H.  
Astad, Ole Nelsen, Edward  
Behm, A. Newman, J. S.  
Benson, D. Newland, Ernst  
Benson, C. A. -1894 Nolan, James  
Bergstrom, A. Nygren, Gus  
Bach, M. Nashis, P.  
Billstein, K. Naro, H.  
Brennan, P. Nielsen, Estwan  
Bessen, George Nilsen, Feder  
Berg, Johannes Nitske, C.  
Bjerke, Ole Nygard, Oluf  
Boek, J. Olsen, A. M. -941  
Cahin, A. Olsen, J. E.  
Carruthers, M. Olsen, Tellef  
Christensen, -1366 Olsen, Harald  
Chudelm, G. Olsen, Ole  
Carlson, Gust Olsen, C. A. -1303  
Cottingham, F. Petersen, Bjarne  
Duncan, Geo. Pictzman, L. D.  
Ekwall, G. R. Publicates, Aug.  
Erikson, J. R. Petersen, A. -1720  
Erbe, L. J. Peterson, R. S.  
Espedal, J. Peterson, Calle  
Evans, J. Powers, James A.  
Edwards, Louis Rivers, John  
Fenes, I. Rostoin, A. M.  
Fergusen, R. Rasmussen, John  
Fredericksen, B. J. Reaues, N. R.  
Gabielsens, P. Rosenwald, I.  
Gerber, Fritz Salvesen, Socdrup  
Gilroy, Wm. Sandell, F. F.  
Hansen, N. -2072 Sanseter, Paul  
Harrison, H. Schultz, W.  
Halvorsen, John L. Schellen, C.  
Haug, G. H. Schnelle, W.  
Jacobson, Julian Schmidt, E. H.  
Jacobson, Anton Seeley, T.  
Janson, Olaf Shankat, H.  
Jensen, Hans Steln, Herman  
Johansen, Eric Stammerjohan, C.  
Johansen, Oscar Strasdin, A. W.  
Jorgensen, Olaf Samsing, C. J.  
Junge, H. St. Clair, T.  
Jensen, Hans Swanson, R.  
Jonhanson, Aug. Samuelsen, W. L.  
Julison, C. A. Schaurman, W.  
Knutsen, Pete Torvik, Olaf  
Korki, J. Tjormen, K. M.  
Koch, W. Tuligowski, Carl  
Kjorsvik, Johan Taft, Hans  
Kristiansen, Nils Thorsen, Andrew  
Lewis, James Uskila, E.  
Lindroth, Gust Valentinsen, G.  
Lani, Gus Walters, Aug.  
Lander, B. Wernersen, L.  
Lundersen, Carl Wicksten, A.  
Laamanen, J. Wetland, John  
Lalan, Jas. Westerlund, Albert  
Laine, A. V. Walsh, Ed.  
Larsen, Nels Wahlstrom, E.  
Larsen, C. A. Young, A.  
Mathisen, Sigurd Zelenk, A.

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## Tacoma Letter List.

Adolfsson, Gottfrid Magnusson, Chas.  
Busch, Hans -718  
Farrell, William Marks, Thorvald  
Hoseth, Kristian Murphy, Daniel  
Hunter, Gilbert H. Olsen, Martin E.  
Iceberg, T. Olsson, Per  
Jensen, Hans -1555 Paterson, John  
Johannsen, Christian Rimmer, C. M.  
Johnson, Hans Sater, Erik  
Linca, W. Ullman, Emil  
Line, Wiktor Vigen, Elias

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## INFORMATION WANTED.

Alfred Pettersen Hilland, a native of Bergen, Norway, age 44, is inquired for by his brother, Randolph Pettersen. Anyone knowing his whereabouts please notify Sam Anderson, 100 Steuart St., San Francisco, Cal. 7-26-16

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## Eureka, Cal., Letter List

Contreras, Julio Kustel, Victor J.  
Kyrklatt, Lars Kinowsky, A.  
Lawrence, Harry Ingebretsen, Alf.  
Meland, G. L.

## INFORMATION WANTED.

Ingvald Andreas Hansen, alias Andrew Hansen, a native of Norway, age about 36; tall, dark; last heard of July, 1905. His address then was, Andrew Hansen, Karluk, Kodiak Island, Alaska. He is inquired for by his mother. Anyone knowing his whereabouts please notify Staff Captain Robert Smith, district officer, native work, Alaska, Box 925, Wrangell. 4-13-15

Olof Pedersen, a native of Norway, age about 60, supposed to be sailing on the Pacific Coast, is inquired for. Anyone knowing his whereabouts please notify J. T. Miles, 761 Greenwich St., New York, N. Y. 2-16-16

Anyone knowing the whereabouts of Thomas Rowe (now aged about 74), who was at one time a seaman and longshoreman on the Pacific Coast and also served in the Pacific Coast Navy Yards, will greatly oblige inquiring relatives by supplying such information. Address, Editor, Coast Seamen's Journal. 1-5-6

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Tel. Main 8295 ROSENSTEIN BROS.

## Portland, Or., Letter List.

|                    |                     |
|--------------------|---------------------|
| Andreasen, N. S.   | Johansson, Chas.    |
| Anderson, N. P.    | -2407               |
| Anderson, Nils     | Jarvinen, John      |
| Anderson, Rasmus   | Karlsen, Ingvald    |
| Adolfson, John     | Kjer, Magnus        |
| Andreson, Hans     | Kristensen, Wm.     |
| Anderson, Gotfrid  | Lindberg, A. C.     |
| Benson, S.         | Lange, Peter H.     |
| Bernhardson, Chas. | Larsen, Ragnar      |
| Bernadt, H. W.     | Ljungstrom, John    |
| Bren, Hans         | Larsson, C. -1632   |
| Bosse, Geo.        | Molen, Derk von     |
| Carlson, Gustaf    | Nygren, Gust        |
| Dybdal, Olaf       | Ohlsson, J. W.      |
| Erickson, Eric     | Ogilvie, Wm. A.     |
| Edstrom, John      | Paulson, Herman     |
| Eriksen, O. H.     | Palm, P. A.         |
| Fisher, Fritz      | Roos, Oscar         |
| Hoten, J.          | Rensmand, Robert    |
| Henriks, Waldemar  | Rosenberg, Adolf    |
| Hagen, Arthur      | Ryberg, S.          |
| Hein, M.           | Smith, John         |
| Ilylander, Gust    | Swanson, John L. V. |
| Jespersen, Martin  | Schroder, Paul      |
| Jonsson, Karl      | Sward, A.           |
| Jensen, Henry      | Tuhkanen, J. J.     |
| Johansen, Nikolai  | Westengren, C. W.   |

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212 Eighth Street, Hoquiam, Wash.  
209 First Street, Raymond, Wash.

## INFORMATION WANTED.

Patrick McFee, who was cook on  
board the schooner "Robert Henry"  
on a voyage to Mexico last year, is  
inquired for by the U. S. Shipping  
Commissioner, at San Francisco, Cal.  
9-15-15

Adolph Godfred Eriksen, born in  
Moss, Norway, is inquired for by  
his brother, Herman Eriksen. Any-  
one knowing his whereabouts please  
notify W. Nielsen, 206 Moravian St.,  
Philadelphia, Pa. 5-26-15

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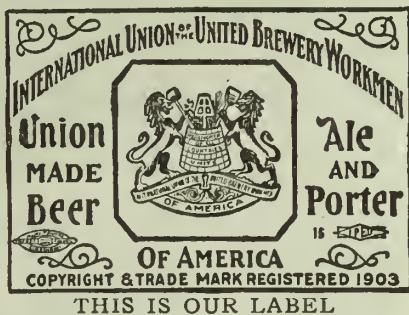
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|                            |                     |
|----------------------------|---------------------|
| Albers, George             | Lindgren, Ernst     |
| Anderson, William          | Lindroos, A. W.     |
| Anderson, John             | Leedham, Max        |
| Anderson, Chris            | Lehman, Richard     |
| Anderson, A. P.            | Lindbeck, Leonard   |
| Andersen, Andrew           | Ludvigsen, Arne     |
| Burmeister, T.             | McLeave, John       |
| Bjorklund, G.              | Nord, Karl          |
| Benson, W. J.              | Malkoff, Peter      |
| Bowman, C.                 | Malmberg, Ellis     |
| Brogard, N.                | Nilsen, Harry       |
| Bohn, Gus                  | Nielsen, C.         |
| Carlson, Gustaf            | Nordman, Karl       |
| Carlson, A. M.             | Olesen, Ch.         |
| Crentz, F.                 | Olsen, W.           |
| Christiansen, Did-<br>rich | Paaso, Andrew       |
| Carlson, Walter            | Patterson, Karl     |
| Davis, Frank A.            | Peterson, Nels      |
| Dean, James                | Peters, Walter      |
| Donaldson, Harry           | Risenius, Sven      |
| Erickson, O. H.            | Rudt, Walter        |
| Gronroos, Oswald           | Robertson, A.       |
| Gueno, Pierre              | Scheffner, Bernhard |
| Grass, Chas.               | Sandqvist, Gunnar   |
| Grass, Thos.               | Stenwall, Sigurd    |
| Gronlund, O. -414          | Scaraboslo, M.      |
| Harley, Alex               | Schmidt, Emil       |
| Halmross, A.               | Toves, H. C.        |
| High, Edward               | Toren, Gustaf A.    |
| Hansen, Ove Max            | Tamm, E.            |
| Hansen, Jack               | Thornland, J.       |
| Hansen, Thorleif           | Wendt, Walter       |
| Johnson, Alex              | Williams, T. C.     |
| Johnson, Carl              | Waller, Edgar       |
| Jensen, L. M. P.           | Wagner, Ed.         |
| Johansen, A. Harry         | Wedqvist, Axel      |
| Johanson, John             |                     |
| Johnsen, Walter            |                     |
| Johnson, Alexander         |                     |
| Johnsen, F. -1723          |                     |
| Johnsen, Hilmer            |                     |
| Krause, Otto               |                     |
| Kuldsen, John              |                     |
| Koster, Walter             |                     |
| Kottler, William           |                     |
| Lindholm, John             |                     |

## Packages.

Gorgensen, Olaf  
Hansen, John  
Haskinen, K. Albert  
Lalzer, G.  
Stanners, Wallace S.  
Selsto, O. N.  
Wendt, Walter  
Zoerb, W.

## INFORMATION WANTED.

Hans Nilson, a native of Tons-  
berg, Norway, was last heard from  
at Mobile, Ala., is inquired for by  
his mother. Anyone knowing his  
whereabouts kindly notify Louis  
Donald, Norwegian Vice Consul, 77  
St. Francis St., Mobile, Ala. 12-22-15

Oscar Olsen, age 37, a native of  
Hallarna, near Gothenborg, Sweden,  
who was sailing on the Great Lakes  
about three years ago, is inquired  
for by John V. Olsen, Sun Com-  
pany, Marcus Hook, Pa. 5-26-15

Hugo Carlson Ljung, age 29, a  
native of Gothenborg, Sweden, was  
last heard from in a Cable Boat on  
the Atlantic Coast, is inquired for  
by his brother. Anyone knowing his  
whereabouts please notify John Carl-  
son Ljung, Jungmansgatan 5, Goth-  
enborg, Sweden. 1-12-16

Knut Jensen, No. 5018, a member  
of the Lake Seamen's Union, a  
native of Denmark, is inquired for  
by his wife, Lieschen Jensen, of  
Tangemunde, A/Elbe Ostenerweg,  
No. 7, Germany. Anyone knowing his  
whereabouts please notify the Lake  
Seamen's Union, 133 Clinton street,  
Milwaukee, Wis. 4-14-15

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## INFORMATION WANTED.

Paul Laux, American, age 23, 6  
feet tall, who was last heard from  
about 4 years ago at San Jose, Cal.,  
supposed to be a sailor, is inquired  
for. Anyone knowing his where-  
abouts please notify his father, Carl  
Laux, 112 E. 28th St., Los Angeles,  
Cal. 6-21-16

Adolph Krakan, last heard of at  
Port Pirie, January, 1912, and again  
in March, 1913, from Warumbo, 118  
miles from Adelaide, South Australia,  
is inquired for by his mother at  
Hamburg, Germany. 8-25-15

Otto E. Bickel and John Sherman  
Bickel, brothers, who have not been  
heard of for many years, are in-  
quired for by their sister. They are  
both tall, light complexioned, and  
blue eyes. Any information regarding  
their whereabouts will be highly ap-  
preciated. Please address Miss Laura  
Bickel, 1591 East Ninety-third street,  
Cleveland, Ohio. 4-14-15

Any information regarding Wilhelm  
Kuhme, age 27, a native of Germany,  
who was supposed to have been  
drowned in the wreck of the steam  
schooner "Francis H. Leggett," Sep-  
tember 18, 1914, will be thankfully re-  
ceived by the German Consul, San  
Francisco, Cal. 1-19-16

Fred Marjama, a native of Russia,  
age 36, has not been heard from  
since 1908, at Buffalo, N. Y. Anyone  
knowing his whereabouts please  
notify his brother, J. Marjama, 51  
South St., New York, N. Y. 9-1-15

Bernard Baasen, a native of She-  
boygan, Wis., a former member of  
the L. S. U., who was last heard  
from at Milwaukee, Wis., April 29, is  
inquired for by his mother. Anyone  
knowing his whereabouts please no-  
tify Mrs. Sophie Baasen, 561 Clinton  
street, Milwaukee, Wis. 7-5-16

## Home News.

Government receipts from National  
Forests for the fiscal year 1916  
reached approximately \$2,820,000.  
This is the greatest amount of any  
one year and is \$341,000 above the  
total for 1915.

Former President Cipriano Castro  
of Venezuela and his wife, who had  
been barred by the immigrant laws  
from entering the country, were ad-  
mitted by Secretary of Labor Wilson,  
who overruled the local board.

General Cipriano Castro, former  
president of Venezuela, was refused  
entrance to the United States when  
he and his wife arrived in New  
York from Port of Spain, Trinidad.  
He is barred on the charge of moral  
turpitude.

Baltimore policemen have distrib-  
uted copies of a municipal ordinance  
providing that "musicians, performers  
or other persons shall stand while  
playing or singing 'The Star Span-  
gled Banner.'" Any person viola-  
ting the provisions of the ordinance  
may be fined not more than \$100.

The Prohibition party, in conven-  
tion at St. Paul, nominated J. Frank  
Hanly, former Governor of Indiana,  
as its candidate for President. Ira  
D. Landrith, of Nashville, Tenn.,  
was named as Vice-President. Hanly  
won on the first ballot by a vote  
of 440 to 81 votes.

Swift & Co., the well known Chi-  
cago packers, have set aside \$2,000,-  
000 for a pension fund for em-  
ployes who have been with the  
firm twenty-five years and have  
reached the age of sixty, for men,  
or fifty for women. No pension will  
be less than \$240 a year, none more  
than \$5000.

The official gross value placed  
upon the estate of J. P. Morgan is  
\$78,149,024. The inheritance tax ac-  
cruing to New York State amounts  
to about \$3,000,000. It is estimated  
that Mr. Morgan spent on art during  
his life \$75,000,000. His collection in  
the New York Metropolitan Museum  
of Art is appraised at \$16,329,575.

Chicago's municipal pier, a struc-  
ture extending 3000 feet into the  
lake, north of the mouth of the  
Chicago River, has just been dedi-  
cated. The pier, which is city owned  
and built, is 292 feet wide, and car-  
ries two freight and passenger struc-  
tures two stories in height, 100 feet  
in width and 2340 feet in length. At  
the other end of the pier is a recrea-  
tion building 665 feet long.

Maine will have an election in  
September, and, in the weeks imme-  
diately preceding this event, ten Re-  
publican Senators and twenty-five Re-  
publican Representatives will be de-  
tailed by the National Republican  
Committee to tell the people of that  
State how to vote. The National  
Democratic Committee is also making  
up a list of polished and convincing  
orators, and if Maine shall vote un-  
intelligently after hearing both sides  
of the discussion, then it will be its  
own fault.

The Committee on Statistics and  
Standards of the Chamber of Com-  
merce of the United States, which  
has been inquiring into the increase  
of population and food in this coun-  
try during the past fifty years, finds  
that while population increased 200  
per cent., the production of wheat  
increased 560 per cent., corn 270 per  
cent., oats 475 per cent., barley 2000  
per cent., Irish potatoes 250 per  
cent., and rice over 3000 per cent.  
Meat production increases more  
slowly.



## Domestic and Naval

The schooner "Emma S. Lord," which now lies bottom up in Mobile Bay, near Fort Morgan, having been wrecked in the hurricane, has been sold by her owners and the underwriters to J. M. Scott, of Mobile. She was bound to Caibarien with a cargo of lumber.

The Sundry Civil Act approved July 1, 1916, appropriated \$100,000 for improving the aids to navigation and establishing new aids on the Hudson River. The lighting of the Hudson River is obsolete and many of the existing aids are in poor condition from age and so constructed that it is impossible to keep them in operation when the ice commences to move.

The United States Bureau of Navigation reports that during the first week in July in the case of 65 vessels involving 66,900 passengers the navigation inspectors stopped the embarking of an excessive number of passengers over and above the lawful limit provided for the vessels concerned. These incidents took place in Baltimore, Boston, Buffalo, Chicago, Cleveland, Detroit, Indianapolis, Duluth, Louisville, Rochester and Providence.

The condition of the steamer "William Chisholm," which sank in Cape Cod Canal while on passage from Newport News for Boston, is precarious. The bottom has scoured out from under the vessel and at the present only about one-third of the length of keel rests on the bottom. It is feared that the wreck will be complete, as owing to the strong current running through the canal successful wrecking operations are almost impossible.

Seldom has misfortune pursued a steamer so relentlessly as the "Matatua." This high-class Shaw, Savill & Albion liner, of 6488 tons, was, it will be remembered, sunk last March by an explosion following a fire in her hold at St. John, N. B., while she was loading for the Antipodes. After months of work, she was floated, temporarily patched up and laden with deals for London. On the passage across she went ashore at Holyrood, St. Mary's Bay, Newfoundland, and will be a total loss.

The steamer "William Chisholm," bound from Norfolk for Boston, which struck the bank of the Cape Cod Canal July 16 and during the night slipped off and sank in the canal, has a cargo of 2456 tons of bituminous coal consigned to C. H. Sprague & Son, of Boston. Arrangements have been made to float the steamer, which lies parallel with the north bank of the canal. The cargo will be removed before any attempt is made to raise the steamer, which is owned by the Seaboard Transportation Company.

The following-named Mexican merchant vessels have been purchased by a citizen of Cuba, and it is reported they will be placed under the flag of Cuba: "Jalisco," 2,557 tons; "Mexico," 2,548 tons; "Sonora," 1,862 tons; "Sinaloa," 1,865 tons; "Oaxaca," 1,393 tons; and "Tabasco," 1,022 tons. These vessels were purchased from the Mexican Navigation Co. by Señor Carlos I. Parraga, a citizen of Cuba.

It is officially announced that the British Government will dispatch a vessel as soon as it can be prepared to rescue the twenty-two men left by Sir Ernest Shackleton on Elephant Island.

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June 30th, 1916

|                              |   |   |   |   |   |                 |
|------------------------------|---|---|---|---|---|-----------------|
| Assets                       | - | - | - | - | - | \$63,811,228.81 |
| Deposits                     | - | - | - | - | - | 60,727,194.92   |
| Reserve and Contingent Funds | - | - | - | - | - | 2,084,033.89    |
| Employees' Pension Fund      | - | - | - | - | - | 222,725.43      |
| Number of Depositors         | - | - | - | - | - | 68,062          |

### San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Hoyt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Adolfson, Fritz  
Ahl, Einar T.  
Aho, Jno.  
Alfredsen, Adolf  
Albertsky, Fritz  
Alexanderson, Paul  
Alksen, Charlie  
Amundsen, Andrew  
Andersen, Edward  
Andersen, S. P.  
Anderson, A. -1819  
Anderson, C. F.  
Anderson, Ernst  
Anderson, F.  
Anderson, F. -1473  
Anderson, Ole

Babba, Romolo  
Backman, Thorsten  
Backstrom, Folke  
Bang, Mauritz  
Bassen, George  
Baumann, Fritz  
Bendixson, Nick  
Bengtsson, Gottfrid  
Bensen, Helge  
Beling, Oskar  
Berglund, C. R.  
Bernier, Albert  
Berntsen, Jullius  
Bessesen, Olaf

Cacn, P.  
Campbell, D. C.  
Carlsen, Frank  
Carlsen, Hans  
Carlsen, Gustaf  
Carroll, John J.  
Cateches, Constantino  
Catt, Fred.

Dahlqvist, Fred  
Dauguel, Gust  
Danielsen, H.  
Danielsen, H.  
Davis, Frank E.  
De Klerk, D. -925

Edman, O. -557  
Egeland, Aron  
Ehlers, Henry  
Elchier, Karl  
Ekblad, Ernst  
Ekelund, Richard  
Ellason, C.  
Ellison, Sam  
Engstrom, Edward  
Engstrom, Erik

Fagerstrom, Oscar  
Fisher, Arthur  
Fjellman, Georg  
Foss, Louis  
Fowler, James  
Fredholm, Folke  
Fredholm, Charles  
Fredriksen, B. D.

Gansor, Joe  
Gaupseth, Sigurd  
Gerner, Hans  
Gjesdal, Elling  
Gonzalez, M.  
Granberg, Fred  
Grant, Otto  
Granstrom, Nestor  
Grant, David

Haaave, N.  
Hagman, Jalk  
Hallowes, L. N.  
Hannut, A.  
Hansen, Carl  
Hansen, H. M.  
Hanson, J. A. -1134  
Hansen, Lars  
Hansen, Marius  
Hansen, M. -968  
Hansen, Nikolay  
Hansen, W. H. C.  
Hansen, W. H.  
Hansen, W. W.  
Hansson, Harold  
Hanusa, A.  
Harrington, Michael  
Helm, M.

Isberg, Wiktor

Jacobsen, G. E.  
Jacobsen, H.  
Jacobsen, J.  
Jacobsen, Gustaf  
Jacobsen, Joakim  
Jacobs, Fred  
Jacobson, Karl  
Jade, H.  
Jakobsen, Valdemar  
Jensen, A. K.  
Jensen, C. -2318  
Jensen, Hans P.  
Jensen, John F.  
Jensen, J. K.  
Jensen, L. E.  
Jespersen, Martin  
Johannessen, Helge  
Johannessen, Hans  
Johannessen, J.  
Johannessen, A.  
Johannessen, C. J.  
Johansen, Fritz

Anderson, Gustav W.  
Andersson, C. E.  
Andersson, Erick  
Andersson, G. -1229  
Andersson, H. -822  
Andersson, J. A.  
Andreassen, A. -1635  
Apple, August  
Anis, Tobias  
Arndt, Paul  
Arnesen, Andrew  
Asterman, Oscar  
Aultomen, C. A.  
Austin, Tom

Billstein, Karl  
Bitterman, A.  
Bjorkholm, A. M.  
Bjorgstrom, Arten  
Blum, M. B.  
Bohland, Karl  
Bohm, August -1421  
Brenen, Wm.  
Brevick, Johan  
Brown, George  
Bullock, Andrew  
Buse, Alfred  
Bushman, John

Cavanagh, J. E.  
Christensen, Christ  
Christensen, Hans  
Christensen, Louis  
Christiansen, Jlm  
Christiansen, N.  
Clausen, Ingeman  
Conolly, Oblit

De Vries, Albertus  
Doring, Julius  
Doyle, William  
Drager, O.  
Dunn, E. Walter

Enos, Frank S.  
Erikson, Karl A.  
Ericson, Arthur  
Ericsson, G. -821  
Ericsson, M. F. A.  
Erikson, E. -38  
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Esterberg, Gust.  
Evensen, Louis

Fredriksen, F. M.  
Fredrikson, H.  
Friedberg, Peter  
Fricke, W.  
Frick, N. C.  
Fritsch, Leonard  
Fugelutsen, Th.  
Furth, Richard

Graugaard, L. J.  
Green, Teddie  
Gregersen, John  
Gronlund, Oskar  
Gudmundsen, B.  
Gundersen, Jacob  
Gustafson, Axel  
Gutman, Paul

Helonen, Kusta  
Hellman, W. H.  
Hellingsten, G. -2168  
Helling, A.  
Herno, Aro  
Hernansen, I.  
Heizer, A.  
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Holmberg, Karl  
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Hole, Sigvald  
Holm, Arthur  
Holm, Carl  
Holsen, Henry  
Houston, Robert  
Hubertz, Emil  
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Johansen, Harry  
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Johanson, J.  
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Johanson, C. -2407  
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Johansson, C. J.  
Johansson, C. J.  
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Johansson, W.  
Johnsen, Jakob  
Johnson, C. -2094  
Johnson, C. J. -1566  
Johnson, Dick  
Johnson, John  
Johnson, Ole  
Johnson, Ernst  
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Johnson, Robert  
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Jorgensen, Robert

Kaasick, August  
Kargar, F.  
Karlsen, Karl  
Kasin, F.  
Kelly, Patrick  
Kiesber, Karl  
Kjell, John  
Klattenhoff, Hans  
Kleishman, F. J.  
Kneil, Alex  
Knut, Alex  
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Larsen, H. -1677  
Larsen, Klaus L.  
Larsson, Chas. E.  
Lato, Edward  
Law, John  
Leckahn, M.  
Ligaski, Joe  
Lind, W.  
Lindberg, A. J.  
Lindh, N. V.  
Lindroth, Carl

Maata, John  
Mack, Edward  
Macker, David  
Madsen, Georg  
Magnussen, M. B.  
Maki, Ivar  
Mangold, A. H.  
Mansfield, Harry  
Markmann, Helmr.  
Markmann, M. -1079  
Markus, Bernhard  
Martensen, H. J.  
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Martens, P. -2262  
Mathews, R.  
Martinez, A.  
Martin, H.  
Martin, Eugene  
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Nelsen, J. P.  
Nelson, Andy  
Nelson, Carl C.  
Nelson, N. R.  
Nelson, N. E. -552  
Nerby, Kristian  
Nextrom, Alex  
Nicholson, Otto  
Nielsen, Harold  
Nielsen, Hugo  
Nielsen, H. J.  
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O'Brien, Jack  
Odeen, P.  
Okwist, Gus  
Olson, A. -1303  
Olson, Adrian  
Olson, Albert  
Olson, Hans  
Olson, J.  
Olson, John -1222  
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Olson, L. E.  
Olson, O. P. -1141

Palmqvist, A.  
Parsons, Herman  
Partonen, John  
Pearson, J. A.  
Pedersen, Alf  
Pedersen, Harold  
Pedersen, H. -1263  
Pedersen, H. -1560  
Pedersen, Krist  
Pedersen, Kristian  
Pedersen, P. -896  
Pederson, Charly  
Pedersen, Aage  
Pedersen, A. L. -1589  
Pedersen, Christian

Quarmstrom, O.  
Raasu, Matti  
Rahl, Willy  
Rasmussen, J. -446  
Rasmussen, Paul  
Reinhardt, Werner  
Reinhold, Ernst  
Renwall, Anselm  
Richard, Fred  
Ringdal, R. T.  
Risgaard, Soren  
Roalsen, Fred

Saarinne, Henning  
Saarinne, Konsti  
Saar, John  
Samuelsen, I.  
Saunders, James  
Schaal, Fred  
Schliemann, F.  
Schippmann, H.  
Schroder, Alfred  
Schutt, W.  
Schwarzien, Wilhelm

Korsberg, Walmar  
Kramer, Otto  
Krishjan, K. W.  
Kristensen, D. K.  
Kristiansen, Hans  
Kristiansen, Peder  
Kroon, P.  
Kruit, Alex  
Kuhlmann, Louis  
Kuhn, John  
Kustal, Victor J.  
Lindwall, Rickard  
Ljungberg, Herman  
Loland, Lodvig  
Lorentsen, K.  
Lorin, Christian  
Luberg, W.  
Lundberg, Torsten  
Lund, Peter  
Lurtin, Paul  
Lutzen, Valdemar

Mass, R. A.  
Matheson, Ludvig  
Matson, H.  
Mayers, Paul M.  
McCann, J. C.  
McCusken, John  
McManus, P.  
McMeters, Herman  
McKenzie, W.  
Melander, G. L.  
Meller, H.  
Mickaelsson, John  
Miller, Cris.  
Mogensen, C.  
Moller, Einar  
Monsen, Berger  
Moore, Chas. R.  
Mora, J.  
Morris, Francis  
Mortensen, Georg  
Murphy, Geo.

Nilsen, N.  
Nilsen, N. E. -609  
Nilsen, Nils E.  
Nilsen, Oskar  
Nilsson, Reinhold  
Nordstrom, Arthur  
Nor, Nils P.  
Norris, N. A.  
North, N. P.  
Nurm, John A.  
Nygren, Gus

Olson, Oskar  
Olson, O. I.  
Olson, S.  
Olson, Oscar  
Olson, Otto  
Olsson, James  
Olsson, J. E.  
Oseberg, Anskar  
Osolin, Oscar  
Osterman, Oscar  
Overwick, Thomas

Petersen, Wilhelm  
Peterson, A.  
Peterson, F.  
Peterson, Frank  
Peterson, L. -1389  
Peterson, Robert  
Pettersen, A. -1442  
Pettersen, Hjalmar  
Pettersen, O. V.  
Pettersen, A. -1622  
Pettersen, Einar  
Pettersen, O. -1551  
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Pihlstrom, Johannes  
Punis, Anton

Robertson, A.  
Roden, Knut  
Rod, Sakarias  
Rogerson, Peter  
Rohde, Fritz  
Roster, Hugo  
Rundqvist, Oskar  
Runde, Charlie  
Rutsid, Fred  
Ryan, Patrick

Schwenne, Chas.  
Schwenke, C. -2904  
Selbert, Gustav  
Seiffert, Johannes  
Seiffert, L.  
Selin, Herman  
Semester, Paul  
Shallies, Gust  
Shinefield, W. N.  
Slevers, G. P.  
Simonsen, Oskar  
Sjogren, E.

Skold, C. A.  
Skoglung, Harry  
Smith, Donald  
Smith, John T.  
Smith, Wm.  
Soderlund, Uno  
Sorensen, Chrs.  
Sorensen, E.  
Sorensen, Wm.  
Sorensen, C. -1664  
Sorensen, Vilgo  
Stack, Charles  
Stanton, Maurice  
St. Clair, Thomas

Tamisar, P.  
Tanum, Helge  
Tennyson, F.  
Thompson, Peter  
Thompson, T.  
Thorsen, Emli  
Thorsten, B.  
Thorsten, Thomas  
Thomson, G. E.

St. Clair, Wm. H.  
Stein, Emli  
Stenford, Gus  
Stohr, Erick, C.  
Stoltzman, Emli  
Strandquist, Louis  
Stradlin, Paul  
Stratten, Henry  
Svenson, G. A.  
Swanson, C. -1050  
Swenson, B.  
Swenson, Ellis  
Swansen, Martin  
Szajack, J.

Thorson, Martin  
Tiemann, E.  
Tillman, A. E.  
Tillman, Andrew  
Torgersen, G. T.  
Torstensen, Folk  
Trost, Peter  
Twede, J.

Udekuil, C.  
Valfre, George  
Vesgaard, Jens  
Verney, A.  
Vikenstedt, Wm.

Walkanen, Wecla  
Wallgren, I. M. -1314  
Walters, H. J.  
Walter, J.  
Wanqvist, Ernst  
Waren, E.  
Weisen, J.  
Wendt, Walter  
Werth, Gus  
Wesgaard, Jens  
Weteland, John  
Wickman, P.

Wikstrom, Anton  
Wikstrom, Carl  
Williams, Fred J.  
Williams, J. F.  
Williams, William  
Wilson, George  
Winblad, M.  
Winther, Haakon  
Wischorpp, Fritz  
Wittenberg, Albert  
Wold, S.  
Wold, Theodore  
Wyllie, Jas.

Zazan, George  
Zeaberg, Jack  
Ziehr, Ernst

Zienbauer, Chas.  
Zeritt, John R.  
Zickermann, Hugo

### PACKAGES.

Berling, J. B.  
Conolly, O.  
Gjesdal, Elling  
Gunvaldsen, Ingvald  
Jansson, A. L.  
Jensen, Henry  
Kappa, Arthur  
"Leidecker"  
Lornsen, Crist  
Lundqvist, Frank  
Mathisen, H. -1759  
Mortensen, Geo.  
Olsen, Carl -1101  
Olsen, Fred

Phones: Office, Franklin 7756  
Res., Park 6950

Office Hours, 9 a. m. to 5:30 p. m. and  
7:30 to 8:30 p. m. by appointment  
Saturdays 9 a. m. to 1 p. m.

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"Nice dog, that," said the customer.

"He is, sir."

"He seems very fond of watching you cut hair."

"It ain't that, sir," explained the barber. "You see, sometimes I make a mistake and snip off a little bit of a customer's ear."—Boston Transcript.

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## INFORMATION WANTED.

Edward Beahan, a native of California, supposed to be sailing on the Lakes, is inquired for by his brother, J. J. Beahan, 2003 Chestnut street, Oakland, Cal. 5-10-16

Eugene Martin, age 25, 6 feet tall, gray eyes, is inquired for by his mother. Anyone knowing his whereabouts please notify Mrs. Rose T. Martin, 4231 15 N. E., Seattle, Wash. 1-27-15

**Capt. Chas. J. Swanson**

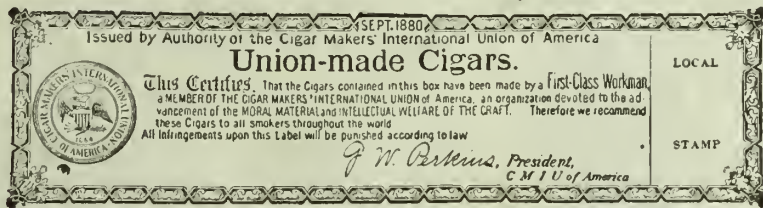
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It All Depends.—"Say, paw, what's a 'captain of industry'?"

"It is a term that the head of a grinding monopoly applies to himself, my son."

"And what is a 'robber baron'?"

"It's a term the dear public applies to the same man."—Indianapolis Star.

Hopeful.—Collector—Did you look at that little bill I left yesterday, sir?

House Member—Yes; it has passed the first reading.—Boston Globe.

Infantile Wisdom: Knicker—Who does the baby look like?

Booker—He is neutral.—New York Times.

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No Complaint.—Diner—For a spring chicken this is pretty tough.

Waiter—Well, sir, you know we've had a pretty tough spring.—Boston Transcript.

Were They Justified?—Isabel—A dog in Chicago bit five people.

Shorty—Was the dog mad?

Isabel—No; but the five people were.—Register.

A Patriot.—"What have you ever done to show your patriotism?"

"Well, I always shoot off \$2 or \$3 worth of fireworks every Fourth of July."—Detroit Free Press.

**News from Abroad.**

Japanese munition manufacturers are said to have secured many contracts from the Allies in competitive bidding against this country, the lower prices being made possible by cheap labor.

Emigration from the Canary Islands increased by 50 per cent. during 1915, totaling 6425 persons, against 4263 in 1914. Approximately 95 per cent. of the emigrants were male laborers, and close to 65 per cent. of them went to Cuba.

The three Norwegian steamers "Prosper III," "Orkedal" and "Bure," which struck mines or were sunk by submarines were insured for 5,740,000 kroner against war risks, and 31 sailors lost their lives through explosions and drowning.

Canadian banks have arranged a new loan of \$25,000,000 to be made to the Imperial Munitions Board, making a total of \$151,000,000 advanced to date. The loan will facilitate the placing of further war contracts in Canada.

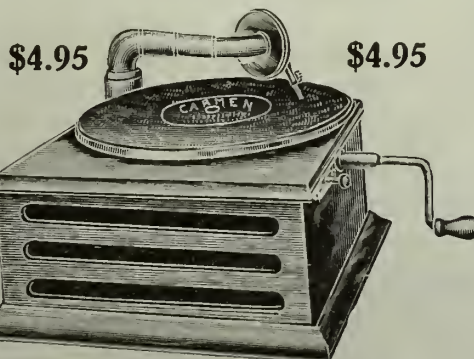
Information has been received at Washington of the negotiation of an alliance between Russia and Japan. The terms of the treaty have not been made public, but the Japanese press regards it as an offensive and defensive alliance, to hold their present positions, and to resist the activities of Germany and Austria.

American correspondents in Germany have filed protests against the continued mutilation of their reports by the British censor, and from dispatches printed in America and London of even date it is quite evident that, while the British censorship has been relaxed for reports for home consumption, it is, if anything, more stringent than ever on stories being cabled from London.

The Chinese Government is seeking a loan of \$30,000,000 from American bankers, of which \$2,000,000 is wanted immediately to take care of pressing needs. Japan has been endeavoring to make arrangements for advancing money to China, but the Chinese, for political reasons, prefer to place the loan in the United States. The State Department is interesting itself in the matter, and favors the making of this loan by American bankers.

The Dutch shipping council, which investigated the torpedoing of the Dutch steamer "Rijndijk" April 7 off the Scilly Islands, finds that the steamer was struck by a torpedo constructed at Fiume, the naval base of Austria-Hungary on the Adriatic Sea. The "Rijndijk" was disabled by the torpedo and was later towed to harbor with her holds full of water, which damaged her cargo. When torpedoed the "Rijndijk" was bound from Portland to Rotterdam.

The fall of Gorizia after the fourth siege by the Italians, the capture of Stanislau by the Russians and the enforced retirement of Von Bothmer's army from the Stripa River in Galicia were the outstanding features of the past week. Thrice beaten at Gorizia in 1915, and compelled to restrict their operations along the Isonzo front because of Austria's smashing drive in the Trentino, the Italians returned to the charge, and, taking advantage of withdrawals for the purpose of stemming the Russian tide, captured what the strategists believe to be the key to Trieste.

**Carmenola Talking Machine**

The Phonograph with the Nightingale Tone at a tremendous low price, only \$4.95. Carmenola No. 6, Hardwood Cabinet, finished with mahogany grill front, equipped with spring motor, which is accurately constructed and smooth running. Has a Universal Tone Arm, which can be adjusted to play different records; size 8 by 9 1/4 by 4. Price only \$4.95. Carmenola No. 9, same description as above, size 12 by 12 by 4 1/4. Price only \$7.95. Each machine packed in a wooden box.

The reason we are making the above liberal offer to you, is to introduce our double side records. Selections from Martha, Bohemian Girl, Faust, Carmen, Il Trovatore, Concerts, Instrumental, Grand Opera, Dances, Fox Trot, Popular Songs, Etc. (No two alike) 13 records, or 26 selections for \$4.55. All good, full guaranteed. Send money order or draft at once, as this offer is only for a short time. A deposit of \$2.00 on C. O. D. orders.

If you prefer to order the phonograph only, you can do so.

**ADAMS MUSIC CO.**

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## With the Wits.

Caustic.—"Did you see my sun-burst last night?" inquired the pompous Mrs. Newrich of her poorer neighbor.

"No, I didn't," said the neighbor caustically; "but I certainly thought he would if he ate another bite."—Ladies' Home Journal.

They Never Say "Thank You."—Mike—I did an extraordinary thing to-day. I had the last word with a woman.

Ike—That so? How'd it occur?

Mike—Coming home on the car I said, "Won't you have my seat, madam?"—The Siren.

Nervous Apprehension.—"They are not going to cut me up if I go to the hospital, are they?"

"Of course not, when you're going just for a rest. What makes you think they are?"

"Because when I called up the hospital a voice said 'Operator.'"—Baltimore American.

Conditions the Present Administration is Responsible for (as charged by the New York press)—The European War.

The high cost of living.

The hoof-and-mouth disease.

The failure of the Brazilian cotton crop.

The Irish Rebellion, the Mexican revolution, and the shirt-makers' strike.

Sun-spots.—Puck.

Resourceful Hulda.—Hulda's mistress often boasts of her readiness of resource.

"She's the best nurse-maid in the world," is the enthusiastic commendation from her employer. "One day I returned from a motor-trip through the park, to be met with the startling news that the baby had swallowed a button.

"'And what did you do, Hulda?' I asked, in some anxiety, although trusting that it had been the right thing.

"'Why,' said Hulda, 'I made him swallow a buttonhole right away!'"—Chicago Journal.

## Joint Accounts

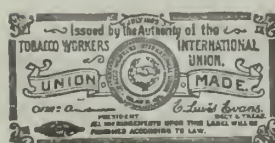
This bank will open accounts in the name of two individuals, for instance, man and wife, either of whom may deposit money for or draw against the account.

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"THE OLD RELIABLE"



UNION  
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The class of teachers of Navigation in the past have been those having simply a knowledge of Navigation, and Navigation only. Conditions have changed, and the American seamen demand a man as a teacher with higher attainments than one who has only the limited ability of a seaman. The Principal of this School, keeping this always in view, studied several years the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar. There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.



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When you are buying a FUR HAT, either soft or stiff, see to it that the Genuine Union Label is sewed in it. The Genuine Union Label is perforated on the four edges exactly the same as a postage stamp. If a retailer has loose labels in his possession and offers to put one in a hat for you, do not patronize him. Loose labels in retail stores are counterfeits.

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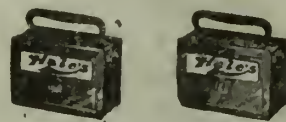
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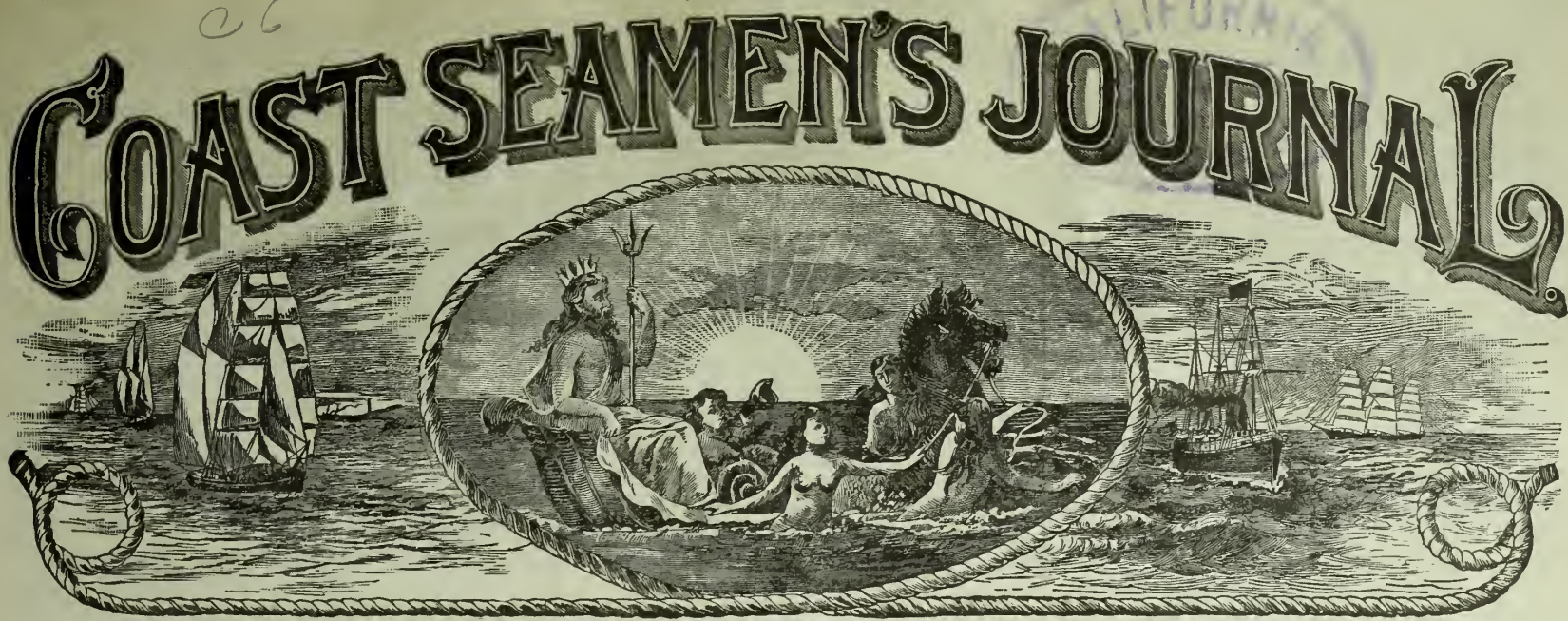
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OVERALLS & PANTS  
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**ARGONAUT SHIRTS**





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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXIX, No. 50.

SAN FRANCISCO, WEDNESDAY, AUGUST 23, 1916.

Whole No. 2396.

# HUGHES—THE INJUNCTION JUDGE.

## The Truth About the Republican Candidate for President.

Having been wined and dined by the would-be union-crushers of San Francisco and Los Angeles, the Hon. Charles E. Hughes, nominee of the Republican Party for President, has gone on his way rejoicing, having been assured by "General" Otis of the Los Angeles Times that "all is well" in California.

As a Labor paper, the Journal is not interested in party politics. Antiquated and meaningless party issues have all too long fooled the workers. What they want to know and have a right to know to-day is the respective candidates' attitude upon fundamental and vital issues affecting the very existence of organized labor. None of the issues of the day can be regarded as more fundamental and vital to the progress of the working classes than the judicial iniquity under which wage-earners have been classified in the same category with the product of their toil.

During recent years, particularly, members of the judiciary have developed the practice of using writs of injunction intended to protect property interests only, to defeat movements among the workers to secure better conditions of work and higher wages by means of strikes. In order to secure cooperation in a strike movement, it is necessary to communicate the causes and purposes of the strike to fellow-workers and the public. Injunctions issued in industrial disputes contained prohibitions which deprived workers of their constitutional rights as free citizens, including the right of free speech, free press, the right of peaceful assemblage, the right to walk on highways and thoroughfares, as well as other rights accorded them by law. The purpose of this perversion of the writ of injunction was to prevent the workers exercising their economic power under penalties of long drawn out and expensive litigation, prison sentences and fines.

In addition to these efforts to deny the workers the right to economic activities for their protection and betterment, antitrust legislation has been interpreted to apply to associations of workers. According to the latter interpretation, which was endorsed by the United States Supreme Court, successful labor unions were illegal and constituted conspiracies under trust legislation and wage-earners were classified in the same category with the products of their toil. The application of antitrust legislation to associations of human beings recognized no difference between a carpenter and his plane, a hat maker and a hat, a miner and a ton of coal. Such a judicial principle is repugnant to a humane, enlightened people who understand the infinite sacredness of human life. Humanized mentality insists that there is a wide difference between associations of humans, controlling only

their labor power—their power to produce—and associations organized to control and manipulate commodities or articles of commerce. Labor power is part of life itself—a human creative power, inseparable from the living sentient body of the workers. In view of these facts the question readily suggests itself: "What is Hughes' record in this respect?"

The answer is furnished by Samuel Gompers, president of the American Federation of Labor, who has just made public the following letter: "Mr. Thomas H. Nichols, 636 East Main Street, Alliance, Ohio.

"Dear Sir and Brother:

"Your letter of recent date, asking for the record of Hon. Charles E. Hughes, nominee of the Republican Party for President, in regard to Labor matters and particularly as to the famous Danbury Hatters' case, was received.

"The Danbury Hatters' case has an historical place in Labor's struggle for freedom. It was in the course of the trial of this case that the workers of our country finally succeeded in securing a declaration from the highest court of the land as to the application of anti-trust legislation to associations of wage-earners.

"The decision of the court in this case involved a principle of fundamental importance to workers. It was the same principle involved in the abuse of the writ of injunction which, under the perversion of judges, who had no understanding of industrial conditions and the labor of human beings, had been transformed into an agency at the service of employers who wished to restrict the industrial freedom of their employes and to prevent their using legitimate methods of securing their demands and promoting their welfare.

"The theory upon which courts have held that anti-trust legislation applied to associations of wage-earners and that injunctions could be used to regulate industrial relations, which are personal relations, was the assumption that the labor of a human being was an article or a commodity and, therefore, property. This assumption recognizes no distinction between the creative labor power of a human being which is inseparable from his living body and the articles which he produces.

"In 1908 the Supreme Court of the United States rendered a decision in the Hatters' case when the initial appeal was made.

"In 1914 the United States Supreme Court delivered its final decision in the case and sustained the contentions of the lawyers of the Anti-boycott Association which instigated suit against the Hatters in the name of the D. E. Loewe Company, hat manufacturers of Danbury, Connecticut.

"The court sustained the position that the Sherman Anti-trust law applied to the personal attributes and normal activities of human beings. It held to the theory that there was no distinction between the labor power of human beings on the one hand and articles or commodities on the other—articles or commodities which men sought to control and manipulate through trusts. This decision threatened the

very existence of voluntary associated effort—the effort of organized workers to carry out the normal purposes for which they were organized, that is, to improve standards of life and work, wages, hours and conditions of employment. Such activities of the workers were, by the decision of the Supreme Court of the United States, regarded as liable to all the civil and criminal penalties under the anti-trust laws of the United States. In other words, the Sherman Anti-trust law, enacted to curb the cupidity and machinations of the combinations of wealthy owners, was to be applied to the voluntary organization of the workers instituted for beneficent purposes and the welfare of human beings.

"The decision in this case, which is known as *Lawlor vs. Loewe*, declared that the damages in the case were \$80,000 which, under the provisions of the Sherman Anti-trust Act were tripled, and together with the costs of the case and the interest, made a total sum of over \$300,000, which the Danbury hatters must pay D. E. Loewe & Company.

"Mr. Charles E. Hughes was a Justice of the United States Supreme Court at the time this decision was rendered, and he concurred in the decision.

"The last decision in this case, although it is brief, reaffirms all that the court declared in its 1908 opinion.

"There is another opinion of the United States Supreme Court, written by Justice Hughes, which throws light upon his attitude upon this principle, which is of fundamental importance to the workers of the country. It is his opinion in the case of *Truax vs. Reich*, a case which involves the constitutionality of the Arizona anti-alien law. Under that law all employers of Arizona who employed more than five workers were forbidden to employ less than 80 per cent. who were qualified electors or native born citizens of the United States. In that decision Justice Hughes took the position that the injunctive process applies to personal relations.

"Justice Hughes made more definite his endorsement of the theory that injunctions apply to personal relations.

"Mr. Hughes has taken an unequivocal position. He endorses the abuse of the writ of injunction against which wage-earners have vigorously protested, and which they have tried to correct by remedial legislation in order that they might enjoy the rights and opportunities of free citizens.

"The above is accurately the information which you asked and I take it will be of importance to you, as well as to the working people and liberty-loving citizens all over the country and enabling them to understand the mental attitude of Mr. Hughes who is now a candidate for the Presidency of the United States.

"With best wishes and hoping to hear from you frequently, I am

"Fraternally yours,

(Signed) "SAMUEL GOMPERS,  
"President American Federation of Labor."



## WATER HIGHWAYS OF NORWAY.

"There are great lines of road in Norway along all the practicable routes, but very few are practicable," for, writes James Anthony Froude, the historian, "nineteenths of the country, and the most interesting parts, are so walled off by mountains, are so intrenched among the fjords as to be forever unapproachable by land, while the water highways lead everywhere—magnificent canals, fashioned by the elemental forces, who can say how or when?"

"The scenery, though forever changing, changes like the pattern of a kaleidoscope, the same materials readjusted in varying combinations; the same great rivers of seawater, the same mountain walls, . . . the same never-ending pines and birches, with an emerald carpet between the stems where in summer the universal whortleberry hides the stones under the most brilliant green. The short fjords and the large are identical in general features, save that, lying at right angles to the prevailing winds, the surface of these lateral waters is usually undisturbed by a single ripple; the clouds may be racing over the high ridges, but down below no breath can reach. Hence the light is undispersed. The eye, instead of meeting anywhere with white water, sees only rocks, woods, and cataracts reversed as in a looking glass."

"The western coast of Norway is low and level—a barren undulating country, with the sea flowing freely through the hollows." But on entering the Sogne fjord, the "home of the Trolls and Jotuns," "we turned eastward," he says, "towards the great mountain ranges; and, as in the fairy tale the rock opens to the Enchanted Prince and he finds himself amidst gardens and palaces, so, as we ran on seemingly upon an impenetrable wall, cliff and crag fell apart, and we entered on what might be described as an . . . extension of Loch Lomond, save only that the mountains were far grander, the slopes more densely wooded."

"On either side of us, as we steamed on, we crossed the mouths of other fjords, lateral branches precisely like the parent trunk, penetrating, as we could see upon our chart, for tens of miles. Norse history grew intelligible as we looked at them. Here were the hiding places where the vikings, wickelings, hole-and-corner pirates ran in with their spoils; and here was the explanation of their roving lives. The few spots where a family can sustain itself on the soil are scattered at intervals of leagues. . . . A population cannot live on fish alone, and thus the Norsemen became rovers by necessity, and when summer came they formed in fleets and went south to seek their sustenance. The pine forests were their arsenal; their vessels were the best and fastest in the world; the water was their only road; they were boatmen and seamen by second nature, and the seacoasts within reach of a summer outing were their natural prey."

As soon as the Government has the money and the soldiers, instead of fulfilling their promises to defend their subjects from foreign enemies, and to arrange things for their benefit, they do all they can to provoke the neighboring nations and to produce war.—Tolstoy.

## TAKING THEIR RIGHTFUL PLACE.

We want to take off our hat to the Methodist preachers of San Francisco. They have come out in this troublous time of industrial stress in San Francisco in a way that is wholly becoming of the followers of that great leader to whose teachings they have given their lives.

At a special meeting of the Methodist preachers of San Francisco a week ago a resolution was adopted wherein these ministers declare themselves as "heartily in favor of the attempt of the culinary workers' union to better their condition." They further say that "until the employers are willing to agree to unconditional arbitration they cannot hope for sympathy and support."

We are awfully glad to see these earnest men thinking upon the problems which mean an opportunity for the workers in American industry to realize life something after the manner which Americans should live.

There is not the least doubt in our mind that these preachers are doing just what the Carpenter of Nazareth would have done under the same circumstances.

If preachers generally would take the same stand that these Methodist preachers of San Francisco are taking the influence of the church and the influence of the unions, too, would probably be much nearer what it should be.

As between a fight for human rights and a fight for profits the duty of the church and preacher are plain. If the church cannot concern itself with the bread and butter of the wives and children of the workers a small chance it has of impressing upon the worker that it is interested in his spiritual welfare. The preacher who is willing to draw his support from the money bags of wealth and keep a closed mouth for fear of estranging that support is not entitled to be supported by the workers.—Union Labor Journal, Bakersfield, Cal.

## EVILS OF TRADE WARS.

The demand for a commercial war against Germany when the military war is ended is a grave obstacle to a righteous peace. It is clear that the big struggle of the future is to be between the international spirit and the meanest form of national pride. The international spirit appreciates the genius and the qualities of the several peoples and believes each should be encouraged to contribute the full measure of those qualities to the world. It cannot tolerate restrictions and efforts to retard the growth of a people. It desires freedom in the widest sense of that magnificent word applied to all peoples great and small. The spirit which is no broader than the boundaries of a nation is perpetually engaged in a miserable attempt to stifle and to render inarticulate the other peoples of the earth. It is puffed with self-pride. It thwarts, it schemes, it hates, it undermines the foundations of peace.—The Manchester Labor Leader.

Beware of the man who does not return your blow. He neither forgives you nor allows you to forgive yourself.—George Bernard Shaw.

## NO END TO ANYTHING.

"All this must end," says the San Francisco Argonaut, referring to the unionization of San Francisco's industries. "It may take a year or two years or five years. And it will better come under a determined struggle for liberty and justice than under the exhaustion which has long threatened and which has now become imminent if it be not checked by the Chamber of Commerce movement."

"End"—must it? "End" the long movement of the organization of labor for its own protection by collective bargaining; "end" the era of organization on the labor side and preserve it only on the business side; "end" the down-stream current in the spirit of the age, and back the industrial stream, by main strength, straight up the eighteenth century hill! And then, having undone unionism and established the sacred principle of the right of the organized employers to rule the unorganized employed, "end" all effort or aspiration on the part of the laboring class to reorganize and reopen the struggle.

Perhaps it can be "ended," for a while—if enough effort and money are wasted. Perhaps, worse still, it can be "ended" permanently—if the laboring men are driven out of trades' unionism, organized on business principles into I. W. W. syndicalism, organized on Mexican principles. But "ended" the way the San Francisco Chamber of Commerce wants it—you might as well talk about stopping the procession of the years because you would rather stay young.

For that matter, why "end" any social difficulty; why "solve" any social problem; why "answer" any social question? The first lesson of experience is that there is no end, no solution and no answer. Life is not a fixed thing, that can be set right if it is wrong. It is a moving, growing thing; a process, not a fact. There is no final solution of the industrial question; neither capitalism, socialism, nor any other static system. We shall never arrive at the goal, because there is no goal. We simply struggle forward; that is all. Our successors will struggle after us, and theirs after them, forever, but all to no end.

It is the process that counts, not the result. The organization of capital, the organization of labor, the struggle of both for what neither of them can ever get, the conflicts of interest, the alternate successes and failures—these will go on until after a while something else goes on, and then still something else, but nothing "ended," nothing solved, and nothing ever fixedly satisfactory to anybody. For, forever, life will be "one damned thing after another," asking a billion questions and answering none.

The labor unions know this. The capitalists and the I. W. W.'s do not. They think life's questions can be answered and its problems solved. That is why they waste most of their efforts, striving for the impossible. If they were wiser they would simply go ahead, one step at a time, making a good bargain when they could, a bad one when they must, succeeding and failing, in the immediate task, and refraining from vain efforts to sweep back the sea.—Fresno (Cal.) Republican.

The only freedom which deserves the name is that of pursuing our own good in our own way, so long as we do not attempt to deprive others of theirs, or impede their efforts to obtain it.—John Stuart Mill.



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## Committee Urges a Writers' Union.

The committee on affiliation to the American Federation of Labor of the Authors' League of America has issued a statement setting forth the advantages writers would get from being unionized. The question will be submitted to a referendum vote of the league's members.

The claim that affiliation with industrial workers would "lower the dignity" of authors is answered as follows by the committee:

"The signers of this report believe that if they, as individuals, have dignity, it comes from their work and personal characters. If they do not have it they have forfeited it because of their work or their personal character; and being affiliated with the American Federation of Labor will not harm or help their dignity. Your committee feels that dignity in any true meaning of the word depends upon one's sense of self-respect; and that self-respect, in turn, depends very largely upon whether one is working under fair conditions for fair payment. Since your committee believes that affiliation will help improve conditions of authorship, your committee believes that it will help increase dignity of the truest sort."

With practically the entire motion-picture industry unionized, with the entire dramatic field except the authors organized, the committee asserts that should the Authors' League also affiliate to the American Federation of Labor these other organizations would join the authors in correcting evils in the motion-picture and dramatic fields. Furthermore, the committee says, the league would have the moral support of 2,500,000 trade unionists.

Affiliation to the A. F. of L., according to the committee's statement, would help the league in four of its most important purposes and problems. It would give the league more power to correct abuses prevalent in the motion-picture field; it would aid the league in its negotiations for standard contracts in the publishing, magazine and theatrical business; would help the league in its endeavor to secure universal copyright and to put the United States in the International Copyright League, thereby automatically securing worldwide protection for any matter copyrighted in America; and it would aid the league in procuring other legislation which may be desirable to secure the rights of authors.

## Rockefeller "Union" Discarded by Miners.

Miners at Sopris and Piedmont, Colo., mining camps near Trinidad, have organized a trade union with 163 members and applied to the United Mine Workers' Union for a charter.

It is declared that there was not a district or a national officer of the United Mine Workers' Union present and the men acted on their own initiative. One speaker stated that miners all over the United States have received wage increases during the past four months because they are organized, and that the miners of Colorado had received nothing because they are not organized.

It was also stated that officers of the United Mine Workers' Union have not visited them at any time. "We organized

ourselves," said one miner. "Of course we would like to have the national officials visit us after we get our new local started."

Because these workers are employed by the Colorado Fuel and Iron Company, their action is most significant. It is an answer to the claims of John D. Rockefeller, Jr., and his press agents that the Rockefeller theory of conducting a "union" is acceptable to coal diggers, who now disregard the advice of managers, superintendents and petty bosses, because they note the gains made by miners who rely on trade union methods.

These miners believe the Colorado Fuel and Iron Company "will not cause any trouble." The action of the State Supreme Court, in ousting Jeff Farr, sheriff of Huerfano County, gunmen and operators' thugs, from office because of election irregularities, will be a factor in convincing the coal companies that their reign of terror is over and that it is impossible to deny workers the right to organize. In its decision the court said that the public election machinery had been turned over to the absolute domination and imperial control of the coal companies and that it was used by them "as absolutely and privately as were their mines, to and for their own private purposes."

The court sustained the charge that Farr had not only denied citizens who opposed the coal companies the right to vote, but that he had packed juries with representatives of the operators.

On this decision Editor O'Neill, of the Trinidad Free Press writes:

"The journey from darkness to light has been long and weary, but the decision of the Supreme Court marks the beginning of the end, for the dethronement of the political highwaymen of Huerfano County purples the horizon with the dawn of that coming day when law shall be respected and when the sovereign power of the people shall no longer be menaced by corporate might, backed by the pistol of the thug and the rifles of a State militia, farmed out to industrial monarchs, to maintain and perpetuate the reign of soulless greed."

## Industrial Training Favored by Senate.

The United States Senate has passed the Smith-Hughes bill, which provides for vocational education and industrial training, and which has been continuously urged by the American Federation of Labor. This legislation, known in the House as the Hughes bill, has been approved by the Committee on Education and is now on the House calendar.

Under this bill the Federal government will pay an amount equal to that expended by States for education designed to prepare boys and girls over 14 years of age for useful and profitable employment in agriculture, in the trades and industries and in home economics, and to extend knowledge of mature workers. Only schools controlled by the public are eligible to federal assistance.

Three classes of schools are contemplated:

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

### AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

### GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekland Bldgs., 22 Canning Place, Liverpool.

### BELGIUM.

Internationale Zeemansvereniging, St. Pieters-vliet 2.

### GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

### FRANCE.

Federation National des Syndicats des Inscriptions, Maritimes de France, 33 Rue Grange-aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

### NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

### SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgaten 1 B., Sweden.

### DENMARK.

Somandenes Forbund, Toldbodgade 15, København.

Sofyrbodernes Forbund, St. Annaplads 22, København.

Dansk So-Restaurations Forening, Nyhavn 17, København.

### HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereniging "Volharding," Veerhaven 14c, Rotterdam.

### ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

### AUSTRIA.

Verband der Handels-Transport, Verkehrsleiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

### SPAIN.

Sociedad Sindicate de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

### URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

### ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

### BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

### SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

(Continued on Page 10.)



## World's Workers.

At a Reichstag by-election which took place in one of the Breslau wards recently Herr Muller, a Socialist, who is secretary for the party organization in Tempelhof, Berlin, received 2802 of the 2828 votes recorded.

About 1,000 strikers at the Electro Metallurgical Company and the Carborundum Company in Niagara Falls have raised wages and returned to work. At the former plant rates are increased 3 cents an hour for all employees. The Carborundum Company raises wages 3 cents an hour for the 10-hour shift and 2½ cents an hour for the 8-hour shift.

The post of "Ministre du Travail" in France at a time when the organization of labor for the production of arms and munitions is essential to national defense is one of immense importance. M. Metin, the holder of the office in the Briand cabinet, has had opportunities of acquainting himself with labor conditions in other countries besides his own. With the exception of South Africa he has visited all the British dominions and possessions, and was in St. Louis, U. S. A., as well as in London with the delegation of trade unions a few years ago. M. Metin, who first held the appointment of minister of labor in 1913 under the Doumergue government, is Docteur des Lettres de la Universite de Paris.

The following is the general conclusion arrived at by the German Department of Labor Statistics as to the course of employment in Germany during May: "The generally favorable conditions reported in previous months continued during May. Owing to the necessity for careful economy in textile goods and clothing, the position in trades supplying these articles was worse than in the corresponding month of 1915; on the other hand, this was more than offset by frequent cases of much increased employment as compared with a year ago in most other branches of industry. In mining, as in the metal and engineering trades, there was, on the whole, no perceptible change from April, while as compared with May, 1915, there was even more intense activity. The electrical and chemical trades reported improved employment as compared with May, 1915, and also to some extent as compared with April, 1916. In the building trades there was very little alteration in labor conditions."

The minister of munitions in England announces that in the exercise of his powers under the munitions of war (amendment) act, 1916, he has made two orders regulating the wages of women and girls employed on munitions work. The first order prescribes rates of wages for girls employed on munitions work of a class customarily done by men, and will be applied to the same establishments as the corresponding directions already issued for the remuneration of women employed on that class of munitions work. The second order prescribes rates of wages for women and girls employed on munitions work of a class not customarily recognized as men's work, and will be applied forthwith to controlled firms in the main munition areas engaged in the production of armaments, ammunition and ordnance and in all branches of mechanical engineering and ship-building. The case of other areas and trades is under consideration.

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| Blom, Ernest        | Konig, D.       |
| Christiansen, Anton | Nielsen, Harold |
| Christiansen, A.    | Olander, Ed     |
| Doris, Geo.         | Thomson, John   |
| Eckart, T. G.       |                 |

## San Pedro Letter List.

|                      |                     |
|----------------------|---------------------|
| Alexander, P.        | Martinson, E.       |
| Anderson, Louis      | Mariner, Robert     |
| Andersen, John       | Nelson, Dick        |
| Andersson, Oskar     | Nilsen, Oskar       |
| Bentsen, Hans B.     | Nilsson, Edward     |
| Bushman, John        | Nilsen, Oskar J.    |
| Berglund, Emil       | Olsen, Nick         |
| Blucker, John        | Orling, Gust        |
| Carlson, Gus         | Olsen, Andy         |
| Carlmark, B. G.      | Olson, Olof S.      |
| Carlson, Harry       | Ophaug, W.          |
| Carlson, Gustaf      | Owen, Fred          |
| Ellwes, Fred         | Oquist, Gust        |
| Eklund, G. E.        | Olson, Frank        |
| Ejellman, Jonas      | Olausen, Kristian   |
| Fugelutsen, Thor     | Peterson, Nicolai   |
| Ejellman, Karl       | -1234               |
| Forsman, G.          | Plintz, Johan       |
| Ginar, Walter        | Peterson, N.        |
| Grigoleit, E.        | Peterson, Hugo      |
| Galleburg, Martin    | Peterson, C. V.     |
| Heesche, Henry       | Pakkil, Emil        |
| Holmstrom, Fritz     | Pederson, Ole       |
| Haupt, Fritz         | Phipik, K.          |
| Hansen, Charley      | Palmquist, A.       |
| Hansen, Ole          | Peterson, Aage      |
| Howery, Lon          | Raun, Einar         |
| Hoverson, Carl       | Rosenblad, Axel     |
| Hogstrom, Axel       | Rudd, Walter        |
| Janson, Oscar        | Schuldt, Theodor    |
| Johnson, J. A. -1659 | Samuelsson, Frank   |
| Johansson, Victor    | Smith, Johan        |
| Jacobsen, Louis      | Soderlund, Anton    |
| Jansson, Fredrik     | Schmidt, Lauritz P. |
| Karnup, Edward       | Strom, C. L.        |
| Kashlund, Franz      | Swanson, J. N.      |
| Kallio, Anton        | Stromberg, I.       |
| Lassen, Johan -1542  | Schelly, Aksel      |
| Lutton, Theo.        | Stalt, Aksel        |
| Lauritzen, Ole       | Sandblom, Konrad    |
| Larson, Max          | Schallies, Charlie  |
| Lybeck, Thos.        | Svenson, Nicolaus   |
| Lindberg, G. W.      | Thorsen, Carl       |
| Lindberg, Ernst      | Tonnesen, Peter     |
| Lelicker, Ellth      | Tho, John           |
| Lalan, Joe           | Uhlis, Richard      |
| Lidsten, Chas.       | Ullappa, Kosti      |
| Lane, Frank          | White, Robert       |
| Lundin, C. -1054     | Warkkala, John      |
| Lill, Karl           | Welchman, Karl      |
| McNeal, John         | Wartila, Anton      |
| Montero, John        |                     |
| Monts, Reinolt       |                     |
| Makela, N.           |                     |
| Malm, Gustaf         |                     |

Newspapers and Packages.  
Schmidt, Lauritz P.

## Honolulu, H. T.

|                     |                   |
|---------------------|-------------------|
| Anderson, John E.   | Nelsen, C. F.     |
| Birk, Harry -1234   | Petersen, Carl    |
| Crantly, C. W.      | Peters, Walter    |
| Eugenlo, John       | Reithner, Fritz   |
| Ekelund, Rickhard   | Solberg, B. P.    |
| Iverson, Sigvald B. | Strand, Conrad    |
| Lengwenus, W. L.    | Thompson, Emil N. |
| Moller, F.          |                   |

## INFORMATION WANTED.

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio. 3-24-15

Anders C. Anderson, a native of Norway, who left his personal effects at Port San Luis, Cal., after leaving a ship at that place, is inquired for. Anyone knowing his whereabouts please notify D. R. Jacks, Deputy Collector of Customs, Port San Luis, Cal. 12-22-15

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Anyone knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St. 8-11-15

Olai Ingebrigtsen (Brock), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American bark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469—49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Steuart street, San Francisco, Cal. 8-4-15

Anyone knowing the whereabouts of Peter Murphy, better known as Boatswain McGann, will kindly notify Patrick Kieran, 58 Commercial St., San Francisco, Cal. 4-19-16

Vencelus Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolamo Durbich, Zurich, Switzerland. 7-28-15

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## INFORMATION WANTED.

John Edstrom, alias Brynjulf Edstrom, born in Norway in 1879, was last heard from at Mobile, Ala., where his address was Norwegian Chapell, is inquired for. Anyone knowing his whereabouts please notify his mother. Address, 22 Pilestradet, Kristiania, Norway.—12-22-15

George Alexander Sharman, a native of Brooklyn, N. Y. About 28 years of age, height 5 feet 9 inches,

supposed to have sailed on the Great Lakes in 1907, is inquired for by M. L. Kinvan, 1211 Mosher street, Baltimore, Md. 7-14-15

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15



# Pacific Coast Marine.

After a trip of 143 days from Astoria the schooner "E. B. Jackson," carrying a cargo of lumber, has finally arrived at Bombay, according to advices received by the San Francisco Merchants' Exchange.

The U. S. S. "South Dakota" arrived at San Pedro from La Paz, Mexico, after six weeks patrol duty on the southern coast. She will take aboard about fifty Los Angeles business men for a civilian naval training cruise of one month.

The tug "Marie Hanlon," Captain Parker, left San Francisco during the week for Pfeiffers' Point with Peterson barge No. 12 in tow. The barge will be used in wrecking the steam-schooner "Shna-Yak," which went ashore at Pfeiffers' Point July 22, and which has since been bought by the Western Mercantile Marine.

Forty-nine days from Copenhagen, the motorship "Chile" of the East Asiatic Line called at San Francisco during the week, en route to Japan. The motorship had on board for San Francisco 1000 tons of cargo, mostly flint pebbles. For Japan she has 8000 tons and took on 2000 tons of general cargo here. She will return to Copenhagen via the Suez Canal.

The former Dutch steamer "Ecuador," one of a trio of vessels purchased some months ago by the Pacific Mail Steamship Company for the Oriental run, has arrived at San Francisco. She will steam on August 27 for the Orient, inaugurating the resumption of Pacific Mail service to China and Japan. According to the local office of the Pacific Mail, she is already booked to capacity with passengers.

Preliminary operations looking to the floating of the stranded schooner "Oakland," ashore since last March at the mouth of the Nehalem River, are well under way. A 5000-pound anchor has been dropped outside the breakers and a line carried to the "Oakland," where it is attached to a donkey engine. Work of jacking the schooner up out of the sand in which she is buried deeply is progressing favorably.

During the past week, while digging in the channel across the shoal at the mouth of the Columbia River, the dredge "Chinook" had the misfortune to break a flange on one of the thirty-inch suction pipes. The conditions at the mouth of the river are excellent, and the dredge is making rapid progress in improving the channel, which now has a depth of forty feet for a width of over 1000 feet.

That there would be no attempt made to "prosecute" the sailors for alleged refusal of duty on the American bark "Callao" and forcing her master, Captain William Tobin, to put back to port after departing for New York was made plain at a conference between the sailors, Captain Tobin and Attorney William Denman, representing George W. McNear & Co., dispatchers of the vessel, and her agents in the offices of the United States Shipping Commissioner. The members of the crew, with the exception of one, were also offered back their old places, and Captain Tobin and the owners agreed to employ a total of twelve men before the mast.

Six big auxiliary tankers soon will be added to the Standard Oil Company fleet, and in all probability all of the vessels will be brought into service in Pacific Coast waters. They are being built at Toledo, Ohio, and have been euphonyously named "Starlite," "Moonlite," "Twilight," "Dawnlite," "Sunlite" and "Daylite." "Twilight" was launched two weeks ago, and will be followed within a week by "Starlite" and "Moonlite." "Dawnlite," "Sunlite" and "Daylite" will be sent from the ways as fast as they can be completed. All of the vessels will be rigged with four masts and equipped with Bolinder engines of 320 horsepower each. The ships are 260 feet in length, with a beam of 23½ feet.

On Wednesday of last week, the Ohio building, relie of the Panama-Pacific International Exposition, floated past the Ferry Building on a twenty-three-mile voyage down San Francisco Bay to San Carlos. It was one of the strangest spectacles ever witnessed on San Francisco Bay. The big thousand-ton building had been moved from its site on the exposition grounds and mounted on a number of barges. Commuters, passing in sight of the dream city of 1915, marveled at the picture of one of the exposition's biggest host buildings floating on the water. At its new site, the Ohio building will become the home of the Peninsula Country Club of San Carlos. Considering the length of the voyage and the proportions of the building the undertaking is regarded as one involving unusual engineering features. The building is 131.5 feet long, 80 feet wide and 43 feet high.

Salvors trying to pull the passenger steamer "Bear" from its sand cradle on the Humboldt coast into deep water, said they would have to wait another month probably for another favorable tide. With a gracious tide during the past week they succeeded in moving the "Bear" only a few inches, although two vessels participated in the strain. However, regardless of the fact that the tides will not be entirely favorable for another month, the salvaging opera-

tions will be continued whenever opportunity affords. The men engaged in the work realize that if the "Bear" is moved but a few inches a day the time will come when she can be pulled out into deep water. To compensate for the decline in the height of the tides, an additional tug may be secured to pull at the steamer. The "Bear" went ashore at midnight, June 14, north of Blunt's Reef, and five lives of the 210 aboard were lost.

The number of oceangoing vessels passing through the Canal during the period from July 1, 1915, to June 30, 1916, inclusive, was 787. Their aggregate net tonnage, according to the rules for the measurement of vessels for the Panama Canal, was 2,479,761. The total quantity of cargo carried through the Canal on these ships was 3,140,046 tons. The aggregate of the tolls collected from the ships was \$2,399,830.42. The Canal was closed in the middle of September and remained closed, except for the transit of small vessels which had waited at the entrances for passage, until the middle of April. There were thus five months of the 12 in which the Canal was in normal operation. Considering the vessels which waited for the reopening and those which came early in April for passage, in anticipation of the opening which had been announced for April 15, the operations may be considered normal for slightly less than half the year.

The sixth of a fleet of six big oil tankers to be launched at the Union Iron Works this year and the second to take her initial bath in the Pacific this month, left the ways of the works at 4 o'clock last Sunday afternoon. The tanker is named the "Astral" and was built for the Standard Oil Company of New York. The "Astral," which will cost when complete \$1,250,000, was contracted for October 18, 1915, keel laid February 15, 1916, was launched last Sunday and will be delivered October 15. The new tanker is 457 feet over all, has a beam of 58 feet and a depth of 41 feet. She will carry 80,000 barrels of oil and will be used in the transpacific service, running from San Francisco and other Pacific Coast ports to China. Mrs. George D. Ali, wife of the manager of the foreign shipping department of the Standard Transportation of New York, christened the new vessel. The first tanker to be launched this month was the "Paulsboro," a tanker of 70,000 barrels capacity, built for the Vacuum Oil Company of New York.

Improvement of aids to navigation at or near the entrance to Coquille River, Ore., is planned by the United States Lighthouse Service. The sundry civil act approved July 1, 1916, appropriated \$6000 for this work. Maritime interests have petitioned for the removal of the present station to a more advantageous locality, as it is now of no great benefit to commerce, and the fog signal would serve its purpose better if on the other side of the river at or near the end of the south jetty. Moreover, the station is on a point of land which is being encroached upon by the Coquille River. The work contemplated to carry out the provisions of this appropriation consists of establishing an occulting electric light and a fog bell operated by an electric motor. This will require the erection of a tower, fog-signal building, and keeper's dwelling and the installation of the necessary illuminating and fog-signal building, electric wiring, with poles, etc. These improvements will effect an economy in maintenance, as only one keeper will be required instead of the present number of two.

After listening to lengthy arguments, Superior Judge J. M. Seawell of San Francisco, has granted another continuance in the Islais Creek condemnation suit, which has now been on the court calendar for more than four years. Attorney Daniel A. Ryan, representing the Harbor Commissioners, was present and urged an immediate trial, but among the score of attorneys representing the 126 defendants there were several who interposed further objections to the complaint and who desired more time to file a formal reply. Judge Seawell finally ruled that he would call the case for trial at an early date and would insist that it proceed to trial, regardless of whether all of the defendants were ready. Out of the 126 tide land owners affected by the suit only about twenty-five have failed to make a legal appearance. The land which the State seeks to condemn comprises sixty-two full city blocks in the Islais Creek district, and is wanted for the construction of an inland harbor to increase dockage facilities. The State has voted \$1,000,000 to purchase the land, but the various owners have held out for a sum much greater than this. The condemnation suit was started in June of 1912.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

## International Seamen's Union of America

Affiliated with  
AMERICAN FEDERATION OF LABOR  
and  
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary.

328-332 West Randolph St., Chicago, Ill.

AFFILIATED UNIONS.  
ATLANTIC DISTRICT.

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Branches:

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MOBILE, Ala., 104 S. Commerce St.

### HARBOR BOATMEN'S UNION.

Headquarters:

NEW YORK CITY, 190 West St. Phone 4126 Worth.

### NEW ENGLAND COAST FISHERMEN'S UNION.

Headquarters:

BOSTON, Mass., 202 Atlantic Ave.

### LAKE DISTRICT.

#### LAKE SEAMEN'S UNION.

Headquarters:

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Branches:

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ASHTABULA HARBOR, O., 21 High St.

CLEVELAND, O., 1401 W. 9th St.

MILWAUKEE, Wis., 133 Clinton St.

N. TONAWANDA, N. Y., 152 Main St.

CONNEAUT HARBOR, O., 992 Day St.

ERIE, Pa., 107 E. Third St.

DETROIT, Mich., 15 Twelfth St.

SUPERIOR, Wis., 1721 N. Third St.

BAY CITY, Mich., 108 Fifth Ave.

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SOUTH CHICAGO, Ill., 9142 Mackinaw Ave.

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CHICAGO, Ill., 406 N. Clark St.

DETROIT, Mich., 27 Jefferson Ave.

MILWAUKEE, Wis., 151 Reed St.

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Telephone Main 365.

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Cleveland, O.

Milwaukee, Wis.

Ashtabula, O.

Toledo, O.

North Tonawanda, N. Y.

Superior, Wis.

Erie, Pa.

(Continued on Page 11.)



# Coast Seamen's Journal

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SAILOR'S UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBERG .....Editor  
I. M. HOLT.....Manager

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## NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, AUGUST 23, 1916.

## ANALYZING THE PURIFIERS.

The San Francisco Chamber of Commerce, or to be exact, the numerically small element within that organization which recently declared war upon organized labor, has arrogantly and contemptuously rejected the suggestion of Mayor Rolph that a board of arbitration be chosen to adjust the differences now existing between the organized workers and the organized employers.

In the judgment of these omnipotent profit-mongers "no arbitration board should have jurisdiction to determine the issue of the open shop."

His Grace, the Archbishop of San Francisco, had declared his willingness to serve on such a board. The Councils of organized labor had stated they were willing to accept the Mayor's arbitration offer. But the Caesars of the Chamber of Commerce, imitating the three tailors of Tooley street, declared in grandiloquent voice "we will not consent to cloud the plain issue, which this community is eager to face."

When a half-a-dozen individuals assume to speak for a community like San Francisco it becomes exceedingly difficult to suppress a little humorous satire. Allowances should be made, however, for the deplorable fact that these six would-be saviors of our fair city utterly lack the happy faculty "to see themselves as others see them." Furthermore, it should be borne in mind that a very substantial fund, especially raised for union-busting purposes, has been placed at their disposal and the \$100 per week press agent, employed by them, is not at all inclined to dwell upon this rather ludicrous aspect of the situation.

The three tailors of Tooley street assumed to speak "for the people of England." But that was many, many years ago, when human rights were almost universally regarded as secondary issues. The six self-constituted redeemers of San Francisco have no such illusions. They speak of the plain issue, i. e., their inalienable right to exploit the helpless, unorganized worker, as something that cannot and must not be disputed or questioned

by anyone. They claim that any employer has the sacred right to discriminate against union men, but they allow that the union men have no right, legal, moral or otherwise, to refuse to work with non-union men. That particular contention of theirs is not even "arbitrable"! A most remarkable contention, indeed! The union men may not demand that a shop be closed against non-union men; but the employer may insist that a shop be closed against union men. This, in brief, is the "great principle" which radiates around the heads of these self-appointed purifiers of San Francisco.

What is it, stupidity or hypocrisy, or both?

## TRADE-UNION BENEFITS.

For reasons which are quite obvious every proposed extension of the traditional activities of trade-unions invariably meets with determined opposition. A large and influential element persists in regarding the functions of a union as confined solely to the matters of wage scales, hours of labor and shop conditions.

The concrete propositions upon which issue is joined, relate to insurance against sickness, old age and death. Unemployment might also be considered, but there are arguments against that form of insurance that cannot be urged against the other three, so in order to prevent confusion it may be considered by itself.

Benefit insurance is a business-like proposition for trade-unions, feasible as to the cost, of much value for organization purposes, and it is not an invasion of individual rights. If the general welfare in the case in discussion is best served by the adoption of insurance features, then the enforcement upon all members of laws to that end is no more an invasion of individual right than the enforcement of any other law for the protection of the membership.

In a limited degree the various district unions in the International Seamen's Unions of America have created provisions for the protection of their members against the consequences of one or more of these inevitable afflictions, but speaking generally our organizations have hitherto been reluctant to enter upon these fields.

To be sure the Seamen's Unions have their shipwreck benefits. Then, it must not be forgotten that because of the Marine Hospital Service the problem of insuring against sickness is not as pressing among seamen as it is with the workers ashore. Again, it will be conceded that insurance against death does not appeal very forcibly to single men, or to men without homes of their own. However, with the march of progress, an increasing number of American seamen find it possible to marry and establish their own fireside. For those so situated a few hundred dollars to the family in time of stress are much more useful than the pennies paid for them while the head of the family is in health and working.

As for sick benefits, the stricken workman needs more money when he is sick than when he is well, and the wise man would never think he had too much until he had provided insurance equal to his usual earnings. Yet not one in ten thousand does that. It remains to prove that insurance protection against these common misfortunes of life can be furnished at a cost which makes it a good business proposition and at the same time

essential to organization work. Many International Unions have greater benefits than we have, a few of which follow:

International Typographical Union.—Death benefits from \$75 to \$400, per capita tax for this alone, one-half of 1 per cent. of total earnings, amounting to about 48 cents per month per member, out of which death benefit is paid. Old age pension, \$5 per week for members of sixty years of age; per capita tax for this, one-half of 1 per cent. of total earnings.

Painters, Decorators and Paperhangers.—Death benefit from \$50 to \$300; \$25 death benefit for member's wife; per capita tax for this purpose, 30 cents per member per month.

Switchmen's Union.—Death benefit ranging from \$375 to \$1,500, for which a premium of 65 cents to \$2.50 is charged.

Cigar Makers' Union.—Death benefit from \$50 to \$550; \$3 per week out of work benefit; \$5 per week sick benefit. All moneys are placed in general fund, out of which all benefits and expenses are paid. Last year it cost \$4.40 per member to pay this death benefit of \$550.

Leather Workers.—Death benefit of \$40 to \$100; also sick benefit of \$5 per week; dues, 30 cents per week for beneficiary members, 20 cents per week for non-beneficiary; in addition, local with over fourteen members pays to International two-thirds of all initiation fees and dues.

Railroad Telegraphers.—Have mutual benefit department and members eligible to that department are issued certificates: Series A, \$300; B, \$500; C, \$1,000, and on January and July 1 of each year those holding certificate for \$300 must pay \$1.20; \$500, \$1.80; \$1,000, \$3.60. May levy assessment if necessary.

Lithographers of America.—Death benefit from \$50 to \$500, which is paid from the general fund, and when the fund falls below \$22,000 they levy an assessment of 50 cents per member. Per capita tax to the general fund is \$1 per quarter.

The foregoing facts are cited to prove that trade union insurance is a good business proposition regardless of its value in securing and retaining members. Other international unions have learned from experience that the sick and death benefits they pay are of inestimable value in holding their members in the face of adverse circumstances that might otherwise have caused disruption. So far, only a very few International Unions have complete systems of benefits, i. e., systems which include provisions for aged and incapacitated members. Still, an increasing amount of attention is being given to these problems. Just at present three different States (including California) have Commissions in the field studying different forms of social insurance. And it is not unlikely that the protection of superannuated workmen will soon be viewed as a question of national concern, just as in most countries of Europe, where it has been officially studied and is now one of the functions of the government.

Those who regret the limitations of the trade union movement may find some consolation in the reflection that, after all, the only movement that has not fallen short of the highest hopes is that which has not yet been put to the test of practise.

The history of the labor movement will repeat its successes oftener and its failures seldomer whenever the laborer learns to accept experience as a gift from the past instead of insisting upon purchasing it with his own good coin.

A certain philosopher has said that "instinct guided by reason is never wrong." This observation explains much of the success of trade unionism, which is primarily an expression of the instinct of self-preservation.

Where the respective limits of any given trades are recognized there is no room for dispute regarding the jurisdiction of each. Any dispute that does occur in such case may be safely referred to extraneous causes.



## THE DOLLAR SPEECH AGAIN.

Commenting editorially upon Captain Robert Dollar's recent ambulance speech, the New York Call says:

Captain Dollar is correct enough in his conclusion that the capitalists have no answer to labor and the labor problem, but the answer of physical force and an admission of this kind, when made in public, should be of the highest possible value to labor. That it is so is seen by the haste with which other capitalists in session assembled set forth to refute it. They cannot afford to publicly advocate physical force, yet they cannot do other than employ it when the occasion arises. They cannot use it themselves, not being sufficiently numerous, and they must employ other workers as proxies in its use. The Dollars are too enraged, too thick-headed, to perceive this and recognize the necessity of concealing it. But nothing could be more desirable than that the workers should get on to the fact that the capitalists have no answer to them save through physical force, and that they even have not that physical force in themselves, but must employ other working men for its manifestation.

The Call's deductions upon Captain Dollar's pet method of settling the labor problem have considerable merit. Our esteemed New York contemporary is entirely mistaken, however, in its assumption that "other capitalists hastily refuted the proposal to send ambulance loads full of union men to the hospital."

As a matter of fact, these particular exhortations to violence were received with thunderous applause and genuine enthusiasm. Mr. Koster, the presiding officer, did not take exception to the worthy Captain's remarks nor did anyone of the succeeding speakers take the trouble to refute the very remarkable utterances of their distinguished fellow capitalist.

As a further matter of fact, it should be noted that instead of refuting the Dollar solution of the labor problem, the half-a-dozen gentlemen who have formally appointed themselves to guide the destiny of San Francisco, actually gave a sort of tacit endorsement to same by appointing the pugnacious Captain a member of a so-called citizens' (?) committee of one hundred, "to act in an advisory capacity to the law and order committee of the Chamber of Commerce."

The New York Call will therefore please take notice and correct the erroneous impression it has created. San Francisco plutocrats are not in the habit of admonishing, much less repudiating or disowning, a charming member of their own set just because he urges the beating up of union men. Not much!

The line of demarcation between trade unions that properly embrace men of different callings and those that should contain only men of a particular craft lies between those callings that are interchangeable, i. e., at which certain men work by turns, and those to which men are exclusively confined. In the former case the workers may, and in fact should, organize together; in the latter they should organize separately.

The strength of organized labor lies in its weakness. That which it lacks in power of compulsion it gains by appeal to rational human ambition and intelligent perception of right and wrong. Right enjoined by force becomes wrong, and therefore fails.

A great war leaves a country with three armies—an army of cripples, an army of mourners, and an army of thieves.—"German Proverb."

## NEW ISLANDS UNDER THE FLAG.

Comments of the Press Upon the Proposed Purchase of the Danish Islands in the West Indies.

Except for the suggestion that \$25,000,000 is a good deal to pay for three small islands that we might have purchased in the past for one-fifth of that sum, the press seem to regard with favor the negotiations for the Danish West India Islands of St. Thomas, St. John and St. Croix in exchange for the sum mentioned and our relinquishment of certain vaguely defined rights in Greenland. The proposed transaction, as the New York World reminds us, has had the approval of two generations of American statesmen. The price seems large, "but as an insurance against the menace of an inimical Power it is cheap enough," thinks this paper. The islands are on the market, and if they fell to a European purchaser instead of to Uncle Sam it would mean another potentially hostile naval base within striking distance of the Panama Canal, as well as the raising of an awkward issue under the Monroe Doctrine. "We cannot afford to permit the sale of the islands to any European Power," declares the New York Times (Ind. Dem.), which nevertheless regards the proposed price—"five times their estimated value"—as "entirely too much."

Naturally, the proposed purchase arouses little enthusiasm in the anti-imperialistic New York Evening Post (Ind.). This paper reminds us that St. Thomas is to-day less prosperous than it was fifty years ago, when our Senate refused to buy the islands for \$7,500,000; and it goes on to review, in slightly ironic vein, the "reasons" for the transaction:

"There are, in the first place, the arguments of transcendental naval strategy. Admirals and amateurs alike reach for the map and begin to draw you lines from St. Thomas to Panama and New Orleans and Charleston. New York will also be favored as the terminus of a hostile naval attack from a base at St. Thomas; and, if the votes of any New England Senators are in doubt, Boston and Portland will in like manner be 'threatened.' Next, St. Thomas is too valuable a coaling station to allow any nation but our own to possess. It has a splendid harbor—splendid, that is, as a place to spend many millions in improving and fortifying. Moreover, the Monroe Doctrine cannot be sure of a good night's rest until the Danish Islands become our own. . . . All these are well established Republican contentions, and if President Wilson adopts them he will at least shut the mouths of his political opponents."

And in the Post's signed Washington correspondence we read: "The plain truth of the matter seems to be that the Administration is seeking the new base as a measure of naval preparedness certainly not against Great Britain, which has so many strategic points in the Atlantic, but against Germany herself."

Although we do not need the islands as badly as we did when we negotiated for them in 1867, when we had no base in the West Indies, remarks the Boston Transcript (Ind. Rep.), their acquisition by us is altogether desirable, "as a glance at the map will show":

"The wall of islands which fence in the Caribbean Sea, fronting the Isthmus of Panama, is pierced toward the traveled Atlantic and toward the path of approach from Europe by three great passages—the Windward passage, between Cuba and Haiti; the Mona passage, between Santo Domingo and Porto Rico; and the Virgin passage, between Porto Rico and the long line of the Lesser Antilles. The Windward passage, besides being unattractive to mariners, is guarded by Guantanamo. The shores of the Mona passage either belong to the United States—as is the case of the Mona Island, which lies straight across it—or are under American protection. But the Virgin passage, in the direct route of entrance from Europe, is flanked on the eastward and completely guarded on the southward by these magnificent islands of Denmark, which possess actually the best and securest harbor in the West Indies—the harbor of Charlotte Amalie, on St. Thomas, having long been famed for its landlocked deep basin which will securely hold a battle-fleet, and which is one of the chief coaling points and harbors of call in all those waters. With these three fine islands in our possession, the Virgin passage and the sea which the islands enclose would become an American lake. St. Thomas harbor could easily be made the greatest of American naval stations, and its possession would greatly strengthen our position in Caribbean waters and on the Isthmus."

"If the Monroe Doctrine is to mean anything the United States must be the purchaser, and the present is the golden opportunity," declares the New York Evening Sun (Ind.), and the New York Journal of Commerce (Com.), while remarking that three times as much as we paid for Alaska may seem rather high, rejoices to see Denmark following Spain in her withdrawal from the West Indies, which "ought really to be a part of Pan-America." The New York Tribune sums up the case for the proposed purchase as follows:

"We need the Danish Islands. Their people would benefit economically from a transfer to  
(Continued on Page 10.)

## OFFICIAL.

## SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Aug. 21, 1916.  
Regular weekly meeting came to order at 7 p. m., A. Seaman presiding. Secretary reported shipping fair.

JOHN H. TENNISON, Secretary pro tem.  
Maritime Bldg., 59 Clay St. Phone Kearny 2228.

Victoria, B. C., Aug. 14, 1916.

No meeting. Shipping quiet; prospects uncertain.

REGINALD TOWNSEND, Agent.

Room 11, De Cosmos Block, 1424 Government St.

Vancouver, B. C., Aug. 14, 1916.

Shipping fair; prospects uncertain.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Aug. 14, 1916.

No meeting. Shipping medium; men scarce; prospects uncertain.

H. L. PETTERSON, Agent.

2016 North 30th St. Tel. Main 808.

Seattle Agency, Aug. 14, 1916.

Shipping medium.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Aug. 14, 1916.

No meeting. Shipping dull; prospects uncertain.

E. J. D. LORENTZEN, Agent pro tem.

P. O. Box 6. Tel. Main 557.

Portland Agency, Aug. 14, 1916.

Shipping fair; prospects uncertain.

JACK ROSEN, Agent.

44 Union Ave. North. Tel. East 4912.

Eureka Agency, Aug. 14, 1916.

No meeting. Shipping dull.

OTTO DITTMAR, Agent.

227 First St. P. O. Box 64. Tel. 159.

San Pedro Agency, Aug. 14, 1916.

Shipping fair; prospects uncertain.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Aug. 17, 1916.

Shipping dull; prospects poor.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

## MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Aug. 17, 1916.  
No meeting. Shipping fair for waiters.

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, Aug. 10, 1916.

No meeting. Shipping fair.

LEONARD NORKGAUER, Agent.

Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Aug. 9, 1916.

No meeting. Shipping fair; not many members ashore.

HARRY POTHOFF, Agent.

P. O. Box No. 54.

Portland Agency, Aug. 14, 1916.

No meeting. Shipping fair; scarcity of waiters.

THOMAS BAKER, Agent.

89 Second St. N. Phone Broadway 2306.

## DIED.

Ernest Oscar Westerholm, No. 391, a native of Finland, age 48, died at Martinez, Cal., Aug. 17, 1916.

Among new lumber charters announced are two by Comyn, Mackall & Co., and one by the American Trading Company. The former company has chartered the American schooners "Blakeley" and "R. C. Slade" for voyages from the North Pacific to the West Coast with lumber. The American Trading Company has announced chartering of an unnamed schooner of 2000 tons capacity for a voyage from the North Pacific to Port Pirie.



## FISH COMPANY DEFEATED.

Editor COAST SEAMEN'S JOURNAL:

The United States Circuit Court of Appeals at San Francisco yesterday decided the case of John W. Erickson against the Union Fish Company in favor of Erickson. This case was appealed by the fish company from Judge Dooling's decision in Erickson's favor. Mr. H. W. Hutton represented the fish company and I represented Erickson. As there are two legal questions of interest to mariners decided by the Appellate Court, I quote from the opinion just rendered somewhat at length.

Yours very truly,

F. R. WALL.

San Francisco, Cal., August 15, 1916.

## OPINION.

The Union Fish Company is a California corporation, engaged in fishing and having a salting station at Pirate Cove, Alaska, and owning the American vessel "Martha." In the month of May, 1914, at San Francisco, Erickson and the fish company entered into an oral agreement of hiring wherein it was mutually agreed that Erickson was to proceed to Pirate Cove and after arrival there to serve the company as master of the "Martha" for a period of not less than one year and also during that time to assist the manager at the salting station when possible to do so without interfering with Erickson's duties as master of the "Martha"; that it was further agreed that Erickson was to receive \$55 a month and board and lodging for himself and his wife, and, at the end of not less than one year, transportation back to San Francisco; that he arrived at Pirate Cove June 12, 1914, and entered upon the performance of his duties and continued to perform them until July 18, 1914, when he was, without fault on his part, discharged, and he and his wife were furnished with transportation back to San Francisco (On this contract, Erickson was given a judgment by Judge Dooling against the Fish Company for \$716, being the amount of his year's wages and board and lodging, less what he had been able to earn after he was discharged).

Certain of the points relied upon by the company are based upon its contention that a part of the contract is maritime in character and a part non-maritime. We see no merit in the contention. It is conceded, as a matter of course, that Erickson's employment as master of the schooner was a maritime contract, but it is said because by the terms of the contract he was also to help the company's agent at Pirate Cove in certain work on shore, there was no jurisdiction in admiralty.

In *Alaska Packers' Ass'n v. Domenico*, 17 Fed., 99, this court affirmed the jurisdiction in admiralty of a contract by men who acted as seamen to and from fishing grounds in Alaska, to work as fishermen during the season, and to assist in canning fish on shore, and in loading them on board ship for transportation, and notwithstanding that the men while engaged in fishing, slept on shore, and mended their nets and cared for the fish on shore.

In *North Alaska Salmon Co. v. Larsen*, 220 Fed., 93, the contract which was the basis of the libel provided for the services of the libellant as a seaman, fisherman, beachman, and trapman; "and such other services as might be required" by the appellant's su-

perintendent; and the contention there made was that the above-quoted clause of that contract rendered it non-maritime. In holding against that contention we cited with approval the case of *Alaska Packers' Ass'n v. Domenico*, supra, and also that of the *Minna*, 11 Fed., 759, decided by Judge Brown, afterwards an Associate Justice of the Supreme Court.

(After giving the language of Judge Brown and other cases upon the same point, the court goes on as below:)

It is perfectly apparent from the present contract that the main employment of Erickson by the company was for services as master of the schooner, and that his additional services in aid of the manager at Pirate Cove were purely incidental thereto, for it is in expressed terms declared that after arriving at that station Erickson should serve as master of the schooner for a period of not less than one year and during such time should also assist the manager there when possible to do so without interfering with his duties as such master.

It is also contended on the part of the company that the finding of the court below to the effect that Erickson was discharged without cause on July 18, 1914, was not sustained by the evidence, but an examination of it satisfies us that it is.

The company's main point, however, is that the contract was absolutely void because of the provision of the Civil Code of California, which reads as follows:

"The following contracts are invalid, unless the same, or some note or memorandum thereof, is in writing and subscribed by the party to be changed, or by his agent:

"1. An agreement that by its terms is not to be performed within a year from the making thereof; . . ." (Sec. 1624.)

The Alaska Code, Sec. 1044, contains the same provision.

It is insisted that courts of admiralty are bound by that statutory provision, and therefore that there was no basis for the present libel.

In the case of *Workman v. New York City, Mayor, etc.*, 179 U. S., 552, 560, the court (four of the Justices dissenting) distinctly adjudged that neither the local law nor any of the decisions of a State can deprive one of the right to relief "in a case where redress is afforded by the maritime law and is sought to be availed of in a cause of action maritime in its nature and pending in a court of admiralty of the United States.

The judgment is affirmed.

## JAPANESE MERCHANT SHIPS.

The monthly report of the Imperial Japanese Department of Communications, as published in the Official Gazette of July 2, 1916, gives the number of seaworthy vessels in Japan as 2146, with a total tonnage of 1,627,103. Of these, 431 are ocean traders of more than 1000 tons each. The numbers according to tonnage are: Above 10,000 tons, 5; between 9000 and 10,000, 6; between 7000 and 9000, 12; between 6000 and 7000, 12; between 5000 and 6000, 30; between 4000 and 5000, 28; between 3000 and 4000, 86; between 2000 and 3000, 126; between 1000 and 2000, 126; total, 431.

If there were more extremists in evolutionary periods, there would be no revolutionary periods.—Benjamin R. Tucker.

## "WON'T MIX."

Theoretically, the open shop—that is, the shop in which the union majority is represented by the union and the non-union minority is represented as it chooses—is the correct industrial situation, and in the few places in which it has been tried it works very well. It has amounted practically to the union shop with occasional individual exceptions. But under the present human situation it is so nearly a practical impossibility to get it tried that all discussion on the subject might as well be confined to academic theory. Practically the question is between the union shop and the non-union shop.

No better illustration of this could be found than the action of a large number of non-union workers on the San Francisco waterfront in quitting when the union men came back to work. Under the agreement the union men were not to refuse to work because of the employment of non-union men. But the non-union men, who of course had no agreement or could not be held to it if they did, made a refusal on their side. Under practical conditions the two simply will not mix. A shop is union or non-union.

In the northern end of this same long-shoremen's strike, the business side of it is being typically bungled. The Spokane Chamber of Commerce is sending out ballots to its members asking them to indicate whether they prefer Spokane to be an open shop or a closed shop. In this form the answer would be practically unanimous for the open shop. If the open shop could be got by "preferring" it, nearly all the business firms would so prefer. But the real question is not, Do you prefer an open shop?, but, Are you willing to fight for the open shop? And business firms are nearly as unanimous in not desiring to fight as they are in wishing they could get certain results without fighting. If the Spokane Chamber of Commerce is composed to any very large extent of retail merchants, they will probably vote for the closed shop, for quite another reason. It may be to the interest of an individual manufacturer that his shop be non-union, but it is decidedly to the interest of every retail merchant that the general community be union, for the simple reason that peace is better for business than war, and that union men are better customers than non-union men.—Fresno (Cal.) Republican.

Of the 20,000 new words in a recently issued American dictionary of the English language, a recent analyst finds only 102 that are distinctly American. Those Semitic in origin number 99, the Slavonic 31, the Spanish 108 and the Celtic 170. But the main sources are the old sources—Latin, Greek, Anglo-Saxon and English. The varied human composition of a nation like the United States must find record in the ultimate speech of its people; hence, to philologist and sociologist alike, analysis of new word lists always must have fascination. A verbal consequence of the defeat of Spain by the United States in 1898, and inclusion of Porto Rico and the Philippines, is seen in the 108 new words credited to Spain. Russia and Rumania, in driving Jews to the United States, did more—they helped add 99 words to the vocabulary of dwellers in the great cities.



## RIOTS IN CEYLON.

The following appeared in a recent issue of the Labor Leader:

In these days when our own lives and liberties are daily in danger from the Prussians whether external or internal, it is perhaps natural that we do not take much interest in the lives and liberties of those people, many thousands of miles away, whom we govern. Yet a party, with principles like those of the Independent Labor Party, might well note the condition of affairs revealed in a recent Blue Book as obtaining in the Crown Colony of Ceylon. Last year we read in our daily papers that riots had broken out in Ceylon. Then we read that order had been restored, and the rest was silence. Now we get a more or less connected account of what happened from the Governor, Sir Robert Chalmor. According to that account the disturbance originated in Kandy, which is a town, one of the most beautiful in the world, in the hills inland. It originated in an attack by the Buddhist Senhalese upon the Mohammedan Moormen. Its causes were religious animosity. But the Moormen are also to the Senhalese "foreigners," and they are unpopular because they are shopkeepers and petty traders, and the Senhalese villager is habitually in their debt. From Kandy the rioting spread to the surrounding villages, and thence to the large town, Colombo, and south to Galle. Everywhere the riots consisted in concerted attacks by the Senhalese upon the property of the Moormen, whose shops and mosques and houses were burned and looted. In the process 189 Moormen were wounded by the rioters, 25 were killed, and 4 Moorwomen were raped. The rioting had begun on May 29. On June 2 martial law was proclaimed, and by June 5 the disturbance had been quelled. In this process the police and military are known to have killed 63 persons.

It is the treatment of the Senhalese after the disturbances were over which requires particular explanation. Martial law was kept in force until August 31, a period of three months. It was administered with great severity. Nearly 9000 people were charged before the courts, many of them for treason—nearly 5000 were convicted, 412 were tried by courts-martial, of whom 358 were convicted and 83 sentenced to death. Thirty-four of the accused were executed, and a very large number sentenced to long terms of penal servitude. Many days after all rioting had stopped, several respectable, well-known Senhalese were arrested under military law, thrown into prison, and kept there without trial and without any charge being made against them for weeks. No charge has been made against them to this day, and in one case at least the Governor has subsequently admitted that there was nothing against the man so imprisoned. An appeal to the Civil Court to issue a writ of habeas corpus for his production failed in Ceylon, just as it has failed in a similar case in this country.

The Ceylon Government also decided that the Senhalese should be made to pay for the damage done to Moor property. The method of making them pay adopted was curious. The damage was assessed at nearly six million rupees (£400,000). Ap-

parently it was assumed that all Senhalese were guilty. At any rate, Special Commissioners under martial law went round the villages and assessed the damage done by and in each village. Then each village as a whole was given the choice of either (1) paying or giving a legal bond, with the villagers' property as security, for the payment of the assessed sum; or (2) waiting for a rate to be levied on all property belonging to Senhalese in the village to cover its share in the sum assessed as damages. But the villagers were told that if they chose (1), they would purchase an indemnity from prosecution for all ordinary rioters from that village; while if they chose (2), everyone who had taken part in the riots would be prosecuted. The "inducement," therefore, to choose (1) was enormously strong.

## WAGES AFTER THE WAR.

Speaking about the aftermath of the war the New York Annalist asserts that there are only two things so far that may be counted upon with certainty. One is that when the war is over there will be a vast excess of circulating medium in the world—"war money." Before it can be absorbed legitimately or canceled it will probably produce phenomena such as have always been inseparable from that cause. The volume of business will suddenly fall, owing to the cessation of war's demand for the things it consumes, and then as the reduced volume of business relates itself by simple arithmetic to the volume of money in circulation prices will rise. What prices? Surely, not food prices? No, probably not food prices. It is hard to say what prices. Business on the Stock Exchange is as much a part of the total business as business in wheat, and prices of securities would very probably rise, by force of speculation. Much money always begets much speculation.

The one other thing to be sure of is that there will be fewer men in Europe after the war than would have continued to exist in peace. Therefore, the cost of labor will probably rise, and all the faster because of the fact that money is so plentiful. The price of labor will be affected, therefore, in two ways—by the demand for it, and by the ability of people to pay for it in money. Probably, for these reasons, there will not be the exodus of labor from Europe and the rise in the tide of immigration on the eastern Atlantic shore that some economists and many labor leaders have forecast. It is reasonably probable, nay, almost certain, that the ultimate condition of labor will be impaired. There will be first a rise in its money wage and afterward in its real wage. Prices may rise for a time so fast as to absorb the laborer's increase in money wage, so that he will be no better off though he gains more shillings and francs and marks; but prices in time will fall, and wages will not, or at least, will fall very little. That is the history of wages. The explanation is that a rise in money wages is met, or in modern times invariably has been met, by the introduction of labor-saving devices.

Too many men regard the square deal only as something that they ought to get from the other fellow.—The Mediator.

## NOTICE TO SEAMEN.

### IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,  
V. A. OLANDER, Secretary.

## LAKE DISTRICT, I. S. U. of A.

### LAKE SEAMEN'S UNION,

328-332 West Randolph St., Chicago, Ill.

#### BRANCHES AND AGENCIES:

BUFFALO, N. Y. .... 55 Main Street  
Telephone Seneca 936 R.  
CLEVELAND, O. .... 1401 W. Ninth Street  
Telephone Bell Main 1842.  
MILWAUKEE, Wis. .... 133 Clinton Street  
Telephone South 240.  
ASHTABULA, O. .... 21 High Street  
Telephone 552.  
NORTH TONAWANDA, N. Y. .... 152 Main Street  
Telephone Bell 2762.  
DETROIT, MICH. .... 15 Twelfth Street  
Telephone 3724.  
SUPERIOR, WIS. .... 1721 N. Third Street  
Telephone, New, Broad 385.  
BAY CITY, MICH. .... 108 Fifth Avenue  
OGDENSBURG, N. Y. .... 70 Isabella Street  
CONNEAUT, O. .... 922 Day Street  
SOUTH CHICAGO, Ill. .... 9142 Mackinaw Avenue  
PORT HURON, MICH. .... 517 Water Street  
ERIE, PA. .... 107 E. Third Street

### MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

#### HEADQUARTERS:

71 Main Street, Buffalo, N. Y.  
Telephone Seneca 48.

#### BRANCHES:

CLEVELAND, O. .... 1185 W. Eleventh Street  
CHICAGO, ILL. .... 406 N. Clark Street  
MILWAUKEE, Wis. .... 151 Reed Street  
DETROIT, MICH. .... 27 Jefferson Ave., East  
SUPERIOR, Wis. .... 1814 Fourth Street  
OGDENSBURG, N. Y. .... 70 Isabella Street  
BAY CITY, MICH. .... 108 Fifth Avenue

### MARINE COOKS AND STEWARDS' UNION.

#### HEADQUARTERS:

406 N. Clark St., Chicago, Ill.  
Telephone Main 365.

#### BRANCHES:

Buffalo, N. Y. .... Toledo, O.  
Cleveland, O. .... North Tonawanda, N. Y.  
Milwaukee, Wis. .... Superior, Wis.  
Ashtabula, O. .... Erie, Pa.

### UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

#### MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

#### RELIEF STATIONS:

Ashland, Wis. .... Ogdensburg, N. Y.  
Ashtabula Harbor, O. .... Oswego, N. Y.  
Buffalo, N. Y. .... Port Huron, Mich.  
Duluth, Minn. .... Manitowoc, Wis.  
Escanaba, Mich. .... Marquette, Mich.  
Grand Haven, Mich. .... Milwaukee, Wis.  
Green Bay, Wis. .... Saginaw, Mich.  
Houghton, Mich. .... Sandusky, O.  
Ludington, Mich. .... Sault Ste. Marie, Mich.  
Manistee, Mich. .... Sheboygan, Wis.  
Erie, Pa. .... Superior, Wis.  
McNorniee, Mich. .... Toledo, O.



## WEEKLY NEWS LETTER.

(Continued from Page 3.)

First—To aid schools in which practically half the time is given to vocational instruction.

Second—Part-time schools for young workers over 14 years of age, with a view of extending their vocational knowledge.

Third—Evening schools to extend the vocational knowledge for workers over 16 years of age.

Provision is made for the training of teachers of agricultural, trade, industrial and home economic subjects.

A federal board for vocational education is created which will work with State boards designated or created for this purpose.

To secure federal aid the States, through their legislative authorities, must formally accept the conditions of this act.

The bill was prepared largely through the work of a commission on national aid to vocational education, created by act of Congress and approved by President Wilson January 20, 1914. On this commission the President appointed, as representatives of organized labor, Miss Agnes Nestor, President of the International Glove Workers' Union, and Charles H. Winslow, Saw-smiths' Union.

While little publicity has been given this legislation, which is based on a need for real efficiency, it involves the expenditure of large sums. In the matter of salaries for teachers, supervisors and directors of agricultural, trade and industrial subjects alone, \$28,500,000 will be expended between the years 1916 and 1925. These appropriations start with \$1,000,000 for the year 1916 and increase annually until the maximum is reached.

**Direct Legislation Crippled by Court.**

The power some courts have taken unto themselves to check rule of the people is shown in a decision by the State Supreme Court on an initiative measure known in Washington as the "fish bill."

A portion of this proposed law is explanatory. The court rules that this is "argument" and must be eliminated, on the ground that it is unfair to opponents of the bill, who must, according to law, pay for publishing their own arguments.

This decision was made by a vote of five to four, and places the Washington Supreme Court in the attitude of a censor over direct legislation, which is intended to permit a free expression by the people in legislative matters.

In a dissenting opinion the four minority judges declared that of all laws those initiated must require the aid of a preamble as a key to the intention of its advocates, and that if the majority opinion is correct, "then the courts must in every instance either say that there shall be no preamble, thus abrogating the admitted power of the lawmakers to define their intentions, or scan the entire act as to its every provision without the aid of briefs and determine in advance every ambiguity that might arise in every possible case, which a reference to the preamble might be necessary to solve."

The minority protests against court censorship and insists that the court has reversed itself from a former decision, in which it was held that questions of this character are a legislative function.

"If it is the duty of the court to so purge the preamble," says the minority decision, "it is equally its duty to purge every section. Every preamble is in its nature essentially argumentative and every law carries in its provisions an argument for its own existence. Assuming the power, it is difficult to believe that either the people, when they adopted the constitutional amendment, or the Legislature, when it passed the facilitating act, ever intended that the courts should so scan and rewrite initiative bills as to purge them of argumentative matter."

**P. O. Employees Make Gains.**

The Postal Appropriation bill, passed by Congress, contains a number of remedial features and wage increases for clerks, carriers, printers and laborers. Thousands of clerks and carriers will receive annual raises under the salary classification law, and 12 printers can be promoted to \$1200 and 900 clerks to \$1300. Postoffice laborers will hereafter receive \$840 annually, the lower salary grades having been abolished, and the Postmaster General is ordered to restore demoted collectors to their former salary grades. This action sustains the position taken by President Gompers when these men were reduced from \$1200 to \$1000. The A. F. of L. executive protested in person to the Postmaster General without avail and the fight was then taken to Congress.

The obnoxious 150-day limitation placed by the Department upon employes incapacitated by sickness has been repealed. Under this rule employes, when unable to report for work within 150 days, or who had recovered from an illness extending over that period, were dropped from the rolls. Congress heeded the request of the organized employes and extended the time limit to one year. Clerks and carriers will hereafter be assured release from toil upon the principal holidays.

"Thanks to the ardent support of the American Federation of Labor the postal workers have made noticeable progress during the present session of Congress," said Thos. F. Flaherty, secretary of the National Federation of Post Office Clerks. "Due to our affiliation with the trade union movement, members of Congress are at last realizing that we are wage earners—not pampered political pets—and our requests are treated with greater consideration than formerly. Ever since we affiliated to the American Federation of Labor in 1906 we have made progress and we are still going ahead."

**New York Garment Workers Victorious.**

The New York Ladies Garment Workers' Union has defeated their organized employers, who abrogated an agreement and locked out 60,000 workers April 28.

During the lock-out numerous conferences were held and the employers offered every solution except the one the workers insisted on—the creation of machinery to settle grievances.

Last month the union's representatives submitted an agreement without this clause, and it was rejected by the strikers. Conferences were again resumed and the manufacturers surrendered and a contract was agreed to that was later accepted by the strikers, who are now returning to work. Both sides agree to discipline any

member who violates the agreement and provision is made for the settlement of grievances. Prices for piece work are to be fixed by committees selected by workers in the various shops. Under this arrangement employes will have a voice in settling prices.

Other sections, which were included in the rejected agreement, provide for a 49-hour week and an average of 6 per cent. increase for week workers.

The strikers' victory is complete and marks what is believed to be the end of a series of efforts by the manufacturers to crush this union. Last year eight officials of the union were arrested on murder charges, but were later acquitted. This was followed, on April 28, 1916, by the manufacturers abrogating a two years' agreement, signed July 23, 1915, which provided for a conciliation committee to which all differences were to be referred.

**Unions for Women Urged.**

Organization among women workers was urged by Frank J. Weber, of Milwaukee, general organizer of the Wisconsin State Federation of Labor, in his report to the annual convention.

"The modern factory system," he said, "has brought a great change and the old law that the female must honor and obey, because she was considered a dependent, is no longer applicable to our present industrial system because the female has been compelled to become a part of our modern factory system as a wage earner. Since she has so entered the field of industry it is of the greatest importance to have her become a constituted part of the organized labor movement to better her condition as such."

The unionist recorded sharp criticism of the practice of importing armed men and giving them the authority of peace officers in districts where strikes are in progress.

So-called scientific management, he declared, would produce an army of middle aged workers, crippled in mind and body, unable to keep the pace demanded by this system and who would prove a burden to society.

The convention voted a 1/2-cent-a-day tax on all members in the State for the benefit of Milwaukee machinists now on strike for an eight-hour day. Convict labor on roads was favored, as was shorter night hours for postal employes. Ashland was selected as the next convention city. Secretary-Treasurer Hanley and General Organizer Weber were re-elected.

**NEW ISLANDS UNDER THE FLAG.**

(Continued from Page 7.)

our sovereignty. Denmark would benefit financially by the sale. It is a transaction through which all parties will reap an advantage."

In addition to the strategical value of the islands, says the New York Times, "their agriculture and industries, which have lately been neglected, would soon be developed with American capital and energy." The area of the three islands is about 140 square miles, and they support a population of some 30,000 persons, principally negroes. The chief industry is the growing of sugar-cane, and the exports consist almost entirely of sugar and rum. In a dispatch from St. Thomas we read:

"Public sentiment in St. Thomas is divided over the question of the transfer of the islands, the lower classes of the people being the more desirous for a change. . . .

"St. Croix stands to benefit more than any of the islands by the sale. It is purely agricultural and the planters there are very desirous to be brought under the American flag. . . .

"The island of St. John also expects to benefit, the greater part of the land there being uncultivated and uninhabited."



## ALBANIA.

It would probably be impossible to find in Europe, today, a better example of the indifference of the great powers to the desires or rights of smaller nations than is to be found in the case of Albania. It is perfectly true that when the effort was made to find the boundaries of the State it became clear that Albania was inhabited by a collection of miscellaneous tribes of varying religions and nationalities, which seemed to make any attempt to build a homogeneous State an impossibility. If the State were to be broken up it was perfectly clear, however, that it would have to be divided between the Balkan powers. Montenegro would demand Scutari and the country round. Serbia would demand the country west of the Shar Dag and the Drin in the direction of Durazzo, whilst Greece would inevitably claim the lost Thessaly, including the town and harbor of Avlona. As a matter of fact the Balkan powers did make these demands, and these demands were peremptorily refused by the European Concert. The refusal, however, though it was based on the right of Albania to continue to exist autonomously under the new regime, as under the Ottoman regime of the past, originated, as everybody was aware, in the jealousies and antagonisms of the Austro-Hungarian empire and the kingdom of Italy.

When the Balkan war broke out, and the territory of Turkey in Europe was crumbled away to the Thracian peninsula and its immediate hinterland, Serbia, demanded the window on the Adriatic, in other words the little port of Durazzo. The port of Durazzo is of no particular importance either to Austria or to Italy. It was, however, of vast importance to Serbia. Situated as Serbia was she could not export her pigs except across the Danube into Austria, or by way of Salonika to the Aegean. The possession of Durazzo was to her, consequently, a matter of tremendous importance. Her troops had occupied it, and it was hers at least by right of conquest. At this point, however, Rome and Vienna inserted their veto. To Austria the claim meant a belt of Serbian territory cutting the line of her advance to Avlona, and so through to the open waters of the Ionian sea, in the same way in which the cession of Salonika to Greece had blocked her advance to the Aegean sea. The two great powers, consequently, compelled the Serbians to withdraw from Durazzo just as they compelled the Greeks to surrender their claim to Avlona. The state of Albania was reconstituted, once more not out of love for Albania but by reason of the jealousies of Rome and Vienna. Ismail Kemal is an Albanian patriot who has devoted the whole of his political life to the formation of an autonomous state to Albania. Ismail Kemal wanted, however, not an Albania existing on sufferance until such a moment as Austria or Italy felt capable of seizing that particular bunch of grapes on the Tantalus vine, but secured against the attacks of any marauding great power. His own wish was to have seen it included as an autonomous province in a reformed Ottoman empire. At the moment of the first victory of the Young Turk party such a consummation appeared possible, but gradually, as he saw the

promise of reforms vanishing under the government of the junto at the Sublime Porte, he realized the inevitable end, and made a desperate effort on the eve of the first Balkan war to save the situation.

The course of the intricate negotiations which followed with Montenegro, with Austria, with the Young Turk party, and indirectly with Russia. The young Turk party was stubborn in its determination to Ottomanize the empire, and so impossible to deal with. To have acceded to the proposals made by Montenegro would have been to place Albania under the control of Russia, and Russia, as the embodiment of Slavdom, had never shown any desire to protect or perpetuate a non-Slav state in the Balkans. As for Austria her attitude, like that of Italy, had been written over the map of the Near East so often that it was scarcely necessary even to trouble about it. So, Albania proclaimed her independence, and that independence was guaranteed as the result of the Congress of London which followed the war. When, however, the Great Powers sent Prince Wied to rule Albania, Ismail Kemal recognized that the position was hopeless. For fourteen months, as head of an Albanian government, with a constitution founded on that of Switzerland, Ismail Kemal struggled to impress upon the non-entity the requirements of the situation. Like all nonentities, however, the Prince was obstinate and impossible, as well as absolutely ignorant of the art of government. So Ismail Kemal retired, and it remained for Essad Pasha to compel the flight of the Prince on the very eve of the present world war. What that war has brought to Albania everybody knows. Austria, no longer restrained by the dread of a rupture with Italy, has sent her armies into Durazzo, while Italy herself has landed troops in Avlona. The fate of the country, like the fate of all other small countries, has been pitched into the melting pot of the war.

## CHINA'S POPULATION.

About 95 per cent. of the population of China is confined to one-third of the area of the country, with a density of 200 to the square mile. Five per cent. of the population inhabits 65 per cent. of the area, with a density of 10 to the square mile. Lack of transportation facilities and inadequate protection account for the sparseness of settlement in the outlying dependencies. About 40 per cent. of China's population is in the Provinces south of the Yangtse River, with a density of 230 to the square mile. This territory has twice the area of the original thirteen States of the American Union and four times the population. In the outlying dependencies, constituting 65 per cent. of the total area of China, the density of population is less than that of our Middle West.

Lingah, a seaport of Persia on the Persian Gulf 300 miles southeast of Bushire and once a very prosperous port, has fallen on hard times. In former years it was an important center of the pearl trade and a distributing point for European merchandise, but now Bahrain, where the wealthy European and Indian pearl merchants go regularly to make their purchases, has completely pushed Lingah out of the pearl trade.

## Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

## International Seamen's Union of America

(Continued from Page 5.)

PACIFIC DISTRICT.  
SAILORS' UNION OF THE PACIFIC

## Headquarters:

SAN FRANCISCO, Cal., 59 Clay St.

## Branches:

VICTORIA, B. C., 1424 Government St.  
VANCOUVER, B. C., 213 Hastings St., E. corner of Hastings and Main, P. O. Box 1365, Tel. Seymour 8703.  
TACOMA, Wash., 2216 North 30th St.  
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.  
ABERDEEN, Wash., P. O. Box 6.  
PORTLAND, Ore., 44 Union Ave., North.  
EUREKA, Cal., 227 First St., P. O. Box 64.  
SAN PEDRO, Cal., P. O. Box 67.  
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

## MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

## Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

## Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.  
PORTLAND, Ore., 242 Flanders St.  
SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

## MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

## Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

## Branches:

SEATTLE, Wash., Room No. 203, Grand Trunk Dock, P. O. Box 214.  
PORTLAND, Ore., 89 Second St. N.  
SAN PEDRO, Cal., P. O. Box 54.

## ALASKA FISHERMEN'S UNION.

## Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

## Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.  
ASTORIA, Ore., P. O. Box 138.

## DEEP SEA FISHERMEN'S UNION OF THE PACIFIC.

## Headquarters:

SEATTLE, Wash., 84 Seneca St.

## Branches:

VANCOUVER (B. C.), Canada, 437 Gore Ave.  
PRINCE RUPERT (B. C.), Canada, P. O. Box 968.

## UNITED FISHERMEN OF THE PACIFIC.

ASTORIA, Oregon, P. O. Box 138.

## BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.

SAN FRANCISCO, Cal., 10 East Street.  
SACRAMENTO, Cal., 200 M Street.



## Labor News.

The Cincinnati Moving Picture Operators' Union has secured a three years' agreement with picture house managers in that city. Wages are increased.

Machinists employed by the International Motor Company at Allentown, Pa., have settled their strike, which was caused by the discharge of six active members of that union. The settlement involves the establishment of the eight-hour day in the near future.

About 2,000 organized longshoremen in Duluth and Superior have raised wages 5 cents an hour. The new rates are 40 cents for day and night work and 45 cents for handling cement. These employees had no difficulty in securing their demand. They are well organized.

The Ladies' Garment Workers' Union of Winnipeg, Manitoba, has won its strike against the Faultless Ladies' Wear Company. The union and a shop committee are recognized and wages are increased 10 per cent. and upwards. Only union workers will be employed.

At a recent conference between representatives of the Switchmen's Union of North America and eastern and middle western railroads, it was agreed that the switchmen's demands be passed to an arbitration board. These workers are asking for eight hours and pay for overtime.

Unorganized freight handlers employed by the Wabash Railroad struck to raise wages from 16½ to 20 cents an hour. The company is now trying to put a bonus system into effect. Under this scheme a certain number of tons of freight is handled before the minimum is reached.

The scale of organized pavers in St. Louis, Mo., is \$3.50 a day, which many good citizens will insist is "high wages." In a letter to Mayor Kiel this union states that for the first six months of 1916 they had 96 working days, which made their wages, per month, \$38.40 for pavers and helpers and \$44.80 for rammers.

The Georgia State Senate has defeated an amendment providing for two factory inspectors to enforce the child labor law. It was agreed by these lawmakers that one inspector, at a salary of \$1,200 a year, is sufficient to cover that State, which is 320 miles from north to south and 254 miles at its extreme width.

The Street Car Men's Union of Memphis, Tenn., has secured an agreement with the local traction company after a 24 hours' strike. All men discharged during the organization of the union are reinstated and the other demands, including wage increases and readjustment of hours of labor, will be submitted to an arbitration board.

During the two and one-half years of the operation of the California Workmen's Compensation, Insurance and Safety Act, up to the first of July, 1916, there were filed with the Commission 2822 applications for adjustment of controversies over compensation claimed. Of this number of cases the Commission had, up to July 1, decided 2407 and of these 94, or slightly less than 4 per cent., had been appealed to the Supreme Court or District Courts of Appeal of this State. In all the others (2313) the decisions of the Commission were accepted by the parties as conclusive of the issues involved.

## SEATTLE, WASH.

Office Phone  
Elliott 1196

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Up-to-date methods in Modern Navigation and Nautical Astronomy  
Compasses Adjusted

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Established 1890 SEATTLE, WASH.

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Shoe and Clothing Company

UNION MADE HEAD TO FOOT  
OUTFITTERS

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New Building—New Furniture

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FREE BATHS

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1055 Empire Building

Second Ave. and Madison St.

Seattle, Wash.

## Union Store

Best Line of Men's Suits

Overcoats, Raincoats, Shoes, Hats  
and Men's Furnishings

CARL SCHERMER

103-107 First Avenue South  
Near Yesler Way SEATTLE

## Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Anderson, Ole A. Mathisen, Martin  
Andersen, A. C. Magnusen, Lars  
-1108 McDonald, W.  
Anderson, G. (Cas- Mortensen, K. A.  
sie) Macfarlane, Jas.  
Abrahamsen, John Machads, Henry  
Anderson, John McIntosh, James  
Anderson, N. G. Mictenen, John  
Anderson, Alf. 1638 Morrisay, James  
Anderson, Albert Mynkmyer, H.  
Ackerson, A. R. Nielsen, Edward  
Astad, Ole Newman, J. S.  
Behm, A. Newland, Ernst  
Benson, D. Nolan, James  
Benson, C. A. -1894 Nygren, Gus  
Bergstrom, A. Nash, P.  
Bach, M. Naro, H.  
Billstein, K. Nielsen, Estwan  
Brennan, P. Nilsen, Feder  
Bessen, George Nitske, C.  
Berg, Johannes Nygard, Oluf  
Bjerke, Ole Olsen, A. M. -944  
Boek, J. Olsen, J. E.  
Cahin, A. Olsen, Tellef  
Carruthers, M. Olsen, Harald  
Christensen, -1366 Olsen, Ole  
Chudelm, G. Olsen, C. A. -1303  
Carlson, Gust Petersen, Bjarne  
Cottingham, F. Pictzman, L. D.  
Duncan, Geo. Publicates, Aug.  
Ekwall, G. Petersen, A. -1720  
Erikson, J. R. Peterson, W.  
Erbe, L. J. Peterson, R. S.  
Espedal, J. Peterson, Calle  
Evans, J. Powers, James A.  
Edwards, Louis Rivers, John  
Fenes, I. Rostoln, A. M.  
Fergusen, R. Rasmussen, John  
Fredericksen, B. J. Reaues, N. R.  
Gabrielsen, P. Rosenwald, J.  
Gerber, Fritz Salvesen, Soerdrup  
Gilroy, Wm. Sandell, F. F.  
Hansen, N. -2072 Sansefer, Paul  
Harrison, H. Schultz, W.  
Halvorsen, John L. Schellen, C.  
Haug, G. H. Schnelle, W.  
Jacobson, Julian Schmiedt, E. H.  
Jacobson, Anton Seeley, T.  
Janson, Olaf Shankat, H.  
Jensen, Hans Stein, Herman  
Johansen, Eric Stammerjohan, C.  
Johansen, Oscar Stradsin, A. W.  
Jorgensen, Olaf Samsing, C. J.  
Junge, H. St. Clair, T.  
Johanson, Aug. Swanson, R.  
Jonsson, Karl Samuelsen, W. L.  
Jullison, C. A. Schaurman, W.  
Knutsen, Pete Torvik, Olaf  
Korki, J. Tjormen, K. M.  
Koch, W. Tullgowski, Carl  
Kjorsvik, Johan Taft, Hans  
Kristiansen, Nils Thorsen, Andrew  
Lewis, James U'skila, E.  
Lindroth, Gust Valentin, G.  
Lanl, Gus Walters, Aug.  
Lander, B. Wernersen, L.  
Lundersen, Carl Wicksten, A.  
Laamanen, J. Wetland, John  
Laine, Jas. Ed. Westlund, Albert  
Laine, A. V. Walsh, Ed.  
Larsen, Nels Wahlstrom, E.  
Larsen, C. A. Young, A.  
Mathisen, Sigurd Zelenk, A.

Phone Main 1202

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ALASKA OUTFITTER

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EMBALMERS

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Crematory and Columbarium In  
Connection

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Conducted by CAPTAIN H. S. SMITH  
Four years Assistant Inspector of Steam-  
boats, Puget Sound District. Formerly  
Instructor in New York Nautical College.

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Association  
SEATTLE, WASH.

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Dealer In

Clothing, Shoes, Hats and  
Gents' Furnishing Goods

108-110 MAIN STREET

Squire-Latimer Block, Seattle, Wash.

## Tacoma Letter List.

Adolfsson, Gottfrid Magnusson, Chas.  
Busch, Hans -718  
Farrell, William Marks, Thorvald  
Hoseth, Kristian Murphy, Daniel  
Hunter, Gilbert H. Olsen, Martin E.  
Jensen, T. Olsson, Per  
Jensen, Hans -1555 Paterson, John  
Johannsen, Christian Rimmer, C. M.  
Johnson, Hans Sater, Erik  
Linea, W. Ullman, Emil  
Line, Wiktor Vigen, Elias

## HARRY W. LEVY

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Union Made Goods, Hats, Shoes,

Trunks and Suitcases

Fishermen's and Sailors' Supplies

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Main 8393

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Dealer In

UNION MADE CIGARS AND

TOBACCO, ETC.

Wholesale and Retail

Pool in Connection

(OLD TOWN) Tacoma, Wash.

## INFORMATION WANTED.

Alfred Pettersen Hilland, a native of Bergen, Norway, age 44, is inquired for by his brother, Randolph Pettersen. Anyone knowing his whereabouts please notify Sam Anderson, 100 Steuart St., San Francisco, Cal. 7-26-16

When making purchases from our advertisers, always mention the Coast Seamen's Journal.

## KELLEHER & BROWNE

THE IRISH TAILORS

716 MARKET STREET

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FALL STYLES NOW READY  
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Prices \$30 to \$50

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The "Popular Favorite," the "Little Beauty," the "Princess," and other high grade union-made cigars.

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Manufacturers of all kinds of Soda, Cider, Syrups, Sarsaparilla and Iron, Etc. Sole agents for Jackson's Napa Soda. Also bottlers and dealers in Enterprise Lager Beer.

318 F STREET, EUREKA, CAL.

## A GOOD CUP OF COFFEE

— or —

A SQUARE MEAL

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Furnished Rooms, Club Rooms, Billiard and Pool Tables, Reading Room with latest Swedish, Finn and Norwegian newspapers.

BARBER SHOP

125 D. St., Eureka, Cal.

ED. SWANSON, Prop.

## Eureka, Cal., Letter List

Contreras, Julio Kustel, Victor J.  
Kyrklatt, Lars Klnowsky, A.  
Lawrence, Harry Ingebrethsen, Alf.  
Melander, G. L.

## Alaska Fishermen

Arentse, John Koester, Ernst  
Ast, P. Kester, Erich  
Brormare, Adolf Knudsen, O.  
Carey, Arthur L. Larsen, Martin  
Frost, H. C. Nelson, Chas. R.  
Hakanson, John Noland, Edvard  
Janson, Jacob Olland, Sven  
Jansson, Axel J. Petersen, Andrew  
Johnsen, Harry Werner, Chas. J.  
Johnsen, August Wilhelmson, Seth

## INFORMATION WANTED.

Ingvald Andreas Hansen, alias Andrew Hansen, a native of Norway, age about 36; tall, dark; last heard of July, 1905. His address then was, Andrew Hansen, Karluk, Kodiak Island, Alaska. He is inquired for by his mother. Anyone knowing his whereabouts please notify Staff Captain Robert Smith, district officer, native work, Alaska, Box 925, Wrangell. 4-13-15

Olof Pedersen, a native of Norway, age about 60, supposed to be sailing on the Pacific Coast, is inquired for. Anyone knowing his whereabouts please notify J. T. Miles, 761 Greenwich St., New York, N. Y. 2-16-16

Anyone knowing the whereabouts of Thomas Rowe (now aged about 74), who was at one time a seaman and longshoreman on the Pacific Coast and also served in the Pacific Coast Navy Yards, will greatly oblige inquiring relatives by supplying such information. Address, Editor, Coast Seamen's Journal. 1-5-6



## Portland, Ore.

## Willamette Cigar Store

H. SORENSEN, Proprietor  
CIGARS, TOBACCO,  
CONFECTIONERY, FRUIT AND  
SOFT DRINKS  
Corner Front and Burnside,  
Portland, Ore.

NEW AND SECOND HAND  
CLOTHINGWEINER'S BARGAIN  
HOUSE

Shoes, Hats, Suitcases  
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P. ROSENSTEIN J. G. WOOD

## Workingmen's Store

Importers and Dealers in  
FINE CUSTOM AND READY MADE  
CLOTHING

Gent's Furnishing Goods, Hats, Caps,  
Boots, Shoes, Rubber and Oil Cloth-  
ing, Trunks, Valises, Etc.  
23 N. 3d St., nr. Burnside, Portland, Ore.  
Tel. Main 8295 ROSENSTEIN BROS.

## Portland, Or., Letter List.

|                    |                     |
|--------------------|---------------------|
| Andreasen, N. S.   | Johansson, Chas.    |
| Anderson, N. P.    | -2407               |
| Anderson, Nils     | Jarvinen, John      |
| Anderson, Rasmus   | Karlson, Ingvald    |
| Adolfson, John     | Kier, Magnus        |
| Andreson, Hans     | Kristensen, Wm.     |
| Anderson, Gotfrid  | Lindberg, A. C.     |
| Benson, S.         | Lange, Peter H.     |
| Bernhardson, Chas. | Larsson, Ragnar     |
| Bernadt, H. W.     | Ljungstrom, John    |
| Brien, Hans        | Larsson, C. -1632   |
| Bosse, Geo.        | Molen, Derk von     |
| Carlson, Gustaf    | Nygren, Gust        |
| Dybdal, Olaf       | Ohlsson, J. W.      |
| Erickson, Eric     | Oglive, Wm. A.      |
| Edstrom, John      | Paulson, Herman     |
| Eriksen, O. H.     | Palm, P. A.         |
| Fisher, Fritz      | Roos, Oscar         |
| Hoten, J.          | Rensmand, Robert    |
| Henriks, Waldemar  | Rosenberg, Adolf    |
| Hagen, Arthur      | Ryberg, S.          |
| Hein, M.           | Smith, John         |
| Hylander, Gust     | Swanson, John L. V. |
| Jespersen, Martin  | Schroder, Paul      |
| Jonsson, Karl      | Sward, A.           |
| Jensen, Henry      | Tuhkanen, J. J.     |
| Johansen, Nikolai  | Westengren, C. W.   |

## Aberdeen, Wash.

When in Aberdeen Trade at  
BEE HIVE

Very best union made Hickey Shirts,  
Oil Clothing, Eureka Boots, Hats,  
Shoes, Underwear, Beddings, Tobac-  
cos, and notions for seafaring men.

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304 South F. St., Aberdeen, Wash.  
Near Sailors' Union Hall  
Open Evenings.

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STOCK OF

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SHOES, COLLARS, SUSPENDERS,  
GLOVES, OVERALLS, SHIRTS

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GENERAL MERCHANDISE  
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Everything Guaranteed  
Union Made Goods

Orders Taken for Made-to-Measure  
Clothing

## Huotari &amp; Co.

320-322 So. F. St., Aberdeen, Wash.  
212 Eighth Street, Hoquiam, Wash.  
209 First Street, Raymond, Wash.

## INFORMATION WANTED.

Patrick McFee, who was cook on  
board the schooner "Robert Henry"  
on a voyage to Mexico last year, is  
inquired for by the U. S. Shipping  
Commissioner, at San Francisco, Cal.  
9-15-15

Adolph Godfred Eriksen, born in  
Moss, Norway, is inquired for by  
his brother, Herman Eriksen. Any-  
one knowing his whereabouts please  
notify W. Nielsen, 206 Moravian St.,  
Philadelphia, Pa. 5-26-15

When making purchases from our  
advertisers, always mention the Coast  
Seamen's Journal.



Named shoes are frequently made in  
Non-Union factories

## DO NOT BUY ANY SHOE

no matter what its name, unless it bears  
a plain and readable impression of this  
UNION STAMP.

All shoes without the UNION STAMP  
are always Non-Union.

Do not accept any excuse for absence  
of the UNION STAMP.

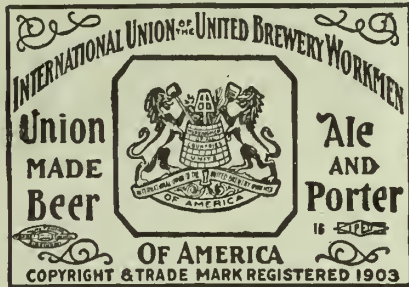
## Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

## VOTE AGAINST PROHIBITION

DEMAND  
PERSONAL LIBERTY

IN CHOOSING WHAT YOU  
WILL DRINK

Ask for this Label when  
purchasing Beer, Ale  
or Porter,

As a guarantee that it is  
Union Made

## Aberdeen, Wash., Letter List.

|                            |                      |
|----------------------------|----------------------|
| Albers, George             | Lindgren, Ernst      |
| Anderson, William          | Lindroos, A. W.      |
| Anderson, John             | Lundkvist, Alarick   |
| Anderson, Chris            | Leedham, Max         |
| Anderson, A. P.            | Lehman, Richard      |
| Andersen, Andrew           | Lindbeck, Leonard    |
| Burnelster, T.             | Ludvigsen, Arne      |
| Bjorklund, G.              | McLeave, John        |
| Benson, W. J.              | Nord, Karl           |
| Bowman, C.                 | Malkoff, Peter       |
| Brogard, N.                | Malmberg, Ellis      |
| Bohn, Gus                  | Nilsen, Harry        |
| Carlson, Gustaf            | Nielsen, C.          |
| Carlson, A. M.             | Nordman, Karl        |
| Crentz, F.                 | Olesen, Ch.          |
| Christiansen, Did-<br>rich | Olsen, W.            |
| Carlson, Walter            | Paaso, Andrew        |
| Davis, Frank A.            | Petersen, Karl       |
| Dean, James                | Peterson, Nels       |
| Donaldson, Harry           | Peters, Walter       |
| Erickson, O. H.            | Risenius, Sven       |
| Gronro, Oswald             | Rudt, Walter         |
| Gueno, Pierre              | Robertson, A.        |
| Grass, Chas.               | Scheftner, Bernhard  |
| Grass, Thos.               | Standqvist, Gunnar   |
| Gronlund, O. -414          | Stenwall, Sigurd     |
| Harley, Alex               | Scarabosio, M.       |
| Halmross, A.               | Schmidt, Emil        |
| High, Edward               | Toves, H. C.         |
| Hansen, Ove Max            | Toren, Gustaf A.     |
| Hansen, Jack               | Tamm, E.             |
| Hansen, Thorleif           | Thornland, J.        |
| Johnson, Alex              | Wendt, Walter        |
| Johnson, Carl              | Williams, T. C.      |
| Jensen, L. M. P.           | Waller, Edgar        |
| Johansen, A. Harry         | Wagner, Ed.          |
| Johanson, John             | Wedqvist, Axel       |
| Johnson, Walter            |                      |
| Johnson, Alexander         | Packages.            |
| Johnson, F. -1723          | Gorgensen, Olaf      |
| Johnson, Hilmer            | Hansen, John         |
| Krause, Otto               | Haskinen, K. Albert  |
| Kuldsen, John              | Lalzer, G.           |
| Koster, Walter             | Stanners, Wallace S. |
| Kottler, William           | Selsto, O. N.        |
| Lindholm, John             | Wendt, Walter        |
|                            | Zoerb, W.            |

## INFORMATION WANTED.

Hans Nilson, a native of Tons-  
berg, Norway, was last heard from  
at Mobile, Ala., is inquired for by  
his mother. Anyone knowing his  
whereabouts kindly notify Louis  
Donald, Norwegian Vice Consul, 77  
St. Francis St., Mobile, Ala. 12-22-15

Oscar Olsen, age 37, a native of  
Hallarna, near Gothenborg, Sweden,  
who was sailing on the Great Lakes  
about three years ago, is inquired  
for by John V. Olsen, Sun Com-  
pany, Marcus Hook, Pa. 5-26-15

Hugo Carlson Ljung, age 29, a  
native of Gothenborg, Sweden, was  
last heard from in a Cable Boat on  
the Atlantic Coast, is inquired for  
by his brother. Anyone knowing his  
whereabouts please notify John Carl-  
son Ljung, Jungmansgatan 5, Goth-  
enborg, Sweden. 1-12-16

Knut Jensen, No. 5018, a member  
of the Lake Seamen's Union, a  
native of Denmark, is inquired for  
by his wife, Lieschen Jensen, of  
Tangemunde, A/Elbe Ostenerweg,  
No. 7, Germany. Anyone knowing his  
whereabouts please notify the Lake  
Seamen's Union, 133 Clinton street,  
Milwaukee, Wis. 4-14-15

## Port Townsend, Wash.

## FRANK STHEVENS

Deals exclusively in Union-Made

CIGARS, TOBACCO, ETC.

Call at his old Red Stand on  
Water Street, Port Townsend  
Next door to Waterman & Katz

## INFORMATION WANTED.

Paul Laux, American, age 23, 6  
feet tall, who was last heard from  
about 4 years ago at San Jose, Cal.,  
supposed to be a sailor, is inquired  
for. Anyone knowing his where-  
abouts please notify his father, Carl  
Laux, 112 E. 28th St., Los Angeles,  
Cal. 6-21-16

Adolph Krakan, last heard of at  
Port Pirie, January, 1912, and again  
in March, 1913, from Warumbo, 118  
miles from Adelaide, South Australia,  
is inquired for by his mother at  
Hamburg, Germany. 8-25-15

Otto E. Bickel and John Sherman  
Bickel, brothers, who have not been  
heard of for many years, are in-  
quired for by their sister. They are  
both tall, light complexioned, and  
blue eyes. Any information regarding  
their whereabouts will be highly ap-  
preciated. Please address Miss Laura  
Bickel, 1591 East Ninety-third street,  
Cleveland, Ohio. 4-14-15

Any information regarding Wilhelm  
Kuhme, age 27, a native of Germany,  
who was supposed to have been  
drowned in the wreck of the steam  
schooner "Francis H. Leggett," Sep-  
tember 18, 1914, will be thankfully re-  
ceived by the German Consul, San  
Francisco, Cal. 1-19-16

Fred Marjama, a native of Russia,  
age 36, has not been heard from  
since 1908, at Buffalo, N. Y. Anyone  
knowing his whereabouts please  
notify his brother, J. Marjama, 51  
South St., New York, N. Y. 9-1-15

Bernard Baasen, a native of She-  
boygan, Wis., a former member of  
the L. S. U., who was last heard  
from at Milwaukee, Wis., April 29, is  
inquired for by his mother. Anyone  
knowing his whereabouts please no-  
tify Mrs. Sophie Baasen, 561 Clinton  
street, Milwaukee, Wis. 7-5-16

## Home News.

James Whitcomb Riley, the Amer-  
ican poet, died suddenly of paraly-  
sis after an illness of several months,  
at Indianapolis.

One hundred and eighty-four per-  
sons are reported to have lost their  
lives in forest fires in northern On-  
tario, Canada.

For the quarter ending June 30,  
the United States Steel Corporation  
made a net profit of \$81,126,048,  
nearly \$1,000,000 per day. The di-  
rectors, on the 25th, declared an  
extra one per cent., in addition to  
the regular quarterly one and a  
quarter per cent. dividend on com-  
mon stock.

A court of arbitration to dispose  
of commercial cases without the  
delay of regular law suits was  
opened in Chicago on July 31. The  
court will operate as an adjunct of  
the Municipal Court, and will be  
guided by fifty arbitration rules  
formulated by the American Judi-  
cature Society. Its aim is to avoid  
expense and delay in small suits.

Seven Congressmen, who have  
just inspected Ellis Island, estimate  
that \$100,000 would about cover  
the damage done to the immigra-  
tion station by the recent explosion.  
The party has decided to recom-  
mend in the appropriation bill cov-  
ering Ellis Island sums to cover the  
employment of additional watchmen  
and the expenses of a school for de-  
tained immigrants.

Twenty-five persons were killed  
and sixty-three injured in a head-  
on collision between two crowded  
trolley cars on the line of the South-  
ern Cambria Traction Company be-  
tween Echo and Brookdale, seven  
miles from Johnstown, Pa. Four-  
teen persons were instantly killed,  
while the others died after being  
removed from the wreckage. Sev-  
eral more are in a critical condition  
and will probably die.

Measured in the total amount of  
wages paid, activity in the factories  
of New York State was greater in  
June than in any other month of  
the previous two years. The total  
number of employees was greater  
than in May and only slightly less  
than in April which holds the record  
for the two years. Had it not been  
for the strike in the women's cloth-  
ing industry and minor labor troubles,  
both the total wages paid and the  
total number of employees would  
have established new high records in  
June of this year.

Penny postage, meaning in the  
United States 2-cent postage, prom-  
ises to become universal at an early  
day. The 2-cent rate is being grad-  
ually established between the United  
States and all other countries. Need  
of the revenue derived from a higher  
rate, as a result of the cutting off  
of other resources by the European  
war, has been the main obstacle so  
far to the reduction in South Amer-  
ica. This is now disappearing and  
soon all the countries of the Amer-  
icas will have a uniform letter post-  
age rate of 2 cents. The idea of a  
flat 2-cent rate with the republics to  
the south has always been popular  
in the United States. Not so the  
idea of cutting domestic letter post-  
age to 1 cent. The disposition,  
rather, is to cling closer than ever  
to the belief that improvement of  
the postal service on a very com-  
prehensive scale should precede all  
retrenchment for the mere sake of  
economizing.



## Domestic and Naval

The Bureau of Navigation, Department of Commerce, reports 120 sailing, steam, gas, and unrigged vessels of 28,682 gross tons built in the United States and officially numbered during the month of July, 1916.

The gunner trophy for the cruiser class has been awarded, for the third consecutive year, to the "Galveston," attached to the Asiatic fleet, which had a score of 85,759, against 79,356 by the "New Orleans," the next highest.

A regular steamship service between Calcutta, India, and New Orleans, La., is to be inaugurated by the Transatlantic Steamship Company, of Göteborg, Sweden, offering facilities for direct shipments. The first steamer will load at Calcutta about September 10.

During the fiscal year just concluded the United States Coast and Geodetic Survey printed 162,510 copies of charts for distribution. This exceeded the previous record of 143,668 copies in 1914 by 18,842. Notwithstanding the increased output, the survey is unable to keep pace with the demand.

A steel cargo steamer now being built at the Wallace shipyards, North Vancouver, on a British order is in reality for the Kishimoto Steamship Company, of Osaka. This is the first steamer Japanese interests have ordered in Canada. The vessel is to be 315 feet long, 45 feet beam and have a capacity of 5000 tons.

The four-masted bark "Manga Reva," which has been sold by Alfred W. Gieske, of Baltimore, to the Brynhilda Shipping Company, of New York, is to go to Savannah to load cotton for Stockholm or Copenhagen. She had been chartered under the former owner to load coal for Rio de Janeiro, but the charter was canceled without prejudice.

The Atlantic, Gulf & West Indies Steamship lines report gross earnings for May of \$3,064,151, as against \$1,716,505 in May, 1915, and surplus after charges for the month \$867,324, as against \$261,378. For the five months ended May 31 the company reports gross earnings of \$8,942,252, as against \$8,926,946 for the same period of 1915, and surplus after charges of \$2,901,026, against \$1,276,501.

More vessels flying the American flag entered Para, Brazil, during the first six months of 1916 than during any previous year since 1893. The number was 15, as compared with 13 during the entire year 1915, 1 in 1914, and 2 in 1913. The schooners are chartered to bring coal from Norfolk for the use of the Lloyd Brasileiro, the Amazon River Steam Navigation Company, and other transportation concerns, and, after discharging cargo, proceed to Jamaica or Haiti to load logwood for America.

Additional lighted aids for Florida Reefs, and repairs and improvements to existing aids, are provided for in the sundry civil act approved July 1, 1916, which appropriated \$75,000 for that work. A large commerce is carried on through the Straits of Florida, and numerous strandings and wrecks have occurred near the Florida Reefs, which, owing to their nature, are a grave danger to navigation. They rise steeply from the deep channel of the straits and lie far from shore, so that the mariner at night must rely almost entirely upon artificial aids to guide him clear.

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June 30th, 1916

|                              |   |   |   |   |   |                 |
|------------------------------|---|---|---|---|---|-----------------|
| Assets                       | - | - | - | - | - | \$63,811,228.81 |
| Deposits                     | - | - | - | - | - | 60,727,194.92   |
| Reserve and Contingent Funds | - | - | - | - | - | 2,084,033.89    |
| Employees' Pension Fund      | - | - | - | - | - | 222,725.43      |
| Number of Depositors         | - | - | - | - | - | 68,062          |

### San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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Abrahamsen, Berner Anderson, Gottfried  
Abrahamsen, Verner Anderson, Ole  
Adelsen, John Anderson, Gustav  
Ahl, Einar T. Anderson, C. E.  
Ahlfors, Arthur Anderson, Erik  
Aho, Jno. -1781  
Ahokas, Ilmar Anderson, G. -1229  
Albertsky, Fritz Anderson, H. -822  
Alexanderson, Paul Anderson, J. A.  
Alksen, Charlie Apple, August  
Andersen, C. -1716 Anis, Tobias  
Andersen, Edward Arndt, Paul  
Andersen, S. P. Arnesen, Andrew  
Anderson, A. -1819 Asterman, Oscar  
Anderson, C. F. Autumen, C. A.  
Anderson, Ernst Austin, Tom

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Bang, Mauritz Blecke, Alf.  
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Bengtsson, Gottfrid Bohland, Karl  
Belling, Oskar Bohm, August -1421  
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Berntsen, Julius Burke, Andrew  
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Bey, O. -2248 Bushman, John  
Billstein, Karl

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Carlsen, Hans Chrestopherson, Chas.  
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Egeland, Aron Ericson, Sigurd  
Eicher, Karl Ericsson, G. -821  
Ekblad, Ernst Ericsson, M. F. A.  
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Ellison, Sam Erikson, Nells  
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Engstrom, Erik Eugene, John

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-2191 Mogensen, C.

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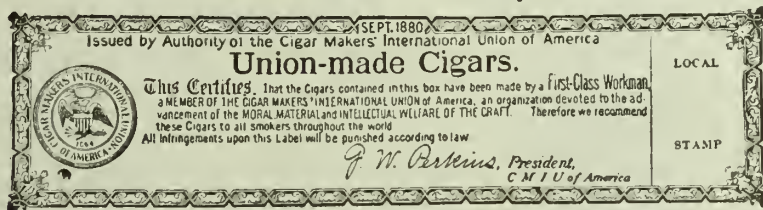
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**News from Abroad.**

Submarines appear to have re-  
newed their warfare against mer-  
chant vessels, several of which have  
been sunk every day during the last  
week, especially in the Mediterra-  
nean and in the North Sea. Most of  
the losses have been suffered by  
the Italians, British and Danes.

The Dominion Office of Census  
and Statistics at Ottawa has just is-  
sued a report giving preliminary esti-  
mates of wheat crop conditions as  
reported by correspondents on May  
31. This year there are 11,491,600  
acres in wheat, which is about 11.5  
per cent. below the high record of  
last year.

The British government is said to  
have undertaken that British steam-  
ers which successfully make the  
voyage from Baltic ports shall not  
be requisitioned on arrival in the  
United Kingdom. This course is a  
considerable inducement for owners  
to give instructions to their captains  
to make the passage.

Stevedore prices, in conformity  
with agreement between the Swedish  
Shipowners' Association, have been  
further raised by a war tax of 12 1/2  
per cent. in all North Swedish ports,  
except Hernösand, where the prices  
have been increased by 15 per cent.  
This increase came into force June  
28, and replaces the 7 1/2 per cent.  
already announced.

The British Prize Court has con-  
demned the German steamship  
"Lome" (ex-Woermann liner "Helene  
Woermann"), and ordered her sale  
as a prize. This vessel, which is  
2583 tons gross, built in 1888, was  
sunk by the Germans at Duala  
(Cameroons), and was subsequently  
raised by a British naval vessel and  
brought back to London, where she  
was seized.

The Hamburg prize court has de-  
clared that the sinking of the  
Norwegian-America line steamship  
"Trondhjemsfjord" by a German  
submarine, off the coast of Scotland  
July 28, 1915, was lawful. The vessel  
had been purchased from England  
six months after the outbreak of  
war, and the sinking was based on  
the ground that the steamer could  
not be recognized as Norwegian  
property.

After a short period of compara-  
tive quiet the allies have resumed  
their attacks and made advances  
which are said to threaten the im-  
portant town of Comblès, in Northern  
France, as well as several other  
points which are of strategic impor-  
tance. The allies evidently have  
staked much on the drive on the  
west front. Reports from Berlin  
tell of the extraordinary vigor of the  
artillery attacks, especially from the  
British lines.

One of the most striking reports  
given out for several weeks came  
from Paris last week when it was  
announced that the long-awaited  
drive from Saloniki began August 1.  
For about a year an army of enor-  
mous size has been waiting idly  
at Salonki, where it landed in spite  
of protests made by the Govern-  
ment of Greece. The army con-  
tinued to grow until some estimates  
placed its numbers at 800,000 men,  
who were amply equipped with sup-  
plies and ammunition. It now ap-  
pears that the army of the allies  
planned to wait until the Germans  
and Austrians were fully occupied  
on other fronts before beginning  
their attack.



### With the Wits.

As It's Done Now.—"Professor, I want to take up international law. What course of study would you recommend?"

"Constant target practice."—Louisville Courier-Journal.

That Settles It.—The Punkintown Literary Society has decided that Bacon wrote Shakespeare's plays because some of the language in them is so impolite that Shakespeare would have been too much of a gentleman to use it.—Washington Star.

Genuine.—Dasher—I don't believe the war-films we saw last night were taken at the front.

Mrs. Dasher—Of course they were; didn't you notice the bullet-holes at the end of each reel?—Puck.

Immaterial.—"Scientists are now generally agreed that drunkenness is a disease, and that the man who drinks should be treated by a physician."

"Oh, well, most men who drink don't care who treats them."—Tit-Bits.

He Owns Up.—"Simple Simon went a-fishing in his mother's pail." "Not so simple at that," declared the amateur sportsman. "I've spent time and money getting to a place where the likelihood of catching fish was no whit greater."—Louisville Courier-Journal.

Her Love-Potion.—A young woman who thought she was losing her husband's affection went to a seventh daughter of a seventh daughter for a love-powder. The mystery-woman told her:

"Get a raw piece of beef, cut flat, about an inch thick. Slice an onion in two, and rub the meat on both sides with it. Put on pepper and salt, and toast it on each side over a red coal-fire. Drop on it three lumps of butter and two sprigs of parsley, and get him to eat it."

The young wife did so, and her husband loved her ever after.—Tit-Bits.

### An Invitation

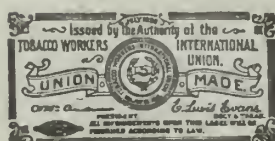
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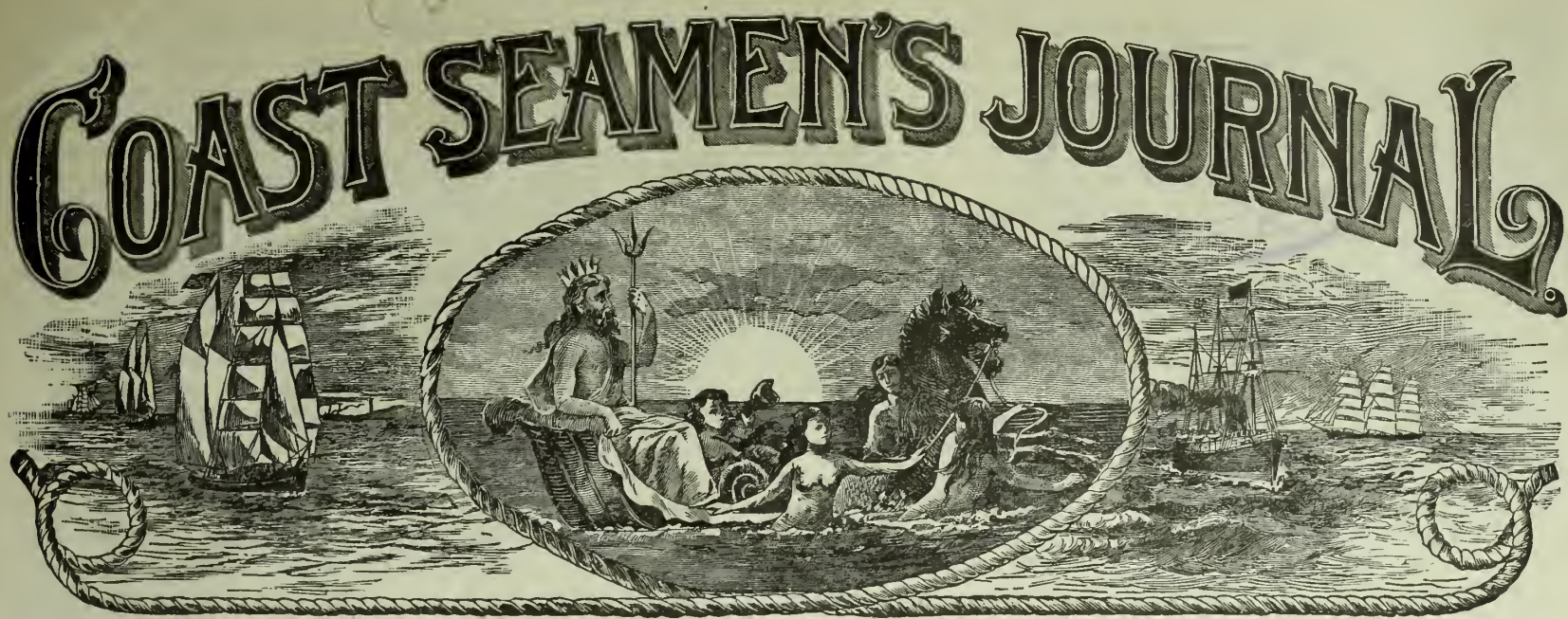
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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXIX, No. 51.

SAN FRANCISCO, WEDNESDAY, AUGUST 30, 1916.

Whole No. 2397.

## LABOR CONDITIONS IN HAWAII.

### A Word Picture of the Labor Crusher's Paradise.

Men who have large interests in the Hawaiian Islands are exceptionally active in the union-baiting campaign recently inaugurated by the Board of Directors of the San Francisco Chamber of Commerce.

Having amassed fabulous wealth by the merciless exploitation of the unorganized and unprotected Chinese, Japanese, Korean and Filipino laborers who are almost exclusively employed on the Islands' sugar plantations, the "sugar capitalists" do not at all relish or approve the union wages, hours and conditions generally prevailing in San Francisco. Hence their enthusiastic support for the local union-busting propaganda.

It goes without saying that the great mass of the people of California do not want Hawaiian labor conditions established either in San Francisco or any other part of the State. But that is precisely what the self-styled "law abiding" gentlemen with heavy investments in the Hawaiian Islands have uppermost on their minds. And that is the only reason which prompted their substantial cash contributions to the million dollar union-crushing fund now being raised by the San Francisco Chamber of Commerce.

The greedy profit-mongers of San Francisco will gladly part with a share of their accumulated wealth if some modern Moses promises to lead their own locality toward a state of affairs such as prevails on the sugar plantations of Hawaii.

An authoritative and reliable report upon actual conditions prevailing in the paradise of the labor crushers has just come to hand.

The fifth report of the Commissioner of Labor Statistics on labor conditions in Hawaii, with special reference to the chief industries of the Territory—sugar production and pineapple growing and canning—has just been issued as Senate Document 432. It contains statistical detail showing the highest, lowest, and average number of employees classified as to nativity, sex, hours of labor, and conditions of employment.

Because of the large Oriental population and tropical climate, labor conditions are stated to be quite different from those in continental United States. The average earnings and the standard of living of common laborers are higher, although wages themselves are somewhat lower and the opportunity for advancement is less, than among such laborers in California. At the time the report was prepared skilled American and part-Hawaiian mechanics in Honolulu were earning from \$3 to \$5 a day, and unskilled laborers and helpers \$1.50 to \$2 a day. Sugar forms about nine-tenths in value of agricultural products of the islands, and more than four-fifths of the population is on plantation pay rolls. The industry is highly centralized and capitalized, and has grown from a crop yield of 360,038 tons in 1901, the year following annexation, to 646,445 tons in 1915. This has been accomplished by bringing more land into cultivation largely through great irrigation works and by increasing the return of cane per acre and the amount of sugar made from a ton of

cane. Over 80 per cent. of the laborers, of whom approximately 45,000 were employed in 1915 on the plantations of the Hawaiian Sugar Planters' Association, are Orientals—Chinese, Japanese, Koreans and Filipinos.

Many operations connected with the sugar industry are paid for at a specific rate per unit of work. There are also piecework, or "short-time contract" operations in the mills, performed by gangs or individuals who are paid by the unit of work, though time payment is more usual. A common and important true contract is the long-term cultivating contract or "profit sharing" agreement, where a gang of men take

#### DEFINITION OF THE OPEN SHOP.

San Francisco labor crushers are attempting to fool the public as to the true meaning of the so-called open shop, which they seek to establish with the aid of a million dollar corruption fund.

The following resolution, unanimously adopted by the United States Commission on Industrial Relations, clearly defines those terms:

"Whereas, The Commission finds that the terms 'open shop' and 'closed shop' have each a double meaning, and should never be used without telling which meaning is intended, the double meaning consisting in that they may mean either union or non-union; therefore be it

"Resolved, That the Commission on Industrial Relations will not use the terms 'open shop' and 'closed shop,' but in lieu thereof will use 'union shop' and 'non-union shop.'

"The union shop is a shop where the wages, the hours of labor, and the general conditions of employment are fixed by a joint agreement between the employer and the trade-union.

"The non-union shop is one where no joint agreement exists, and where the wages, the hours of labor, and the general conditions of employment are fixed by the employer without co-operation with any trade-union."

San Francisco labor crushers do not want the "open shop." They want plenty of non-union shops. Like the I. W. W.'s they object to trade agreements and any form of collective bargaining.

a field of cane belonging to a plantation and bring it to maturity for a stated price per ton of cane raised. Then there are the independent "planters" who sell their cane to the mills either at a flat rate per ton or at a rate based upon the current quotation for sugar in the New York market. Of 43,208 unskilled laborers in 1915 the number of wage hands was 24,468 (56.63 per cent.), contractors 15,121 (35 per cent.), and planters 3,619 (8.38 per cent.). Contractors usually earn more than daymen but their income is more variable. During 1915 the average daily earnings of the former was \$1.23

and of the latter 81 cents. Omitting women and children, the lowest rate paid to common field hands is \$20 per month, but on many plantations the base rate is \$24 for all Europeans and \$20 for Orientals.

An important feature of wage payment is the bonus system, introduced about four years ago by the Hawaiian Sugar Planters' Association. Under this plan, prior to April 1, 1916, each wage hand working on an average 20 days each month for the plantation during the preceding year, earning \$24 or less a month, was paid 1 per cent. of his earnings for every \$1 that the price of sugar rose above \$70 a ton, 20 per cent. of the bonus being paid each month and the remaining portion at the end of the bonus period, October 31. On April 1, last, the bonus rate was increased to 1.5 per cent. and was extended to include all contract cultivators or profit sharers and all short-time contractors earning \$24 or less a month. On some plantations the bonus is paid to all employees earning \$50 or less a month. The requirement that the worker must remain on the plantation a year to obtain the bonus was abolished and instead all male workers laboring 20 days in a month are entitled to a bonus for that month. During 1915 the average price of sugar was \$90 a ton, which, under the original plan, entitled the men to a bonus of 20 per cent. It is estimated that the average price of sugar will be \$120 a ton this year, thus entitling the men to a bonus of 75 per cent.

In the pineapple industry most of the laborers work in canneries at an average wage of 94 cents a day. Field hands receive an average of 97 cents. The work is seasonal. Laborers are recruited from the ranks of casual workers and none is brought from abroad.

The workmen's compensation law enacted in 1915, provides surgical, medical and hospital service for the first 14 days, not exceeding \$50 in amount, but allows no compensation for the first 14 days of disability. Sixty per cent. of the wages may be paid during temporary total disability. Many plantations, however, have made a practice of paying full medical expenses and wages in such cases, and are continuing this plan instead of taking advantage of their rights under the law. In case of death or permanent disability the rights of workers and their families are better protected under the compensation law than under the old system.

The housing conditions of the plantation workers compare favorably with those of similar classes on the mainland, but care is necessary in preventing deterioration of quarters when new laborers from the Orient are introduced. Houses, water and fuel are furnished free of charge to employees. A single Japanese pays \$7 a month for board and a family spends about \$10 a month for provisions.

Approximately 53 per cent. of the laborers are Japanese, and there is a growing tendency of this race to predominate both in the ranks of unskilled labor and as men of influence in commercial and industrial activities. Their Americanization is as yet on the surface; it has not touched their hearts. Nor is there much rea-



son why it should. They are discriminated against in the matter of citizenship and are separated by social and linguistic barriers from the white population. If the Orientals in Hawaii are ever to be Americanized they must be protected from direct contact and competition with the laboring classes of Asia itself. Complementary to such a policy, necessary encouragement should be given to the immigration of Europeans. The Portuguese have proved suitable settlers for Hawaii.

The increase of a citizen laboring population, fostering of industries other than sugar making, the rise of a middle class derived from the people who work with their hands, and the increase in small holdings, are necessary to the building up of a true civic community, organized to secure the welfare of all its members. The Federal Government, in every policy affecting the Territory, should strive to transform the islands into such a community.

#### A RULE FOR GUIDANCE.

The wage earners' attention is frequently called to new schemes and measures for their benefit or protection.

Those who have developed the new plan, scheme, method of action, or proposed law which is urged upon us, are sometimes friends and well-wishers; occasionally individuals with a strong desire to do something for the benefit of humanity, but of little practical knowledge, and sometimes the cunning emissaries employed by the opponents of industrial democracy. Again, members of our trade unions, who, becoming impatient because the wage earners cannot be organized over night, have endeavored to work out some plan or method of making a short cut and avoiding the pains which always accompany growth.

In connection with the plans of those whose minds are filled with schemes to devise short cuts to the ends for which we aim, and who are impatient with the degree of progress being made, it is well to bear in mind what England's great thinker, Herbert Spencer, said after writing at great length to prove that his position was sound.

"Human progress," he said in substance, "is like any other growth, it cannot escape the natural laws. A mushroom may grow over night, many years are required before the oak obtains its full growth."

Civilization and progress result from education which cannot be secured in a day. Nothing which men can do can decrease the time required for the necessary education or desire for action which must precede the collective steps which are required to establish the new condition. But just as the growth of the oak can be retarded, so men's actions can retard their progress. The natural law affecting human activities is that men's actions can prevent growth or make it more slow, but nothing which they can do can speed up human accomplishments beyond the provisions which nature itself has established in the natural laws governing growth.

Every thinking trade unionist has frequently felt the need of some sure test, some rule to guide him when new propositions affecting the wage earners are proposed, so that it will be possible for him to determine definitely whether the new proposal is advantageous or injurious to the wage earners, and especially in these times when so many half-baked schemes are being offered to labor, and efforts made to force them upon labor, it is most necessary that we should have some standard or

rule by which we can determine whether we should indorse or oppose them.

There are some rules generally applied, such as using the experience of the past, which are valuable as guides to our judgment.

There is one rule, however, which may be safely used whenever we are in doubt about a proposition which is presented to us for our approval or disapproval. It is this: What would be the effect of the proposition upon the militant strength of trade unionism, would it tend to weaken this strength, would it tend to lead the workers to place more dependence upon the plan proposed than upon their trade union organizations?

Would it lead any of the workers to feel that there was something else as effective in protecting the workers' rights in the industries and upholding their industrial liberties as trade unionism?

Would it in any way interfere with the rights which the trade unionists enjoy of determining the policies which they adopt in the management of their own organizations?

Would it create any power which would take over for administration any of the activities now carried on by trade unionists?

We will safeguard our rights by refusing to accept any proposition which would in any way weaken the effectiveness of our trade unions, and we are fully justified in opposing any measure or plan of action which is intended to accomplish through the application of some other method, the results which our trade unions are organized to secure. In other words, what we are organized to do for ourselves we can do much better than any one else can do for us, and any proposition which would limit or interfere with this right of ours to act for ourselves, is to the extent it interferes with these rights, a menace, something which we should oppose.

We are not free to work out our own problems as wage earners if any other power, authority or method of action is to exert an interfering influence in any of the activities which we have a right to engage in as free men.—International Molders' Journal.

#### THE PRUSSIAN FRANCHISE.

The Berlin "Vorwaerts" recently announced that the Social Democratic group in the Prussian Diet intended, if possible, to move the reform of the Prussian franchise during the summer session, and therefore called for the assistance of sympathizers among other parties in the house. Subsequently the organ of the party reported that, up to the time of writing, it had been found impossible to file the motion, owing to the lack of the necessary number of signatures.

In the same issue the "Vorwaerts" recalled some remarks on the subject made in 1907 by Herr Fuhrmann, a National Liberal deputy, who is now attacking members of his party in favor of reform. A passage in a speech made by Herr Fuhrmann in December of that year ran as follows:

"The object most worth striving for is the introduction of a universal, equal, secret and direct franchise. There is no more miserable, unjust and corrupt fran-

chise than that employed for the elections to the Prussian Diet. In Prussia the money-bag alone rules to-day, and to alter that you will find me ready at all times. There is nothing more immoral than an open ballot. If an employer exercises the power afforded him by his possession of capital to compel his employes to vote as he does, it proves the deplorable character of such a system. The first object we shall endeavor to secure will be the abolition of the public ballot, and then that of the ridiculous three-class franchise."

#### CONSERVING HUMAN LIFE.

Of late years we have heard much of the necessity of the conservation of our national resources—our standing timber, our coal beds, our iron and copper ore deposits, our sources of water power.

We are all interested in keeping for public use and benefit all that is left of our common heritage and in recovering as much as possible of the millions of acres of valuable timber and mineral lands recklessly, if not corruptly, "granted" to railroads and other corporations and to private individuals.

But of far greater importance than the conservation of our sources of raw materials and of power is the guarding of the lives and the health of our people, a fact that is being realized in our more enlightened communities. The fearful waste of health in American industries has become a national scandal. Each year a larger percentage of the men employed in our mines and on our railroads are killed or injured than were killed or wounded among the men engaged in the Civil War.

It is time that we change these conditions or we may have the same bitter experience as Great Britain. For generations she fostered her industries without regard to the welfare of the wage workers. The result was the physical deterioration of the nation. On the other hand, Germany from the days of Bismarck has carefully guarded the health of her people. Her system of social legislation has kept them physically and mentally fit and this, in no small measure, explains the superiority of her armies.

Emerson says: "The truest test of civilization is not the census; nor the size of the cities; nor the crops—but the kind of men the country turns out."

The chief business of the state is to produce good citizens.—The Painter and Decorator.

I do not believe that the weapons of liberty ever have been, or ever can be, the weapons of despotism. I know that those of despotism are the sword, the revolver, the cannon, the bomb shell; and therefore, the weapons to which tyrants cling, and upon which they depend, are not the weapons for me, as a friend of liberty. I will not trust the war spirit anywhere in the universe of God.—William Lloyd Garrison.

The average employer hates the outside agitator, but he loves the inside one so fervently that he affectionately fires him from the job when he discovers his identity.—New York Call.



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## Pittsburg's "Strip" Needs Preparedness.

The attention of a certain class of preparedness advocates is called to conditions in Pittsburg's "Strip," which has been surveyed by the Christian Social Service Union.

Within this area of three-fifths of a mile, located between the Pennsylvania Railroad yards and the Allegheny River, 18,000 persons live. A visitor to this district can, according to Rev. R. Earl Boyd, "see sin and shame and poverty and cruelty; he hears the wail of the wearied worker, the sob of the heartbroken mother, the cry of neglected children; he smells the reek of congested quarters, the stench of stables and outlawed wells; he tastes the grime and dirt that he must inhale in breathing; he touches the springs of the district politics and find it a corrupt machine."

In one school in this district 14 nationalities are represented with 718 pupils. Of these 89 per cent. are of south or southeastern European nationalities.

The United States Steel Corporation has two plants in the "Strip," and it is stated that: "One thing notable is that there is no provision here by this corporation as in some places for lunch rooms for the men." Outside of a few instances, the survey shows that, "in general, there is little sense of responsibility for welfare shown in the policy of the industrial establishments."

Wages in this area are on a par with other conditions. In a study of one-half block in which 155 iron and steel workers lived it was found that the average rate of wages per week is \$10.50; average part of time employed, 4.9; net average income per week, \$4.66.

In another block 33 families have 110 members and 174 boarders in 177 rooms, a total of 284 people, an average of 5 1-3 rooms and 8 4-11 people per family. Among these were eight families keeping boarders in three-room apartments and having 28 members and 24 boarders, an average of 6 1-2 persons a family, or over two per room.

## Miners Join Union on Ludlow's Field.

On the site of the Ludlow, Colo., tent colony, where a half score of men, women and children were murdered by coal company guards and militiamen in April, 1914, several hundred miners made application for membership in the Mine Workers' Union, after listening to addresses by well-known unionists.

The incident was a fitting memorial to those who died in the fight of southern Colorado miners for the right to organize.

Notices of the meeting had been posted throughout the various mine openings. Outwardly the only objection was shown by the Victor-American Fuel Company, which worked its employees on Sunday for the first time in its history, thus preventing them from attending the meeting.

Most of the miners in attendance are employed by the Colorado Fuel and Iron Company and these workers declare that they will take John D. Rockefeller, Jr., at his word—that he has no objection to them joining a union.

The first break against the Rockefeller

"union" came when the miners of Sopris and Piedmont organized and applied to the United Mine Workers' Union for a charter. Similar action was taken at Starkville, and now the miners at Berwind, Tabasco and Tollerburg meet at Ludlow. Miners' union officials predict that within a short time practically every miner in Las Animas and Huerfano counties will be enrolled. This means that after a year's trial the Rockefeller "union" has failed in its alleged high purposes and that while mine managers and superintendents have delivered pretty speeches to these workers, the latter have noted that their wages and working conditions remain at a lower standard than that set by the United Mine Workers' Union.

## Agitation Beats Down Old Forms.

The American Federation of Labor holds that persistent agitation and education develops such a public opinion that old forms and customs will be finally overthrown.

This position has been endorsed by the Congress of the United States, which has just passed a Federal Child Labor bill, disregarding contrary opinions held by former national lawmakers.

On February 6, 1907, the House Judiciary Committee made the following unanimous report:

"In the opinion of your committee there is no question as to the entire want of power on the part of Congress to exercise jurisdiction and authority over the subject of woman and child labor. In fact, it is not a debatable question. It would be a reflection upon the intelligence of Congress to so legislate. It would be casting an unwelcome burden upon the Supreme Court to so legislate."

During the discussion of the bill, last week, Senator Overman said that the 1907 Judiciary Committee of the Senate was of the same opinion.

## Stop Watch "Joker" Blocked by Senate.

While the United States Senate was considering the army appropriations bill, last week, stop watch and Taylor system advocates suffered two defeats. Their first reverse came when the Senate rejected a recommendation by its Committee on Military Affairs that the Senate non-concur in the anti-stop watch section, inserted by the House. The committee was defeated by a vote of 36 to 15.

Senator Gallinger, who favors the stop watch, made a sly parliamentary move the next day by presenting an amendment that would permit the payment of bonuses. After a sharp contest this was defeated by a vote of 40 to 15.

Senator La Follette raised a warning cry against the trap. He showed that when the bill went to conference between representatives of both branches of Congress, that the conferees could re-establish the stop watch and Taylor systems with the Gallinger amendment as a starting point. In that event opponents of these systems in both the House and the Senate

(Continued on Page 10.)

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

### AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

### GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekland Bldgs., 22 Canning Place, Liverpool.

### BELGIUM.

Internationale Zeemansvereniging, St. Pietersvliet 2.

### GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

### FRANCE.

Federation National des Syndicats des Inscriptions, Maritimes de France, 33 Rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Seudéry, Havre.

### NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

### SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgaten 1 B., Sweden.

### DENMARK.

Somandenes Forbund, Toldbodgade 15, København.

Sofyrbodernes Forbund, St. Annaplads 22, København.

Dansk So-Restauration Forening, Nyhavn 17, København.

### HOLLAND.

Algemeene Nederlandse Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandse Zeemansvereniging "Volharding," Veerhaven 14e, Rotterdam.

### ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

### AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

### SPAIN.

Sociedad Sindical de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

### URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

### ARGENTINA.

Federacion Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

### BRAZIL.

Associação de Marinheiros e Remadores, Rua Barão de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de São Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

### SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



## World's Workers.

A deputation of women munition workers from the Clyde recently left for Paris, where opportunities will be afforded them of inspecting the great munition works of France, and also the towns and villages which have suffered from the invasion.

Attorney-General Baxter, of New Brunswick, has ruled in the case of the death of three longshoremen that it was not necessary for the jury to place liability for the fatality because the workmen's compensation law provided that workmen were entitled to recover damages from any accident arising out of their employment.

Unorganized employees of the Toronto, Hamilton & Buffalo railway have secured wage increases after a committee appointed by them waited upon company officials. While the officials are claiming much credit for their "generosity," they neglect to state that a strike of organized shopmen is now giving them all the trouble they care to handle. These shopmen include machinists, boiler-makers, carmen and blacksmiths and helpers. They secured an award from a board of conciliation, which the company rejected. As a result the company's rolling stock is mixed up in all kinds of kinks.

During a recent visit to Brighton, England, Lord French explained that the lecture by his friend, Mr. Tillett, was intended to make clear the urgent necessity that every able-bodied man in the country should "pull his weight" either as fighter or worker at the present time. He stated that during the past year Mr. Tillett had addressed more than 500 meetings. He had also attended innumerable entertainments for the benefit of wounded soldiers, had carried his message to the munition and transport areas and had also been the means of releasing thousands of tons of shipping. On account of his intimate knowledge of men and methods he had reached a class of worker who ordinarily refused to attend meetings and lectures of any kind.

It is now officially announced by the German war feeding department that meat cards are to be introduced throughout Germany in September. Until then endeavors will be made to regulate the meat supply as satisfactorily as possible by means of temporary decrees, but it is highly desirable, that the greatest economy should be practiced during the summer months so as not to impair the production of milk and butter. There will be no radical prohibition of the use of meat, however, until the new harvest and the reorganization of the milk and butter supply have rendered certain an ample supply of other articles of food. The Prussian press, especially, approves of the new arrangement as it has always considered that some of the southern states, such as Bavaria and Wurttemberg, have had the advantage of Prussia with regard to the meat supply, and that they should have shared their stocks with the rest of the empire instead of keeping them within their own frontiers. Meanwhile the Frankfurter Zeitung has expressed the hope that measures will be taken to see that the less wealthy section of the population really will be able to obtain meat as well as become possessed of a card.

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| Blom, Ernest        | Konig, D.       |
| Christiansen, Anton | Nielsen, Harold |
| Christiansen, A.    | Olander, Ed     |
| Doris, Geo.         | Thomson, John   |
| Eckart, T. G.       |                 |

## San Pedro Letter List.

|                      |                     |
|----------------------|---------------------|
| Alexander, P.        | Martinson, E.       |
| Anderson, Louis      | Mariner, Robert     |
| Andersen, John       | Nelson, Dick        |
| Andersson, Oskar     | Nilsen, Oskar       |
| Bentsen, Hans B.     | Nilsen, Edward      |
| Bushman, John        | Nilsen, Oskar J.    |
| Berglund, Emil       | Olsen, Nick         |
| Blucker, John        | Orling, Gust        |
| Carlson, Gus         | Olsen, Andy         |
| Carlmark, B. G.      | Olson, Olof S.      |
| Carlson, Harry       | Ophaug, W.          |
| Carlson, Gustaf      | Owen, Fred          |
| Ellwes, Fred         | Oquist, Gust        |
| Eklund, G. E.        | Olson, Frank        |
| Fjellman, Jonas      | Olausen, Kristian   |
| Fugelutsen, Thor     | Peterson, Nicolai   |
| Fjellman, Karl       | -1234               |
| Forsman, G.          | Pintz, Johan        |
| Ginar, Walter        | Peterson, Hugo      |
| Grigolet, E.         | Peterson, N.        |
| Galleburg, Martin    | Peterson, C. V.     |
| Heesche, Henry       | Pakki, Emil         |
| Holmstrom, Fritz     | Pederson, Ole       |
| Haupt, Fritz         | Phipk, K.           |
| Hansen, Charley      | Palmquist, A.       |
| Hansen, Ole          | Peterson, Aage      |
| Howery, Lon          | Raun, Einar         |
| Hoversen, Carl       | Rosenblad, Axel     |
| Hogstrom, Axel       | Rudd, Walter        |
| Janson, Oscar        | Schuldt, Theodor    |
| Johnson, J. A. -1659 | Samuelsson, Frank   |
| Johanson, Victor     | Smith, Johan        |
| Jacobson, Louis      | Soderlund, Anton    |
| Jansson, Fredrik     | Schmidt, Lauritz P. |
| Karnup, Edward       | Strom, C. L.        |
| Kashlund, Franz      | Swanson, J. N.      |
| Kallio, Anton        | Stromberg, I.       |
| Lassen, Johan -1542  | Schelly, Aksel      |
| Luttin, Theo.        | Stalt, Aksel        |
| Lauritzen, Ole       | Sandblom, Konrad    |
| Larson, Max          | Schallies, Charlie  |
| Lybeck, Thos.        | Svenson, Nicolaus   |
| Lindberg, G. W.      | Thorsen, Carl       |
| Lindberg, Ernst      | Tonnesen, Peter     |
| Leideker, Elith      | Tho, John           |
| Lalan, Joe           | Uhlir, Richard      |
| Lidsten, Chas.       | Uappa, Kostl        |
| Lane, Frank          | White, Robert       |
| Lundin, C. -1054     | Warkkala, John      |
| Lill, Karl           | Welchman, Karl      |
| McNeal, John         | Wartila, Anton      |
| Monterro, John       |                     |
| Monts, Reinolt       |                     |
| Makela, N.           |                     |
| Malm, Gustaf         |                     |

Newspapers and  
Packages.  
Schmidt, Lauritz P.

## Honolulu, H. T.

|                      |                   |
|----------------------|-------------------|
| Anderson, John E.    | Nelsen, C. F.     |
| Burk, Harry -1284    | Petersen, Carl    |
| Crantly, C. W.       | Peters, Walter    |
| Eugenio, John        | Reither, Fritz    |
| Ekelund, Rickhard    | Solberg, B. P.    |
| Ivertsen, Sigvald B. | Strand, Conrad    |
| Lengwenus, W. L.     | Thompson, Emil N. |
| Moller, F.           |                   |

## INFORMATION WANTED.

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio. 3-24-15

Anders C. Anderson, a native of Norway, who left his personal effects at Port San Luis, Cal., after leaving a ship at that place, is inquired for. Anyone knowing his whereabouts please notify D. R. Jaeks, Deputy Collector of Customs, Port San Luis, Cal. 12-22-15

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Anyone knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St. 8-11-15

Olai Ingebrigtsen (Brock), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American bark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469—49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Steuart street, San Francisco, Cal. 8-4-15

Anyone knowing the whereabouts of Peter Murphy, better known as Boatswain McGann, will kindly notify Patrick Kieran, 58 Commercial St., San Francisco, Cal. 4-19-16

Vencelus Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolamo Durbich, Zurich, Switzerland. 7-28-15

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## INFORMATION WANTED.

John Edstrom, alias Brynjulf Edstrom, born in Norway in 1879, was last heard from at Mobile, Ala., where his address was Norwegian Chapell, is inquired for. Anyone knowing his whereabouts please notify his mother. Address, 22 Pilestradet, Kristiania, Norway.—12-22-15

George Alexander Sharman, a native of Brooklyn, N. Y. About 28 years of age, height 5 feet 9 inches,

supposed to have sailed on the Great Lakes in 1907, is inquired for by M. L. Kinvan, 1211 Mosher street, Baltimore, Md. 7-14-15

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15



# Pacific Coast Marine.

The Standifer-Clarkson Company, Portland, will build three auxiliary power vessels for Libby, McNeill & Libby. The vessels will be wooden 4-m. schooners for the Alaska salmon trade, 420 feet long, equipped with semi-Diesel engines and costing \$250,000 each.

The barkentine "Thrasher," formerly the whaling steamer of that name, reached Sydney, Australia, on August 23, after a sixty-five-day voyage from San Francisco. The vessel left here June 18 and has made a quick voyage to the antipodes. She carried a cargo of oil.

The salvage case of the Puget Sound Towboat Company against seventeen marine insurance companies, which has been in and out of several different courts along the Coast for the last nine years, was compromised out of court recently, according to Attorney Charles A. Strong, who represented the insurance companies in the action.

The Union Iron Works of San Francisco has closed a deal with Norwegian parties for the sale of two 10,000-ton steamers which they are building for their own account. The sale price of the vessels was \$1,600,000 each. The vessels cost approximately \$1,000,000 to build. The steamers will be ready for delivery in February.

During June there were landed at the three British Columbia ports of Vancouver, Prince Rupert, and Steveston 2,658,000 pounds of halibut—363,000 pounds less, reports Vice Consul G. C. Woodward, than in the corresponding month of 1915. At Ketchikan, Alaska, 537,000 pounds were landed, while Seattle, Wash., received 1,716,235 pounds.

Captain T. P. H. Whitelaw, the marine wrecker, is reported to have bought the ill-fated steamer "Excelsior," which is lying submerged off Goat Island, from the United Engineering Works. The terms of the sale were not disclosed. The "Excelsior" was rammed by the turbiner "Harvard" off Meiggs wharf during a fog on the evening of February 7.

A suit for \$20,382 damages has been filed by John Peterson, a stevedore, against the San Francisco and Portland Steamship Company at Portland, Ore. Peterson was injured April 7, when, he says, fifteen sacks of flour fell on him while helping to load the steamer "Beaver." He was in the hospital for three weeks and is permanently injured, according to the complaint.

The "Terza Italia," built for the Papas Company, of Peru, has been launched at the yards of Schultze, Robertson & Schultze, South San Francisco. The vessel is 90 feet long, has a beam of 28 feet and a draft of 8 feet 6 inches, and will be driven by internal-combustion engines. She will cost when completed \$30,000, and will be used in the wine industry on the Peruvian coast.

A new shipping company to be known as the Mercantile Marine Company has been incorporated to engage in a general buying and selling business. Capital, \$500,000. According to Harry P. Franklin, one of the incorporators, the headquarters of the new company will be in San Francisco. Other incorporators include Leon E. Morris, R. C. Burnett, C. M. Morehouse and L. A. Fiala.

Rapid progress in the development of a 30-foot channel at the mouth of Coos Bay is being made by the Government dredge "Colonel P. S. Michie," according to advices received by the United States Engineer in Portland. A channel of that depth has been opened up across the bar proper at the mouth of the bay, and the dredge is now at work inside, where a quantity of material must be removed.

The auxiliary schooner "June," recently launched at Portland, whose home port will be New Orleans, has been chartered by W. R. Grace & Co. to load some 650,000 feet of lumber at Portland for Panama at \$18 per M feet. Upon discharging she will load mahogany at Panama for New Orleans. A second vessel of the same type will be launched about the time the "June" goes into commission.

The keels of the steamers to be built by Fulton & Logan on Mormon Island, San Pedro, have been laid. The two steamers are being constructed for Sudden & Christenson and J. R. Hanify & Co. One steamer will be named the "Edna Christenson" and the other the "Lucinda Hanify." The hulls will be completed within eight months and the vessels towed to San Francisco, where the machinery will be installed.

The two turbiners, "Yale" and "Harvard," will be completely overhauled and painted by the Pacific Alaska Navigation Company before they go on schedule for their new owners. The galleys and saloons on both vessels will be refitted and many changes made. The boats will remain the same color, except for the smokestacks, which will be painted buff, with the Admiral line standard, a lifebuoy and flags, on the sides.

The Coos Bay Lumber Company has contracted with the Kruse and Banks Ship Yard for the construction of a wooden vessel to replace the steamer "Nann Smith," recently

sold. The vessel will be built in five months and equipped with turbine engines. The new craft will be 260 feet long, with a 50-foot beam. She will carry 1,250,000 feet of lumber in packages, and ply between Coos Bay and San Francisco. The cost of the new craft is estimated at over \$200,000.

The Admiral line, owners of the steamer "Admiral Watson," sunk at the Seattle Port Commission Bell-street pier last August, and not raised until the following November, were billed recently for \$445.50 dockage charges. The offer of \$200 made by the steamship company was accepted by the Port Commission. The Port Commission held that even though the vessel was at the bottom of the sound, she blocked the slip and dock and hence was liable for charges as if berthed during that period.

Minority stockholders of the Alaska Packers' Association will appeal to the courts for relief if the combine led by William Salomon & Co., Balfour, Guthrie & Co. and William Fries persist in offering \$154.50 a share for stock held by the "small fry." Henry F. Fortmann, president of the association, said that he was not against the combine on principle, but he opposed the merger on the terms proposed by Balfour, Guthrie & Co. and associates. It was four, Guthrie & Co., and associates. It was worth \$250 a share. According to an official of the association, the men who have been buying salmon stock have made millions of dollars. Stock in the corporation was quoted January 1 of this year at \$164 and \$165 a share.

Look Tin Eli, of the Canton Bank of San Francisco, and president of the China Mail Steamship Company, confirms the report of the purchase by his company of the steamer "Nile," a former Pacific Mail liner. The vessel flies the British flag, and at the outbreak of the present war was commandeered by the British Admiralty for use in Far-Eastern waters. She has just recently been released. Mr. Eli says it is the intention of the company to just as soon as possible put the vessel on the run between this port and the Orient in conjunction with the "China," which they purchased from the Pacific Mail and retained under the American flag. The "Nile" is a vessel of 3135 tons net, built at Glasgow in 1893; she is at present at Newport, England, where she will be renovated and put into first-class condition before being turned over to her new owners.

An official count by the Oakland City Clerk's office of the returns from the special election, show that in 19,888 votes cast out of the 70,000 registered votes, the proposition of amending the charter to permit F. M. Smith to lease the western water front for a period of ninety-nine years passed by a majority of 1750 votes. According to City Clerk L. W. Cummings, 10,819 were cast in favor of the proposition and 9069 against it. The heaviest vote was cast in the western part of the city adjoining the affected territory. This district is incidentally the Senatorial district from which State Senator Edward J. Tyrrell was elected. Tyrrell was one of the strongest opponents of the proposition and signified his intention on the public platform of using his best efforts to block its ratification in the State Senate. According to Mayor John L. Davis and former Mayor Frank K. Mott, who also opposed the proposition, the fight has only begun, and their best efforts will be used to prevent the water front, which they describe as the finest asset of the city, from going into the hands of Smith and his backers for a lifetime.

Six months of toil, in the face of discouragement and more or less ridicule, recently won Melvin A. Taylor, veteran wrecker, a \$10,000 prize in the form of the old Pacific Mail steamer "City of Panama." The "City of Panama" was brought to the surface by Taylor, after lying at the bottom of Mission Bay, opposite the Union Iron Works, since February 2, 1915, when she went down in a northwester. The "City of Panama" has on board 500 tons of coal, which will pay the salvage cost. She is still good for a barge, and prominent shipping men speculated that at the present prices she will bring \$10,000 or even more as a barge. Prior to the sinking of the vessel she was bought by the Rolph Navigation Company from the Pacific Mail for \$8000 and converted into a coal barge. Shortly after she went down in a northwester, the Rolph Navigation Company abandoned her to the Government. For some time, she being a steel vessel and a menace to navigation in Mission Bay, Government engineers considered using dynamite. Taylor came forward and offered to save the vessel, which he successfully accomplished.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

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(Continued on Page 11.)



# Coast Seamen's Journal

Published weekly at San Francisco

BY THE

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Established in 1887

PAUL SCHARRENBERG .....Editor  
I. M. HOLT.....Manager

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## NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, AUGUST 30, 1916.

## LOAD LINES AND BULKHEADS.

Secretary of Commerce Redfield has asked about 40 of the leading American shipbuilders, presidents and general managers of principal American steamship companies, and best-known naval architects to meet at his office Wednesday, September 27, for an exchange of views on the subject of load lines and bulkheads, and on other phases of the construction of steamers on the ocean and the Great Lakes as related to those subjects.

Notwithstanding the frequent assertions made in the plutocratic press about burdensome laws, rules and regulations affecting American ships, the United States is almost alone among maritime nations in having no regulations governing load line. During recent years the American merchant marine has grown so rapidly that this subject can not longer be postponed—indeed already during the European war American ships have been saved from embarrassment and delays to commerce for lack of load-line regulations only by resort to temporary expedients.

The subject of bulkhead and hull construction was considered at the recent International Conference on Safety of Life at Sea, and the American delegates had an important part in framing the chapters of the international convention on that subject. But the United States has as yet taken no steps to give effect to these portions of the international convention. The subject is difficult and our future as a shipbuilding and maritime nation is involved in a right beginning along the lines indicated by the convention.

Just what co-operation may be expected from the presidents and general managers of American steamship companies is rather difficult to understand. In the past these gentlemen have been the most energetic and consistent opponents of practically all proposed legislation which would prevent overloading. However, we hope for the best and sympathize with Secretary Redfield and his task.

## BURSTING THE BUBBLE.

As the most unreasonable opponents of the La Follette Seamen's Act, the San Francisco Chronicle and the New York Times have easily taken the lead in distorting facts, misquoting official interpretations, and maliciously falsifying of all matters pertaining to the new legislation.

Just about a year ago the San Francisco Chronicle printed a sort of editorial obituary of the Pacific Mail Steamship Co., in which the death of that "great corporation" was pictured as a "public calamity," and the poor "Seamen's bill" was roasted to a frazzle because it had "driven the company out of business."

But even while the Chronicle raved things began to happen which proved conclusively that the Seamen's bill had no more to do with the death of that particular corporation than the morning dew.

A Chinese corporation promptly purchased one of the proud Pacific Mail liners and continued running that vessel in the same trade and under the Stars and Stripes. A year has passed and the Chinese corporation has made money running an American steamship under all the pernicious (?) provisions of that awful Seamen's bill. In fact, very recently that same Chinese corporation has acquired another large liner for use in the transpacific trade.

Now something even more startling has happened. The corpse of the corporation, known as the Pacific Mail Steamship Co., has come back to life again. An American steamship, the "Ecuador," flying the house-flag of the Pacific Mail, has already sailed from San Francisco for the Orient, with others to follow. And no other than Joseph P. Grace, a director of the American International Corporation, owners of the Pacific Mail Steamship Co., is quoted by the Chronicle as saying that "the Pacific Mail is in the Oriental trade to stay."

But the object of the Chronicle's spite and abuse, the much maligned and long-suffering Seamen's bill, is still the law of the land. And the boughten press has earned a place in the coffin just evacuated by the slumbering corpse.

Truly, Longfellow had them "sized up" in his 'Translations:

"When by night the frogs are croaking,  
Kindle but a torch's fire—  
Ha! how soon they all are silent!  
Thus truth silences the liar."

## JAPANESE DEMAND INCREASE.

A recent issue of "The Heimin," a little Japanese Socialist paper published at San Francisco, contains the following highly encouraging account of healthy unrest among seamen in Japan:

Employees of the Japan Mail Steamship Co. are demanding thirty per cent. increase of wages. The J. M. S. S. Co. is the largest concern of its kind in the Far East. "They will not yield to the demand easily, but employees are ready to strike now!" says a home news item. In Japan the sailors are not organized into a real union, but they are all members of a benevolent society. This institution is called the Sailors' Home, and is largely controlled by the capitalist class. To be employed in any ocean-going vessels the seaman must first become a member. The society has a large fund and exercises a powerful influence. Like the members in the early friendly societies of England, our sailors too are beginning to utilize the organization for their own purpose, as they are now demanding the increase of wages through the society.

The record of trade unionism shows that, after all, man was not made to mourn.

## A WELL-EARNED VICTORY.

With the passage by the Senate of the workmen's compensation bill for Federal employes, a long, hard-fought campaign is brought to a close. The bill has already passed the House by a vote of 286 to 3 and the President will sign it without hesitation.

With few amendments the Kern-McGillucuddy bill is the model workmen's compensation bill which was drafted by the American Association for Labor Legislation in 1913 and introduced at their request by Representative Wilson, now Secretary of Labor. Nearly 100,000 letters have since been sent out and thousands of dollars spent by the Association in campaigning for this bill which had the endorsement of organized labor.

Hitherto Federal employes have been in a most unenviable position. Approximately one-quarter of them were given some small measure of protection by the wholly inadequate law of 1908. The rest could not even sue for damages when injured, because the Government cannot be sued.

The new compensation law applies to all of the 480,000 employes of the Federal Government and provides compensation during disability at the rate of two-thirds of the wages lost. It also provides medical attendance and liberal death benefits. In its provisions the bill is more liberal than any State law, and has been commended as an example of careful draftsmanship. The passage of this bill is also significant because the adoption of adequate compensation standards by the Federal Government cannot fail to have a beneficial effect upon State legislation.

## CREDIT WHERE CREDIT IS DUE.

As a logical and proper sequence to the settlement of the San Francisco longshoremen's (freight handlers) strike the Waterfront Workers' Federation has adopted the following self-explanatory resolutions by unanimous vote:

Whereas, Mr. Henry M. White was appointed by the Secretary of Labor, Hon. William B. Wilson, to represent the Department of Labor as conciliation commissioner in the strike inaugurated on June 1 by the Pacific Coast District of the International Longshoremen's Association; and

Whereas, In his capacity as conciliation commissioner, Mr. White displayed rare tact, clear judgment and great patience and forbearance in dealing with the complicated and difficult questions arising from the strike, and labored earnestly and ceaselessly to effect a settlement based upon justice to both parties to the controversy; therefore be it

Resolved, By the Waterfront Workers' Federation, in regular meeting assembled, at San Francisco, Cal., this 23rd day of August, 1916, that we express our sense of deep appreciation of the services rendered by Mr. White in bringing about a better understanding and more friendly feeling between employers and employees and in restoring industrial peace in this port; further

Resolved, That the thanks of this Federation be tendered to Hon. William B. Wilson, Secretary of Labor, for the personal interest he has taken in bringing about a settlement of the recent strike by his friendly advice and by appointing Mr. White to act as mediator therein; further

Resolved, That this resolution be recorded in the minutes and that a copy thereof be forwarded to Hon. William B. Wilson and Mr. Henry M. White.

In connection with the settlement of this strike attention is again directed to the pamphlet containing the inner history of the strike. This pamphlet was published by the Waterfront Workers' Federation in order that all seamen and longshoremen along the



Pacific Coast may learn the whole truth from authoritative sources.

The Federation hopes that a careful perusal of the pamphlet in question will help to convince the organized workers of the absolute necessity for a more regular attendance at union meetings, and induce them to take a greater personal interest in all the affairs of their respective unions.

If that much only is accomplished it can not be said that even this bungled and mismanaged strike has been a failure—for a strike always succeeds in proportion as it arouses thought.

#### "FREEDOM?"

The official orator for the San Francisco Chamber of Commerce says his organization wants "to create an atmosphere of industrial freedom, freedom from all unreasonable oppression or obstruction, freedom from paralyzing legislation, freedom from excessive taxation, freedom from unwarranted interference of any kind."

Emma Goldman never said more in one mouthful.

But Mr. Koster is not an anarchist. Far from it.

The industrial freedom for which he craves means freedom to exploit the unprotected workers.

Freedom from unreasonable oppression or obstruction means freedom to impose long hours and short pay upon unorganized workers.

Freedom from paralyzing legislation means the repeal of the Workmen's Compensation law, the Women's Eight-Hour law, the Child Labor law and all humanitarian legislation enacted over the protest of the greedy, grasping profit-mongers who are banded together in the Chamber of Commerce.

Freedom from excessive taxation means the repeal of the Income tax, the Inheritance tax and every other tax which has been levied of late upon the swollen fortunes of plutocracy.

And finally, Mr. Koster wants "freedom from unwarranted interference of any kind." Well, we don't know just what this Dollar apostle of freedom has in mind by unwarranted interference, but it is just possible that he has reference to all undesirable citizens, such as walking delegates, ministers of the gospel, newspaper editors who dare to tell the truth, and in fact every human being with an ounce of manhood.

Oh, what a glorious freedom this Koster person wants to install in our beautiful city!

"Kosterizing" dear old San Francisco by the aid of a million dollar corruption fund!

Can they do it? Never!

An Italian Government decree has been issued placing all port and dock laborers under military control. The move is for the purpose of interdicting strikes during the effort to relieve the ports of immense quantities of merchandise and war materials waiting there. There has been some agitation among the men for higher wages of late.—Press item.

Similar decrees have been issued from time to time by practically all countries engaged in the war. Still we have in our own Republic so-called "labor leaders" who would, if they could, lead us pell mell into compulsory military training and all that goes with it. If ever there was urgent need for eternal vigilance in the councils of labor, it is right now. Don't let others do all the thinking and voting. Attend your union meetings whenever possible and do your full duty as a union man by word and by deed.

#### DISSECTING THE SHIPPING RING.

##### The "Australian Worker's" Caustic Comment Upon British Shipowners, Freights and Matters Related Thereto.

The purchase of a line of steamers for the Commonwealth Government by Prime Minister Hughes is a stroke of business that may truly be described as Something Big.

The price paid—two million pounds for fifteen ships—may be rather high; or, all the surrounding circumstances taken into consideration, it may be comparatively low. That is an aspect of the affair that need not worry us just now.

The thing that matters is, that the Government has got the vessels, and thus has laid the foundations of a true Socialist Navy—a Navy of Peace; an Armada of more importance to the progress of Australia than the greatest fleet of dreadnoughts that ever sailed the seas.

We are well aware of all that can be said for the fearful floating batteries that rule the waves—that without their protection the ships of peace would quickly take a voyage to the ocean depths and never be seen again.

And maybe, under the conditions of mingled madness and murder that Capitalism has brought to pass, there is a lot of truth in that. But we look forward to the day—distant thought it doubtless is—when these conditions will no longer exist; and the chief value of the new purchase is, that it will help to bring that day a little nearer.

There will always be war while there are vast conflicting interests fighting for supremacy in the world's markets—gigantic aggregations of capital into which the spirit of greed has infused an obscene semblance of life, so that they reach out ravenously for food, and struggle fiercely with one another for any sustenance within sight.

The most momentous work in which mankind can engage, therefore, is the smashing of these capitalistic monsters, and everything which strikes a blow at them is worthy of our loud applause.

That is why this paper welcomes the purchase of ships by the Prime Minister. It aims a shrewd stroke at one of the most dangerous of all the ravaging combines of capital—the unscrupulous Shipping Ring.

What a time the owners of ships within the Empire are having! If the war that is ruining the workers of the world had been providentially designed for the benefit of British shipowners it couldn't have fulfilled the purpose better.

The Imperial Government has needed a tremendous number of transports for troops, munitions, and stores, with the result that the scarcity of bottoms left for mercantile service has enabled the shipowners to raise freights to a height unprecedented in the history of exploitation.

There has been a perfect orgy of legalized plunder on the high seas. Neither Paul Jones nor Captain Kidd, nor any other of the scoundrels of old who gathered a fabulous booty from the waves, in his wildest dreams of successful piracy ever imagined anything to compare with what is actually going on to-day.

He ran the risk, moreover, should he meet a British man-o'-war, of suddenly finding a watery grave a hundred fathoms deep; whereas the modern pirate can carry on his depredations right under the protecting muzzles of British guns!

Australia has been raided by these privileged buccaneers with a ruthless audacity. They have levied toll upon every port; they have exacted tribute from every industry. Nobody have they spared; their thieving hands have not scorned to squeeze the lean purses of the poor.

The fifteen boats just purchased won't change all this. It would be foolish to pretend they could have such a revolutionary effect. But they give us some reason to believe that the time is approaching when the capitalistic freebooter will find his occupation gone as far as Australia is concerned, and the "freedom of the seas" will be something more than a mocking euphemism for the tickling of long ears.

Before the war, this buying of boats by the Commonwealth would have been met with shrieking prophecies of disaster by the capitalist papers and politicians. To-day they either breathe a cold commendation, or a half-hearted criticism or are eloquently silent.

It is a Socialistic step, but is so necessary in the highest interests of the country that the blindest and bitterest Tory can perceive it.

Last year's surplus of wheat, destined for Europe, still lies in the sheds. Ships had to be found to carry it over the oceans, and the patriotic pirates were licking their chops in anticipation of a splendid haul.

Freight rates rose till they bumped against the skies, and made the very stars blink in amazement.

The country was in trouble; the fiends of war were fiercely assailing it. What better opportunity of plunder could pirates desire? They prepared to take advantage of the nation's agony.

The fifteen big boats have spoiled their

(Continued on Page 10.)

## OFFICIAL.

#### SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Aug. 28, 1916.

Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping medium.

JOHN H. TENNISON, Secretary pro tem.  
Maritime Bldg., 59 Clay St. Phone Kearny 2228.

Victoria, B. C., Aug. 21, 1916.

No meeting. Shipping medium; prospects uncertain.

REGINALD TOWNSEND, Agent.

Room 11, De Cosmos Block, 1424 Government St.

Vancouver, B. C., Aug. 21, 1916.

Shipping dull; prospects uncertain.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Aug. 21, 1916.

No meeting. Shipping medium; men scarce; prospects uncertain.

H. L. PETTERSON, Agent.

2016 North 30th St. Tel. Main 808.

Seattle Agency, Aug. 21, 1916.

Shipping dull.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Aug. 21, 1916.

No meeting. Shipping dull; prospects uncertain.

E. J. D. LORENTZEN, Agent pro tem.  
P. O. Box 6. Tel. Main 557.

Portland Agency, Aug. 21, 1916.

Shipping fair; prospects uncertain.

JACK ROSEN, Agent.

44 Union Ave. North. Tel. East 4912.

Eurcka Agency, Aug. 21, 1916.

No meeting. Shipping dull.

OTTO DITTMAR, Agent.

227 First St. P. O. Box 64. Tel. 159.

San Pedro Agency, Aug. 21, 1916.

Shipping medium; prospects uncertain.

HARRY OHLSSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Aug. 14, 1916.

Shipping dull; prospects poor.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

#### MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Aug. 24, 1916.

No meeting. Shipping fair for waiters.

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, Aug. 17, 1916.

No meeting. Shipping fair.

LEONARD NORKGAUER, Agent.

Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Aug. 16, 1916.

No meeting. Shipping fair; a few members ashore; prospects slow.

HARRY POTHOFF, Agent.

P. O. Box No. 54.

Portland Agency, Aug. 21, 1916.

No meeting. Shipping medium; few members ashore, scarcity of waiters and galley-men.

THOMAS BAKER, Agent.

89 Second St. N. Phone Broadway 2306.

#### DIED.

Louis Wilson, No. 1150, a native of Norway, age 42, was drowned from the schooner "A. M. Simpson," at San Pedro, Cal., Aug. 22, 1916.

The steamer "Elihu Thomson," owned by the Pacific Cold Storage Company of Tacoma, has been chartered by the United States Fisheries Bureau to take a cargo of supplies north to the Pribiloff Seal Islands, where three men, with their families, look after seal herds, and there are seven men in charge of the wireless station. The steamer will also take supplies for 300 Indians on the two islands of St. Paul and St. George. The total cargo will be 800 tons. The vessel will sail September 2 or September 3.



### THE BLACKLIST.

Although the word "blacklist" or "boycott" is of comparatively recent origin, the practice of blacklisting and boycotting, if disassociated from any connection with labor disputes, has been resorted to since the dawn of history. The Jews shunned the Samaritans. The Pharisees boycotted the Publicans. In Greece, for many years, the people ostracized their unsuccessful claimants for political preference. In Rome many of the best Romans were made outcasts, and even the church, in the Middle Ages, used this method through the interdicts of excommunication.

The history of France and England and all of Continental Europe is replete with instances of boycotting and blacklisting.

In America the boycott was first used in our own trouble with Great Britain, leading up to the Revolutionary War. Following the Stamp Act of March, 1765, the Boston, New York and Philadelphia merchants resolved to cease importing British goods until this obnoxious measure should be repealed. Retail merchants refused to sell British goods and customers refused to buy them. We had the Daughters of Liberty and the Sons of Liberty all actively engaged in a most effective boycott directed against Tory merchants. The Boston Tea Party was the climax of this boycotting campaign. Many of the State legislatures, the Continental Congress and numerous seaports passed boycotting resolutions, and after the war this practice was even resorted to between the States.

It is thus seen that blacklisting and boycotting have proven a potent weapon for many centuries in the hands of the state and church, organizations of the farmers and of political rebels—in fact, by all classes and groups of the population. Only in recent years the United States Supreme Court, our highest tribunal—some would say the real government of the United States—has approved of blacklisting when practiced by employers. Organized labor has contended for years that it is within its right to boycott, and Congress, with the approval of President Wilson, has declared that Labor may boycott.

It is therefore not surprising that the allied nations at war in Europe should now resort to this method of warfare. It is surprising to find American people so easily susceptible to the political bunk occasioned by this boycott and circularized under a cloak of respectability and the euphonious term of states-craftsmanship.

The danger in the proposals approved in the economic union at the conference in Paris, and in which all allied nations participated, is not in its blacklist and boycott, to hasten the termination of the war. If this arrangement will shorten the war to any degree and hasten a fair and equitable adjustment between the nations at war, and again establish a world's peace, then the losses and inconveniences incurred by the neutral nations may be happily accepted as a contributing element toward a peaceful solution to this unfortunate world's conflagration.

It is, however, the moral duty of this country, in the interests of peace and good will to all men, that any reasonable measure of developing production and exchange of goods among the Allies does not prolong into an economic war after the ending

of the disasters of the present European conflict. It is the duty of the American workingmen not to give reinforcement to any extreme of protectionism of which the working classes of all countries must bear the cost, nor permit one nation to develop by placing undue economic restrictions upon another, and which will, at the same time, prove a source of certain future conflicts.

American labor cannot view with complacency the annihilation of the economic life of any nation.

The recent developments strongly emphasize the righteousness, far-sightedness, resourcefulness and absolutely fair-mindedness of the American Federation of Labor in declaring:

"The nations engaged in the war have the right to determine their own policies, and the American labor movement does not propose any interference with this right of each nation. The war was caused by conditions and influences for which we are not responsible and the beginning of which it is not now our mission to discuss. Any effort on the part of our country to intervene now would be interpreted as partisan, and hence a violation of neutrality. Only by holding aloof from all movements, however well intentioned, until the right time to influence our Government to interfere can the labor movement be in a position to be most helpful in the constructive work of preparing regulations for international adjustments. The matters with which we are mainly concerned, and which it is our duty to help determine, are those things which have to do with reorganization at the close of the war and the establishment of agencies to maintain international justice, and therefore permanent peace between nations.

"At all previous congresses of this type the matters considered have been purely political and have been determined from the viewpoint of professional diplomacy which is concerned with statecraft rather than with the larger problems of national statesmanship and the general welfare of the masses of the people. Since the welfare of the wage-earners of all nations is largely affected by international regulations, in all justice it should be given primary consideration in the deliberations of a World Peace Congress."—American Photo-Engraver.

### COAL IN CALIFORNIA.

The records of the State Mining Bureau of California show a production of coal in California as early as 1861. At that time it was one of the 16 coal-producing States and, relatively, of some importance as a coal producer. During the later part of that decade and throughout the following decade the coal production of California exceeded 100,000 tons annually and reached a maximum of 236,950 tons in 1880. Since 1881 the production has been irregular, having been influenced chiefly, up to the beginning of the present century, by the imports of Australian and British Columbia coals, the receipts of Australian coals depending principally upon the wheat production and shipments from the Pacific Coast. Since 1900, however, according to the United States Geological Survey, with the great increase in the production and use of petroleum which began in that year, coal production in California has fallen off.

### SELF-INFLICTED WOUNDS.

Much has been said about the Indian troops, who seem to have been disappointing on the whole, and who broke before the gas at Ypres, so that the Germans might have got through to the sea but for the rally of the Canadians. Still, the poor things are in a cold season, in a strange land far from home, and they are paralyzed by this artillery business, to which kind of warfare they are perhaps less accustomed even than the others. More, too, about self-inflicted wounds of which there are many; for, as Sir George says, the skulkers in an ordinary war such as that in South Africa simply lag behind, whereas here the men must go into the trenches where a panic may seize them and where there is no officer's back to keep your eye on and to follow where he may lead. These wounds appear to be particularly common among the Indians. In a recent large convoy of wounded, there were, say, 50 wounds of the left hand, 5 of them among the white and 45 among the Indians troops—a disproportion too great to be a mere accident of figures. The men, when questioned, explain that the top of the trench gets shot away by the enemy's fire and that they have to push the earth and sand bags back with their left hands. Powder stains, of course, would tell; but they have learned to interpose something—formerly a piece of wood until the splinters found in the palm were recognized as a tell-tale. It's difficult to tell in many cases, and the Indian sergeants would hardly peach on their own men. If men are suspects or if actually caught, punishments are inflicted; but I do not know that there have been any executions hereabouts for this offense, as has been true elsewhere.—Dr. Harvey Cushing, in the Yale Review.

### A NEW TERROR OF THE SEA.

The Dutch technical journal "Prometheus" indicates that there is building, in Germany, a submarine cruiser of 5000 tons and of 400 feet in length, "as strongly protected and armed as medium-sized protected cruisers." The propelling machinery is said to develop 18,000 horsepower, to give a speed on the surface of 26 knots, and when submerged of 16 knots. The radius of action is from 18,000 to 20,000 nautical miles, which would enable the vessel to travel from the Baltic to Japan without replenishing the fuel bunkers. No particulars are available as to guns, but it is said that the vessel will have 30 torpedo tubes, and that in addition to torpedo in each tube there will be carried two reserves for each tube, making 90 in all. Provision is also being made for carrying over 100 mines, and for dropping them through the bottom of the ship. All this may be accurate, although the number of the torpedo tubes seems large, even for a vessel of 400 feet in length, especially in view of the great space which will require to be given up to the propelling machinery. That developments in submarine design are probable there can be little doubt.—Shipping Illustrated.

The agitator can afford to soar as far as Pegasus will carry him; but the leader must stay within reasoning distance of his fellows.



**"THE TRADE UNION WOMAN."**

The JOURNAL is indebted to Lillian Bishop Symes for the following review of "The Trade Union Woman," by Alice Henry (Appleton Co., \$1.50 net):

In writing "The Trade Union Woman," Alice Henry has performed a rare service both to woman and to labor in America. It is a concrete and concise account of the activities of women in the labor movement of the United States, past and present. While Miss Henry cannot be classed as an impartial investigator, she brings to her task a wide experience and sane judgment that will recommend the book to all who desire an insight into industrial problems and their relation to the feminine half of humanity.

It will no doubt surprise many to learn that trade union activities among women are not a growth of the last ten or fifteen years. Accustomed as we are to think of woman's invasion of the labor world as something recent and new, the fact that the first women's strike in this country took place amongst the mill operatives of Dover, N. H., in 1828, seems almost incredible. In the history of the women's unions which occupies the first few chapters of the book, it is shown that the transitional period between 1820 and 1850 in which the introduction of machinery displaced the hand-work of women sewers and weavers, forcing them into mills and factories, was a period of intense industrial unrest in which strikes were of frequent occurrence.

Down through the period the Knights of Labor, through the formation of the American Federation of Labor, Miss Henry traces the progress of the women's unions to the comparatively recent organization of the Woman's Trades Union League. The innumerable strikes of the garment workers in New York, Philadelphia and Chicago, the heroism shown by the girl workers, make dramatic reading—epics of labor's struggle for freedom.

The most disheartening thing in the history of women in the labor movement is the lack of continuity in their resistance. Goaded into desperation by oppressive conditions, strike after strike has been called and often won, only to have all concessions lost to them in the years which follow the strike, through lack of virile organization. There can be no doubt that this trouble as well as the difficulty of organizing women, generally, is largely due to the fact the women consider themselves temporary factors in industry, workers only so long as they are unmarried.

In the chapter on Immigration and Organization, the author points to the need of a more comprehensive program for the handling of women immigrants with whom the employers beat down the efforts of the organized factory workers on the Atlantic Coast.

That the labor movement must face this question with a wider sympathy, she holds to be very evident. The need for women organizers in the American Federation of Labor, the absolute necessity for woman suffrage as an added weapon in the hands of the workers, are thoroughly discussed. The book concludes with a chapter on Trades Union Ideals and Policies.

It is particularly fitting that the male trade unionist should digest the contents of Miss Henry's admirable work. He must learn sooner or later that women are permanent factors in the industrial world, rightly and

logically so as a result of the development of machinery and the decline of home industry. The book will help him to face this problem in a more intelligent manner than he has heretofore displayed.

**SOME CATCH.**

All San Pedro (Cal.) records for a week's catch by one boat were broken recently when the fishing boat "Jupiter" brought in 55,122 pounds of fish. The "Jupiter," owned by the Vitalich Bros., has a crew of eight men, each one of whom received over \$220 for his week's work, the proceeds being divided equally allowing one share for the boat and one for gear.

The "Jupiter" was fishing for the Fishermen's Fish Company, and brought in four catches. The first trip netted 16,395 pounds of barracuda which sold for \$819.75.

The second catch was 18,495 pounds of barracuda which sold for \$659.80, the price having dropped one cent per pound.

The third catch was 16,232 pounds of yellowtail which sold at 2 cents per pound, bringing \$384.64.

The last catch was mixed and sold for 6 cents per pound, over 4000 pounds having been brought in.

Altogether, 55,122 pounds of fish were brought in during the week, selling at \$2267.77.

According to W. H. Wickersham, manager of the Fishermen's Fish Company, all records were broken by the "Jupiter." Many other large catches of fish are reported, the fish apparently are running at the highest pitch reached so far this season.

The "Jupiter" since the scuttling of the "California" is the largest boat fishing for the Fishermen's Fish Company.—San Pedro Pilot.

**MULES AND MEN.**

The last issue of the Industrial Bulletin, published by the Colorado Fuel and Iron Company "for the information of employees," is devoted exclusively to the subject of "Humanity and the Mine Mule." The C. F. and I. Co. is the Rockefeller institution, which controls in great part the mines of Colorado and which figured so prominently in the Ludlow massacre of miners and their families, through the gunmen they employed to suppress organization among their employees.

This wonderful paternal institution, which a year ago announced the formation of a hand-made union of its own, under the inspiration and guidance of "Halo Johnnie," is now devoting its energies to the saving of the mule.

"The inhuman abuse of live stock or negligence resulting in its death," says the Bulletin, "is a prominent paragraph in the list of offenses posted at the mines and coke ovens, for the commission of which a workman is liable to discharge without notice."

Wondering at the change of heart that has struck this paternal institution, we turned over a page of the Bulletin and in a quiet corner found this significant item: "The company owns about a thousand mules, the average value of which is \$157 each." Then the reason dawned on us, for mules cost money and men don't.—The Union Leader.

Labor will never realize its rights until it recognizes its wrongs.

**NOTICE TO SEAMEN.****IMPORTANT.**

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,  
V. A. OLANDER, Secretary.

**LAKE DISTRICT, I. S. U. of A.****LAKE SEAMEN'S UNION,**

328-332 West Randolph St., Chicago, Ill.

**BRANCHES AND AGENCIES:**

BUFFALO, N. Y. ....55 Main Street  
Telephone Seneca 936 R.  
CLEVELAND, O. ....1401 W. Ninth Street  
Telephone Bell Main 1842.  
MILWAUKEE, Wis. ....133 Clinton Street  
Telephone South 240.  
ASHTABULA, O. ....21 High Street  
Telephone 552.  
NORTH TONAWANDA, N. Y. ....152 Main Street  
Telephone Bell 2762.  
DETROIT, MICH. ....15 Twelfth Street  
Telephone 3724.  
SUPERIOR, WIS. ....1721 N. Third Street  
Telephone, New, Broad 385.  
BAY CITY, MICH. ....108 Fifth Avenue  
OGDENSBURG, N. Y. ....70 Isabella Street  
CONNEAUT, O. ....922 Day Street  
SOUTH CHICAGO, Ill. ....9142 Mackinaw Avenue  
PORT HURON, MICH. ....517 Water Street  
ERIE, PA. ....107 E. Third Street

**MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.****HEADQUARTERS:**

71 Main Street, Buffalo, N. Y.  
Telephone Seneca 48.

**BRANCHES:**

CLEVELAND, O. ....1185 W. Eleventh Street  
CHICAGO, ILL. ....406 N. Clark Street  
MILWAUKEE, Wis. ....151 Reed Street  
DETROIT, MICH. ....27 Jefferson Ave., East  
SUPERIOR, Wis. ....1814 Fourth Street  
OGDENSBURG, N. Y. ....70 Isabella Street  
BAY CITY, MICH. ....108 Fifth Avenue

**MARINE COOKS AND STEWARDS' UNION.****HEADQUARTERS:**

406 N. Clark St., Chicago, Ill.  
Telephone Main 365.

**BRANCHES:**

Buffalo, N. Y. ....Toledo, O.  
Cleveland, O. ....North Tonawanda, N. Y.  
Milwaukee, Wis. ....Superior, Wis.  
Ashtabula, O. ....Erie, Pa.

**UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.****MARINE HOSPITALS:**

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

**RELIEF STATIONS:**

Ashland, Wis. ....Ogdensburg, N. Y.  
Ashtabula Harbor, O. ....Oswego, N. Y.  
Buffalo, N. Y. ....Port Huron, Mich.  
Duluth, Minn. ....Manitowoc, Wis.  
Escanaba, Mich. ....Marquette, Mich.  
Grand Haven, Mich. ....Milwaukee, Wis.  
Green Bay, Wis. ....Saginaw, Mich.  
Houghton, Mich. ....Sandusky, O.  
Ludington, Mich. ....Sault Ste. Marie, Mich.  
Manistee, Mich. ....Sheboygan, Wis.  
Erie, Pa. ....Superior, Wis.  
Menominee, Mich. ....Toledo, O.



## WEEKLY NEWS LETTER.

(Continued from Page 3.)

would be helpless, for under the rules the conferees' report is not subject to amendment and must be voted on as a whole. Senator La Follette said:

"We will not permit to be put into this bill a line, a word, or a syllable that will give the conferees the opportunity to work out some legislation that will be framed up by six men and shall come in here in the conference report in a form that has to be accepted by the Senate."

Senators Martine of New Jersey and Reed of Missouri also combated the Gallinger amendment. The former declared that "a process that shall tend to wear out human lives is not good economy for a nation to pursue." He quoted General Crozier, chief of ordnance, United States army, and a stop watch advocate, to prove the "sweating" features of these systems. General Crozier said:

"The question remains to be answered how the process at the Watertown arsenal differs in kind from the class known as 'speeding up' or 'sweat shop' or 'slave driving' processes, so called. I take it that the essential difference lies in the character of the stimulation which is applied to increase the output."

Senator Gallinger became pessimistic at the onslaught against his amendment and acknowledged he did not expect it to pass. Unconsciously the New Hampshire lawmaker presented this exaggerated compliment to the collective wisdom of his colleagues:

"I am not rash enough to believe that Congress has yet reached the point where it will refuse any demands the labor unions of this country shall make upon it."

## Clayton Law Approved by Undermyer.

Samuel Undermyer, authority on commercial law, has issued in pamphlet form his recent address before the Commercial Law League, at Atlantic City, N. J., wherein he stated:

"A long stride in the direction of progress was made when Congress wrote into the Clayton Act the sentiment that human labor is not a commodity in connection with certain exemptions of labor organizations from the laws aimed at trusts."

In favoring workmen's compensation, and old age, sickness and enforced unemployment legislation, he said:

"It is the part of good bookkeeping to carry a depreciation account to cover the wear and tear on mechanical machinery as a part of the cost of the product. The time has come when provision must be made for the wear and tear on the human machinery engaged in the industry, which is quite as much a part of the cost of production as is the wear and tear on the plant."

He gave indorsement to the income tax and declared that "the toiling masses are at last being encouraged to believe that the taxes of the future will be imposed on wealth, where they belong, and that hereafter their backs will not be bent under the ever-increasing burdens of government to the exclusion of those who should be made to bear them but have thus far escaped their just share."

"We must cut loose from some of our cherished prejudices. I am among those

who believe that our grand jury system should be discarded. It served a useful purpose but it has become a prolific source of oppression. It ought not to be possible in these days to brand a fellow being by an indictment resulting from a star chamber proceeding, in which only one side has had the opportunity to be heard. Every criminal prosecution should be inaugurated by a complaint supported in open court by sufficient legal proof to make out a prima facie case. The defendant should not be permitted to waive examination. It is in the interest of the State that the court should be satisfied that such a case has been presented and that the defendant should have the privilege of testing the sufficiency of the evidence before being called upon to answer before a trial jury."

## Courts Cramp Liberty.

In a special article published in a New York paper, Samuel Seabury, Associate Judge of the Court of Appeals, declares that courts have given the word "liberty" a different meaning from that intended by the authors of the fourteenth amendment to the Federal Constitution.

"After the Civil War," he says, "the fourteenth amendment was adopted primarily to secure the rights of the freed slaves, and this amendment was, of course, applied to the States as well as to the Federal Government. This amendment has been held to include corporations as well as natural persons, and the term 'liberty,' as used in the fourteenth amendment, has been given the widest possible interpretation with the result that a great deal of beneficial legislation ardently desired by the people has been annulled."

"A long list of really good laws have been lost because the courts have held that they violated that 'liberty' which is a creature of judicial interpretation and not what was intended by the framers of the Constitution."

"The courts must recognize that much of the modern social and labor legislation which seems nominally to offend against individual liberty is, in fact, designed to secure a wider and truer freedom than has ever before been known to man."

## Packers' Pension a Snare.

The Swift Company, Chicago, has announced that it will inaugurate a pension scheme without cost to its workers. It is estimated that the company employs 2000 men and women in Canada, and the Industrial Banner, official paper of the Toronto Trades and Labor Council, says:

"It is doubtful if at this stage of the development, intellectually and economically, any large number of the working people of Canada can be deceived by the old-age pension molasses which the American meat packing trust is now dangling before their employees. It is significant that this 'generous' non-contributing pension system is being held before the eyes of the packing-house workers at a time when there is an actual shortage in the kind of labor the packing houses demand."

"Old-age pensions and insurance against unemployment, sickness, etc., are most desirable, but if they are to be of any real benefit to the great mass of people compelled to sell their labor in a competitive

## Car Men Flock to Union.

Street car companies in New York have accepted the terms of settlement between President Mahon of the Amalgamated Street Car Men's Union and the New York Railways Company. Motormen and conductors are flocking to the new union and officials are preparing a wage scale and list of working betterments to be submitted to the companies.

The strike has thoroughly alarmed Brooklyn Rapid Transit, and President Williams has announced many changes in the Employees' Benefit Association, "as an appreciation of the loyalty of our employees," he says. President Williams has copied one trade union method. Hereafter trustees of the association will be elected by secret ballot. In case of a dispute between any department and such committees the matter will be referred to one man, "who will determine the matter in a fair and impartial manner."

President Williams announces he will do the "deciding." He also promises higher wages and better working conditions and warns his employees against the influence of "outsiders."

## Assails Rockefeller Plan.

The Rockefeller "union" is an unqualified failure, reports President McLennan of the Colorado State Federation of Labor to the annual convention.

"This plan has been advertised as a cure-all for labor's ills," he says, "but it has in reality failed to cure anything. They sought to give their non-union workmen something which would make them imagine they were organized. The plan is an unqualified failure from every standpoint but one. It has given the capitalistic press agents a chance to talk, write, and print."

## DISSECTING THE SHIPPING RING.

(Continued from Page 7.)

game. There is not enough of them to carry all our wheat. But there's enough of them to give the Government a firmer control of the situation, and enable it to exercise some restraint upon the excesses of the privateers. And to a large extent the nation will carry its own wheat to Europe's hungry markets, with its own sailors on the decks and its own captains on the poops.

And the enterprise will not end there. It will develop in other directions. Our ships of the Common Good will increase in numbers, and the pirate ships grow fewer and fewer, till the whole of Australia's sailings are in Australia's hands.

We do not flatter ourselves that the Social Revolution will be in sight when that happens. We don't cherish the delusion that the working class will be much better off, on a cash basis, than they are now.

But while the cash basis is a great deal, it is not everything. Before those who make the wealth can ever hope to enjoy the full results of their industry, the power of those who shake the wealth has got to be broken.

Monopoly must be destroyed before economic justice can be won. And this movement, now begun, must inevitably continue till there are no more private ships on Australian waters than private railways on Australian soil.

The Prime Minister was wrong when he said that "the Government line will not affect shipowners in the Australian trade." It will. It will affect them straight away, and more and more as the days go by.

He was wrong, too, when he said, "There is ample room for all." There is not. There is no room for the pirates. There is no room for the shipping monopolists who have exploited the country at all times, and who now, in its hour of tribulation, show it no mercy.

The organized workers of Australia, who placed in the Prime Minister's hands the power he is using, will never rest till all forms of social robbery are ended, and monopoly, whether on land or sea, has ceased to be a horror of the present and become a nightmare of the past.



## LISBON.

The discussion which has centered round Portugal of late, as to what she has done and has not done, is going to do and is not going to do, in connection with the war, has often brought Lisbon into the news. Few cities of the world have a more eventful history than the capital of Portugal. It began well; that is to say, Lisbon enters the confines of history clad in a wonderful tradition almost rivaling that of the Romulus and Remus story of Rome. Its name is a modification of Olisipo, also written Ulyssippo, and it was very generally declared to be the very city founded by Ulysses in Iberia. It was quite in vain that the great historian Strabo declared that Ulysses' mythical city was not situated on the mouth of the Tagus, but rather in the extreme southwest corner of Spain, amidst the mountains of Turdetania; the tradition retained its position in popular estimate, unshaken, after the manner of all such traditions.

Under the Romans, Olisipo became a municipium, and was given the epithet Felicitas Julia; but it was not until the decline of the Roman Empire in the west was complete, and its fall an accomplished fact, that Lisbon entered upon those stirring times which characterize so large a part of its long history. Three years before the sack of Rome in 410, Alaric, the great Visigothic chief of the fourth century, captured Lisbon, and the Visigoths remained in possession for three centuries. Then came the Moors. They brought armies against it, took it in 711, and gave it the name of Lashburna. It shared in all the glories of the Moorish occupation, but its position, hard by the famous crusaders' route to Syria, made it a great point of Christian attack. It was the first point of Moslem Spain attacked by the ubiquitous Norman in 844, and when Alphonso I. of Portugal, taking advantage of the decline and fall of the Almoravid dynasty to add the provinces of Estremadura and Alemtejo to his new kingdom, he was aided in his attack on Lisbon by English and Flemish crusaders on their way to Palestine. That was in 1147, and after a siege lasting several months, the city yielded. Then, some forty years later, the Moslems returned, as it were, to the charge. A powerful kalif had arisen, one Abu Yakub, and he marched an army against the city on the Tagus, but his enterprises failed, and shortly afterwards there set in that definite decline in the Moorish power in the peninsula which resulted some centuries later in their final expulsion.

The fourteenth century was a period of great changes and chances for Lisbon. In 1373 the town was burned by the Castilian army under Henry II., and some eleven years later the Castilians again attacked the city, but this time without success. And so it went on until affairs became more settled, and with the establishment of the Portuguese empire in India and Africa, Lisbon increased greatly in wealth and splendor. Then came the ascendancy of Spain, and for sixty years, from 1580 to 1640, Lisbon was reduced to the position of a provincial town under Spanish rule, and it was from the mouth of the Tagus that the Great Armada sailed for English waters in 1588. In 1640, however, the town was captured by the Duke of Braganza and

the independence of the kingdom restored. By the Spanish occupation Lisbon had not reached the nadir of her fortunes. At the beginning of the nineteenth century came the French invasion. This was followed by the Peninsular war, the removal of the court to Rio de Janeiro, the loss of Brazil, revolutions and dynastic troubles, all of which resulted in the steady decay of the capital, and it was not until after the accession of Pedro V., in 1853, that its fortunes began to revive once again.

Lisbon is above all things beautiful for situation. The view from the river of its white houses, rising up amidst trees and gardens in a succession of terraces, has been compared with that of Constantinople or Naples from the sea.

## PROPORTIONAL PATRIOTISM.

Governor Whitman of New York says that it is the duty of every citizen of the United States to be patriotic. Patriotism, according to the dictionary, means the love of one's country. It is an undeniable fact that we love a thing in direct proportion as we receive benefit from it. It naturally follows, therefore, that those receiving the greatest benefit from that organization known as the United States would have the greatest love for it and consequently would offer the greatest resistance to its invasion and absorption by another power. Reasoning along these same lines, we would call Governor Whitman's attention to the following statistics compiled by the United States Treasury:

Twenty people in United States have incomes over \$10,000,000; 100 people, \$1,000,000 to \$10,000,000; 500 people, \$500,000 to \$1,000,000; 2,000 people, \$100,000 to \$500,000; 100,000 people, \$50,000 to \$100,000; 21,000 people, \$30,000 to \$50,000; 75,000 people, \$20,000 to \$30,000; 100,000 people, \$10,000 to \$20,000; 200,000 people, \$5,000 to \$10,000.

Here are over 500,000 men whose interests are vitally bound up in the integrity of the United States. Judged by the principle we have laid down, they should love their country with a fervor that would bring the blush of shame to a poor wage slave at an average wage of less than \$500 per year. And if they fought with an intensity proportional to the benefit they receive from the United States, they could whip their weight in 42-centimeter shells.

We highly recommend this hunch to Governor Whitman for the proposed defense army.—Jamestown (N. Y.) Free Press.

A social survey, made on behalf of Trinity Church, New York City, has discovered that within a stone's throw of the church are slums where several families sleep in the same room. Out of 1,398 females, 34.8 per cent. are illiterate, and, speaking generally, the condition "beggars description."

He that forbids me to speak according to my own sense, experience and practice, may as well enjoin an architect not to speak of building according to his own knowledge, but according to that of his neighbor; according to the knowledge of another and not according to his own.—Montaigne.

Demand the union label upon all purchases!

## Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

## International Seamen's Union of America

(Continued from Page 5.)

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## Agencies:

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## Branches:

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PRINCE RUPERT (B. C.), Canada, P. O. Box 968.

## UNITED FISHERMEN OF THE PACIFIC.

ASTORIA, Oregon, P. O. Box 138.

## BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.

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## Labor News.

Travelers' Goods and Leather Novelty Workers' Union has called a strike in every shop in Chicago. Employers refused to renew the old agreement or to sign a new one. The union demands eight hours, small wage increases and some consideration for the unorganized boys and girls employed in this industry. These latter joined with their fellows in the strike. About 1,100 employees are affected.

After a three weeks' conference at Winnipeg, Manitoba, representatives of the Brotherhood of Railway Car Men and the Canadian Northern railroad have signed a new schedule which raises wages about 10 per cent. and provides for better working conditions. All points between Port Arthur and Vancouver are covered in the agreement.

Organized waiters and cooks of Rochester, N. Y., won their strike against the larger hotels in that city and nearby summer resorts. Better working conditions and higher wages have been secured. President Florio, of the International Union, together with Buffalo and Cleveland union officials, assisted the strikers, who were told that solidarity made union shop agreements possible in these two lake cities.

Congressman Mann, Republican House leader, blocked an attempt to raise wages of compositors and bookbinders in the Government printing office, which had been passed by the Senate. When the bill was called up for consideration Congressman Mann objected, thus forcing it off the unanimous consent calendar. Unionists are now fearful that this matter will not be reached again during the present session of Congress.

The new wage scale of Street Car Men's Union in Dubuque, Iowa, took effect last week. For the first six months wages are raised from 17 to 20 cents an hour; second six months, 20 to 21 cents; second year, 22 to 23; third year, 24 to 25; fourth year, 25 to 26; fifth year and thereafter, 26 to 27. About 60 per cent. of the 100 employees are within the five-year section of the agreement, which means an immediate increase of 2 cents an hour.

Piano, organ and musical instrument workers are strengthening their organization for the purpose of demanding a living wage and decent working conditions. At a mass meeting held in Chicago it was stated that these workers are among the lowest paid mechanics in the country, the rates ranging from 15 to 45 cents an hour, the latter rate applying to about 1 per cent. of those employed. The hours vary, according to the mood of the employer, from 9 to 12 per day.

Since the Pennsylvania workmen's compensation law became effective on January 1, more than 1,200 children have been spared the humiliation of seeking charity, and with their mothers and other women relatives have been benefited to the extent of \$1,800,000. Besides these benefits the law has provided efficient medical attention for nearly 150,000 breadwinners who have suffered because of industrial accidents. It is stated that fatality cases are settled on an average within 11 days after the widow files her claim for compensation.

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Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Anderson, Ole A. Mathisen, Martin  
Anderson, A. C. Magnusen, Lars  
-1108 McDonald, W. A.  
Anderson, G. (Cas- Mortensen, K. A.  
sie) Macfarlane, Jas.  
Abrahamson, John Machads, Henry  
Anderson, John McIntosh, James  
Anderson, N. G. Mletenen, John  
Anderson, Alf. 1638 Morrisay, James  
Anderson, Albert Mynkmyer, H.  
Aekerson, A. R. Nelsen, Edward  
Astad, Ole Newman, J. S.  
Behm, A. Newland, Ernst  
Benson, D. Nolan, James  
Benson, C. A. -1894 Nygren, Gus  
Bergstrom, A. Nashis, P.  
Bach, M. Naro, H.  
Billstein, K. Nielsen, Estwan  
Brennan, P. Nilsen, Feder  
Bessen, George Nitske, C.  
Berg, Johannes Nygard, Oluf  
Bjerke, Ole Olsen, A. M. -941  
Bock, J. Olsen, J. E.  
Cahin, A. Olsen, Hellef  
Carruthers, M. Olsen, Harald  
Christensen, -1366 Olsen, Ole  
Chudelm, G. Olsen, C. A. -1303  
Carlson, Gust Petersen, Bjarne  
Cottingham, F. Pietzman, L. D.  
Duncan, Geo. Puhlicates, Aug.  
Ekwall, G. Petersen, A. -1720  
Erikson, J. R. Peterson, W.  
Erbe, L. J. Peterson, R. S.  
Espedal, J. Peterson, Calle  
Evans, J. Powers, James A.  
Edwards, Louis Rivers, John  
Fenes, I. Rostoln, A. M.  
Ferguson, R. Rasmussen, John  
Fredericksen, B. J. Reaves, N. R.  
Gabrielsen, P. Rosenwald, I.  
Gerber, Fritz Salvesen, Soerdrup  
Gilroy, Wm. Sandell, F. F.  
Hansen, N. -2072 Sanseter, Paul  
Harrison, H. Schultz, W.  
Halvorsen, John L. Schellen, C.  
Haug, G. H. Schnelle, W.  
Jacobson, Julian Schmidt, E. H.  
Jacobson, Anton Seeley, T.  
Janson, Olaf Shankat, H.  
Jensen, Hans Stein, Herman  
Johansen, Eric Stammerjohan, C.  
Johansen, Oscar Strasdin, A. W.  
Jorgensen, Olaf Samsing, C. J.  
Junge, H. St. Clair, T.  
Jensen, Hans Swanson, R.  
Johanson, Aug. Samuelsen, W. L.  
Jonsson, Karl Schaurman, W.  
Jullson, C. A. Torvik, Olaf  
Knutsen, Pete Tjormen, K. M.  
Korki, J. Tuligowski, Carl  
Koch, W. Taft, Hans  
Kjorsvik, Johan Thorsen, Andrew  
Kristiansen, Nils Uskila, E.  
Lewis, James Valentinsen, G.  
Lindroth, Gust Walters, Aug.  
Lani, Gus Wernersen, L.  
Lander, B. Wicksten, A.  
Lunderson, Carl Wetland, John  
Laamanen, J. Westerlund, Albert  
Lalan, Jas. Walsh, Ed.  
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## Tacoma Letter List.

Adolfsson, Gottfrid Melngail, M.  
Bratt, F. H. Nielsen, Niels -751  
Carlson, Gustaf Olsson, Per  
Hodson, H. I. Peel, Peter  
Jacobson, Gustaf Simonson, Sigvard  
Jensen, Hans -1555 Soter, Erik  
Lundgren, Carl Sutominen, Oskar  
Magnusson, Ernest Svensen, John  
W. Ullman, Emil  
Marks, Thorwald Vigen, Elias  
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## INFORMATION WANTED.

Alfred Pettersen Hilland, a native of Bergen, Norway, age 44, is inquired for by his brother, Randolph Pettersen. Anyone knowing his whereabouts please notify Sam Anderson, 100 Steuart St., San Francisco, Cal. 7-26-16

Gumersindo Fernandez, formerly messboy on steamer "Watson," should call at the offices of Nathan H. Frank, 1215 Merchants Exchange Bldg., San Francisco, and receive salvage money due him from S. S. "Camino." 8-30-16

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Contreras, Julio Kustel, Victor J.  
Kyrkslatt, Lars Kynowsky, A.  
Lawrence, Harry Ingebretsen, Alf.  
Melanders, G. L.

## Alaska Fishermen

Arentse, John Koester, Ernst  
Ast, P. Kester, Erich  
Brormare, Adolf Knudsen, O.  
Carey, Arthur L. Larsen, Martin  
Frost, H. C. Nelson, Chas. R.  
Hakanson, John Noland, Edvard  
Jansen, Jacob Odland, Sven  
Jansson, Axel J. Petersen, Andrew  
Johnsen, Harry Werner, Chas. J.  
Johnsen, August Wilhelmson, Seth

## INFORMATION WANTED.

Ingvold Andreas Hansen, alias Andrew Hansen, a native of Norway, age about 36; tall, dark; last heard of July, 1905. His address then was, Andrew Hansen, Karluk, Kodiak Island, Alaska. He is inquired for by his mother. Anyone knowing his whereabouts please notify Staff Captain Robert Smith, district officer, native work, Alaska, Box 925, Wrangell. 4-13-15

Olof Pedersen, a native of Norway, age about 60, supposed to be sailing on the Pacific Coast, is inquired for. Anyone knowing his whereabouts please notify J. T. Miles, 761 Greenwich St., New York, N. Y. 2-16-16

Anyone knowing the whereabouts of Thomas Rowe (now aged about 74), who was at one time a seaman and longshoreman on the Pacific Coast and also served in the Pacific Coast Navy Yards, will greatly oblige inquiring relatives by supplying such information. Address, Editor, Coast Seamen's Journal. 1-5-6



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H. SORENSEN, Proprietor  
CIGARS, TOBACCO,  
CONFECTIONERY, FRUIT AND  
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ing, Trunks, Valises, Etc.

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Tel. Main 8295 ROSENSTEIN BROS.

**Portland, Or., Letter List.**

|                    |                     |
|--------------------|---------------------|
| Andreasen, N. S.   | Johansson, Chas.    |
| Anderson, N. P.    | -2407               |
| Anderson, Nils     | Jarwinen, John      |
| Anderson, Rasmus   | Karlsen, Ingvald    |
| Adolfson, John     | Kjer, Magnus        |
| Andreson, Hans     | Kristensen, Wm.     |
| Anderson, Gotfrid  | Lindberg, A. C.     |
| Benson, S.         | Lange, Peter H.     |
| Bernhardsen, Chas. | Larsson, Ragnar     |
| Bernadt, H. W.     | Ljungstrom, John    |
| Brien, Hans        | Larsson, C. -1632   |
| Bosse, Geo.        | Molen, Derk von     |
| Carlson, Gustaf    | Nygren, Gust        |
| Dybdal, Olaf       | Ohlsson, J. W.      |
| Erickson, Eric     | Oglove, Wm. A.      |
| Edstrom, John      | Paulson, Herman     |
| Eriksen, O. H.     | Palm, P. A.         |
| Flsher, Fritz      | Roos, Oscar         |
| Hoten, J.          | Rensmand, Robert    |
| Henriks, Waldemar  | Rosenberg, Adolf    |
| Hagen, Arthur      | Ryberg, S.          |
| Helm, M.           | Smith, John         |
| Hylander, Gust     | Swanson, John L. V. |
| Jespersen, Martin  | Schroder, Paul      |
| Jonsson, Karl      | Sward, A.           |
| Jensen, Henry      | Tuhkanen, J. J.     |
| Johansen, Nikolai  | Westengren, C. W.   |

**Aberdeen, Wash.**

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Very best union made Hickey Shirts,  
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GLOVES, OVERALLS, SHIRTS  
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Everything Guaranteed  
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Clothing

Huotari & Co.

320-322 So. F. St., Aberdeen, Wash.  
212 Eighth Street, Hoquiam, Wash.  
209 First Street, Raymond, Wash.

**INFORMATION WANTED.**

Patrick McFee, who was cook on  
board the schooner "Robert Henry"  
on a voyage to Mexico last year, is  
inquired for by the U. S. Shipping  
Commissioner, at San Francisco, Cal.  
9-15-15

Adolph Godfred Eriksen, born in  
Moss, Norway, is inquired for by  
his brother, Herman Eriksen. Any-  
one knowing his whereabouts please  
notify W. Nielsen, 206 Moravian St.,  
Philadelphia, Pa. 5-26-15

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advertisers, always mention the Coast  
Seamen's Journal.



Named shoes are frequently made in  
Non-Union factories

**DO NOT BUY ANY SHOE**

no matter what its name, unless it bears  
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or Porter,

As a guarantee that it is  
Union Made

**Aberdeen, Wash., Letter List.**

|                    |                     |
|--------------------|---------------------|
| Albers, George     | Lindgren, Ernst     |
| Anderson, William  | Lindroos, A. W.     |
| Anderson, John     | Lundkvist, Alarick  |
| Anderson, Chris    | Leedham, Max        |
| Anderson, A. P.    | Lehman, Richard     |
| Andersen, Andrew   | Lindbeck, Leonard   |
| Burmester, T.      | Ludvigsen, Arne     |
| Bjorklund, G.      | McLeave, John       |
| Benson, W. J.      | Nord, Karl          |
| Bowman, C.         | Malkoff, Peter      |
| Brogard, N.        | Malmberg, Ellis     |
| Bohn, Gus          | Nilsen, Harry       |
| Carlson, Gustaf    | Nielsen, C.         |
| Carlson, A. M.     | Nordman, Karl       |
| Crentz, F.         | Olesen, Ch.         |
| Christiansen, Did- | Olsen, W.           |
| rich               | Paaso, Andrew       |
| Carlson, Walter    | Pettersen, Karl     |
| Davis, Frank A.    | Peterson, Nels      |
| Dean, James        | Peters, Walter      |
| Donaldson, Harry   | Risenius, Sven      |
| Erickson, O. H.    | Rudt, Walter        |
| Gronroos, Oswald   | Robertson, A.       |
| Gueno, Pierre      | Scheftner, Bernhard |
| Grass, Chas.       | Sandqvist, Gunnar   |
| Grass, Thos.       | Stenwall, Sigurd    |
| Gronlund, O. -414  | Scarabosio, M.      |
| Harley, Alex       | Scmidt, Emil        |
| Halmross, A.       | Toves, H. C.        |
| High, Edward       | Toren, Gustaf A.    |
| Hansen, Ove Max    | Tammi, E.           |
| Hansen, Jack       | Thornland, J.       |
| Hansen, Thorleif   | Wendt, Walter       |
| Johnson, Alex      | Williams, T. C.     |
| Johnsen, Carl      | Waalder, Edgar      |
| Jensen, L. M. P.   | Wagner, Ed.         |
| Johansen, A. Harry | Wedqvist, Axel      |
| Johanson, John     |                     |
| Johnsen, Walter    |                     |
| Johnson, Alexander |                     |
| Johnsen, F. -1723  |                     |
| Johnsen, Hillmer   |                     |
| Krause, Otto       |                     |
| Kuldsen, John      |                     |
| Koster, Walter     |                     |
| Kottler, William   |                     |
| Lindholm, John     |                     |

**INFORMATION WANTED.**

Hans Nilson, a native of Tons-  
berg, Norway, was last heard from  
at Mobile, Ala., is inquired for by  
his mother. Anyone knowing his  
whereabouts kindly notify Louis  
Donald, Norwegian Vice Consul, 77  
St. Francis St., Mobile, Ala. 12-22-15

Oscar Olsen, age 37, a native of  
Hallarna, near Gothenborg, Sweden,  
who was sailing on the Great Lakes  
about three years ago, is inquired  
for by John V. Olsen, Sun Com-  
pany, Marcus Hook, Pa. 5-26-15

Hugo Carlson Ljung, age 29, a  
native of Gothenborg, Sweden, was  
last heard from in a Cable Boat on  
the Atlantic Coast, is inquired for  
by his brother. Anyone knowing his  
whereabouts please notify John Carl-  
son Ljung, Jungmansgatan 5, Goth-  
enborg, Sweden. 1-12-16

Knut Jensen, No. 5018, a member  
of the Lake Seamen's Union, a  
native of Denmark, is inquired for  
by his wife, Lieschen Jensen, of  
Tangemunde, A/Elbe Ostenerweg,  
No. 7, Germany. Anyone knowing his  
whereabouts please notify the Lake  
Seamen's Union, 133 Clinton street,  
Milwaukee, Wis. 4-14-15

**Port Townsend, Wash.****FRANK STHEVENS**

Deals exclusively in Union-Made  
CIGARS, TOBACCO, ETC.

Call at his old Red Stand on  
Water Street, Port Townsend  
Next door to Waterman & Katz

**INFORMATION WANTED.**

Paul Laux, American, age 23, 6  
feet tall, who was last heard from  
about 4 years ago at San Jose, Cal.,  
supposed to be a sailor, is inquired  
for. Anyone knowing his where-  
abouts please notify his father, Carl  
Laux, 112 E. 28th St., Los Angeles,  
Cal. 6-21-16

Adolph Krakan, last heard of at  
Port Pirie, January, 1912, and again  
in March, 1913, from Warumbo, 118  
miles from Adelaide, South Australia,  
is inquired for by his mother at  
Hamburg, Germany. 8-25-15

Otto E. Bickel and John Sherman  
Bickel, brothers, who have not been  
heard of for many years, are in-  
quired for by their sister. They are  
both tall, light complexioned, and  
blue eyes. Any information regarding  
their whereabouts will be highly ap-  
preciated. Please address Miss Laura  
Bickel, 1591 East Ninety-third street,  
Cleveland, Ohio. 4-14-15

Any information regarding Wilhelm  
Kuhme, age 27, a native of Germany,  
who was supposed to have been  
drowned in the wreck of the steam  
schooner "Francis H. Leggett," Sep-  
tember 18, 1914, will be thankfully re-  
ceived by the German Consul, San  
Francisco, Cal. 1-19-16

Fred Marjama, a native of Russia,  
age 36, has not been heard from  
since 1908, at Buffalo, N. Y. Anyone  
knowing his whereabouts please  
notify his brother, J. Marjama, 51  
South St., New York, N. Y. 9-1-15

Bernard Baasen, a native of She-  
boygan, Wis., a former member of  
the L. S. U., who was last heard  
from at Milwaukee, Wis., April 29, is  
inquired for by his mother. Anyone  
knowing his whereabouts please no-  
tify Mrs. Sophie Baarsen, 561 Clinton  
street, Milwaukee, Wis. 7-5-16

**Home News.**

The Board of Estimate of New  
York has adopted measures restrict-  
ing the height of buildings in cer-  
tain zones of the city. This is said  
to be the first legislation of this  
sort in America.

A fire of unknown origin on the  
pier of the Lehigh Valley Railroad  
in Jersey City caused an explosion  
of dynamite and munitions awaiting  
shipment. It is estimated that 20 to  
40 persons were killed, and \$20,000,-  
000 in property destroyed.

It is not at all improbable that one  
of the sixteen women running for  
office in California at the coming  
election will land a seat in either  
one or the other house of the State  
Legislature. If so, it will be the  
first time in the history of the State  
that a woman was ever elected to  
either house.

Organization of the Farm Loan  
Board which is to administer the  
rural credits system was perfected  
last week. In a brief speech Sec-  
retary of the Treasury McAdoo, who  
is ex-officio member and chairman,  
said this was the first legislation to  
provide financial aid for farmers on  
long time and easy terms since the  
foundation of the government.

Formal complaint charging Swift  
& Co., Armour & Co., Cudahy & Co.,  
Morris & Co., and other meat pack-  
ers with violating the anti-trust laws  
and engaging in unfair business  
methods and monopolistic practices,  
has been filed with the Federal Trade  
Commission by Representative Doo-  
little of Kansas. A prompt and  
thorough investigation of the live  
stock industry was asked.

"Regeneration," the organ of Mex-  
ican radicals, published at Los An-  
geles, which had been suppressed  
by the Postoffice Department, has  
been revived and re-issued by the  
Magon brothers, its former editors,  
who have finally succeeded in se-  
curing bail, pending appeal from  
conviction. The paper is still denied  
second-class privileges, but is being  
mailed under one-cent postage.

Expenditure upon the ocean-to-  
ocean Lincoln highway in the United  
States has already reached \$4,000,000  
and \$20,000,000 additional will be re-  
quired before the road is entirely  
completed. Because of construction  
already accomplished the automobile  
time between New York and San  
Francisco is said to have been re-  
duced from sixty to thirty days.  
Even if every foot of the highway  
were above reproach the trip should  
not be made in shorter time than  
this by people who do not care to, or  
who do not have to, travel by rail.  
As common folks understand it, the  
Lincoln highway is intended for  
tourists, not for racers.

California's ratio of population to  
automobiles is second to only that of  
Iowa, according to figures compiled  
by H. A. French, superintendent of  
the motor vehicle department. With  
a registration of 197,766, there is an  
auto for every 13.9 persons of the  
population. Iowa, with a registration  
of 176,000 cars, has a machine for  
every 12.5 persons. In New York,  
which leads all the States in the  
number of machines registered, there  
is only one auto for every thirty-six  
of the population. The number of  
registrations there is 274,479. Fol-  
lowing are the registrations in some  
of the other States: Illinois, 220,118;  
Ohio, 216,000; Pennsylvania, 202,542;  
Massachusetts, 114,276.



## Domestic and Naval

There is reported to be no hope for saving the Shaw, Savill & Albion liner "Matatua" ashore at Peters River, St. Marys Bay, N. F. The work of salving the cargo of lumber has commenced.

The "Fremona," ashore on Anticosti, on a voyage from Montreal, is owned by Cairns, Noble & Co., Newcastle, and insured on a value of £32,500, having been built in 1887, of 3028 tons.

Congressman Harrison has introduced a bill in the House for the establishment of Gulfport, Miss., as a port of entry and delivery for immediate transportation without appraisement of dutiable merchandise.

The stranded Russian barque "Avio" was sold by the underwriters' agent at Pensacola August 11 for \$1775. The vessel was bought by local parties. The "Avio" was beached during the early July storm.

Only about 300 tons of rye was saved from the cargo of the "Glitra" (No.), wrecked near Sandness, Shetlands, on a voyage from Baltimore for Skien. She was of 2250 tons, built in 1887 and owned at Bergen by H. Svanoe.

The excursion steamer "What Cheer," which for fifty years has ploughed the waters of Narragansett Bay, has been sold by the Providence, Fall River and Newport Steamboat Company to the Glen Island Corporation, New York.

The Norwegian steamer "Freda," which was wrecked on Alacran Reef during the Gulf hurricane, while on a voyage from Progreso to a Gulf port, has been floated and has arrived at Key West in tow of a tug. She is of 1813 tons, built in 1914 and insured on a value of £27,800.

The International Paper Company has chartered for at least one trip the new steel steamer "Munisla," which has just come around from the Great Lakes, and arrived at Chatham, N. B., August 15, to load about 1200 cords of pulpwood for Portland. The tug "Essex" left New York last week for Chatham, N. B., having in tow the barge "Svaland," which will load pulpwood for Portland.

The United States Bureau of Fisheries reports that on the last cruise of the "Fish Hawk" in Chesapeake Bay samples of grayfish meat, put up in brine, were distributed among crab fishermen and dealers, to test out its value and the possibility of introducing it as a substitute for some of the baits now on the market. Fishermen who have tried the grayfish state that it is a very good bait.

The discontinuance of Acapulco as a port of call for the steamers of the Pacific Mail Steamship Company and the closing of that company's important agency has not only deprived a large number of men of regular employment but has greatly reduced the importance of the port. This company's disbursements in Acapulco, when it was a port of call for all its ships, averaged \$10,000 (United States), a month. The sale and withdrawal from the coast trade of the steamers of the Compania Naviera del Pacifico, which until the latter part of 1914 made this port regularly and contributed much to its activities, served to still further reduce its importance and diminish the resources of labor.

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RICHMOND DISTRICT BRANCH, S. W. Corner Clement and 7th Avenue.  
HAIGHT STREET BRANCH, S. W. Corner Haight and Belvedere.

June 30th, 1916

|                              |                 |
|------------------------------|-----------------|
| Assets                       | \$63,811,228.81 |
| Deposits                     | 60,727,194.92   |
| Reserve and Contingent Funds | 2,084,033.89    |
| Employees' Pension Fund      | 222,725.43      |
| Number of Depositors         | 68,062          |

### San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Holt, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abrahamsen, Anton Anderson, Harry  
Abrahamsen, Berner Anderson, Ole  
Adelsen, John Anderson, Gustav  
Ahl, Einar T. W.  
Aho, Jno. Andersson, C. E.  
Ahokas, Ilmari Andersson, Erick  
Albertsky, Fritz -1781  
Alexanderson, Paul Andersson, G. -1229  
Alksen, Charlie Andersson, H. -822  
Andersen, C. -1716 Andersson, J. A.  
Andersen, Edward Andresen, A. -1635  
Andersen, George Apple, August  
Andersen, S. P. Ahls, Tobias  
Anderson, C. F. Arndt, Paul  
Anderson, Ernst Arnesen, Andrew  
Anderson, F. Asternum, Oscar  
Anderson, F. -1473 Autumen, C. A.

Backstrom, Folke Bjork, Rudolf  
Bang, Mauritz Blecke, Alf  
Bassen, George Blum, M. B.  
Baumann, Fritz Bobba, Romolo  
Bengtsson, Gottfrid Bohland, Karl  
Berg, Arvid Bohm, August -1421  
Berggren, Gust Brenen, Wm.  
Berglund, C. R. Brevick, John  
Bernert, Albert Brown, George  
Berntsen, Julius Bullock, Andrew  
Bertelsen, B. J. Burke, Andrew  
Bertelsen, Kristian Buse, Alfred  
Bessesen, Olaf Rushman, John  
Bey, O. -2248 Byars, A. T.  
Billstein, Karl

Carlson, Frank Chrestopherson, Chas  
Carlson, Hans Christensen, Erling  
Carlson, Alex Christensen, Hans  
Carlson, Gustaf Christensen, Louis  
Carlsson, Carl Christensen, Viggo  
Carlsson, Gustav Christiansen, L. P.  
Carlstrand, Gus Christiansen, N.  
Carroll, John J. -1093  
Cateches, Constantino Christison, Peter  
Catt, Fred Clausen, Ingeman  
Cavanagh, J. E. Conolly, Obit  
Creely, Tom Crosiglia, Giuseppe

Danielson, Dave Behlen, Gus  
Dahlkvist, Fred De Klerk, D. -925  
Danielsen, H. De Vries, Albertus  
Danielsen, N. Doyle, William  
Danielsen, Sigurd Dunn, Walter C.  
Davis, Frank E.

Eck, Carl Eriksen, Karl A.  
Edman, O. -557 Ericson, Arthur  
Egeland, Aron Ericson, Sigurd  
Eichler, Karl Ericsson, M. F. A.  
Ekblad, Ernst Erikson, E. -38  
Eklund, August Erikilla, Vilho  
Erikson, Charles Erikson, Nells  
Ekstedt, Harold Erikson, Sigurd  
Ellason, C. Esterberg, Gust.  
Ellison, Sam Evans, David  
Engstrom, Edward Evensen, Louis  
Engstrom, Erik

Fagerstrom, Oscar Fredriksen, F. M.  
Falconer, Joseph Fredriksen, H.  
Flek, Max Fricke, W.  
Fisher, Arthur Fritsch, Leonard  
Fjellman, Georg Fugelutsen, Th.  
Frank, C. Funk, Bruno  
Fredriksen, B. D. Furth, Richard

Gabrielsen, Peder Graugaard, L. J.  
Gansor, Joe Green, Teddie  
Gaupseth, Sigurd Greenbeck, Johan  
Gerner, Hans Gregersen, John  
Gibbons, Joe Gregg, O. F.  
Gonzalez, M. Griel, Ben  
Grabover, Martin Grundman, John  
Granberg, Fred Gudmundsen, B.  
Grant, Otto Gundersen, Jacob  
Grant, David Gunther, R. -756  
Graul, Aksel -1116 Gutman, Paul

Haave, Norvald Harrington, Michael  
Hagman, Jalk Hedenskog, John  
Hallowes, L. N. Heiberger, M. B.  
Hannus, M. Hein, M.  
Hannut, A. Heilsten, G. -2168  
Hansen, Carl Herlitz, Knud  
Hansen, C. -967 Hetherington, A. T.  
Hansen, C. M. Hole, Sigvald  
Hansen, E. Holm, Carl  
Hansen, H. M. Holmstrom, David  
Hansen, Viggo Holmstrom, O.  
Hansen, William Holsen, Henry  
Hanson, J. A. -1134 Houston, Robert  
Hansen, Marius Hubertz, Emil  
Hansen, M. -968 Hunter, G. II.  
Hansen, Nikolay Huotari, J.  
Hansson, Harold

Hilig, Theodore Isberg, Wicktor

Jackson, August Jensen, John F.  
Jacobsen, H. Jensen, J. K.  
Jacobsen, J. Jensen, L. E.  
Jacobsen, Gustaf Johannessen, Helge  
Jacobs, Fred Johannesen, Hans  
Jade, H. Johannesen, A.  
Jakobsen, Joakim -1487  
Jakobsen, Valdemar Johannessen, C. J.  
Jenkin, Fred Johannsen, Frits  
Jennings, George Jensen, Harry  
Jensen, C. -2318 Johnson, Louis  
Jensen, Hans P. Johnson, J.  
Jensen, Henry

Johanson, N. A. -280 Johnson, Ernst  
Johanson, C. -2407 Johnson, I.  
Johansson, Bernard Johnson, John  
Johansson, J. R. Johnson, Ole  
Johansson, Carl Johnson, Pete  
Johansson, W. Johnson, N.  
Johnsen, Jakob Johnson, Robert  
Johnsen, Walter Johnson, Sam  
Johnson, A. -1823 Johnson, C. A.  
Johnson, Carl Jorgensen, Robert  
Johnson, Dick Jorgensen, Walter  
Johnson, Elees

Kaasick, August Knappe, Adolph  
Kargar, F. Kneil, Alex  
Karlsen, Ingvald Knudsen, Conrad  
Karlson, Karl Knut, Alex  
Karr, Will Korsberg, Walmar  
Kaspersen, H. -1100 Kristensen, D. K.  
Kelly, Patrick Kristiansen, Hans  
Kesper, Karl Kroon, P.  
Kjipin, Matti Krull, Alex  
Kjet, John Kullman, L.  
Klattenhoff, Hans Kustal, Victor J.  
Kleishman, F. J. Kvalvik, Oscar

Lake, Andrew Lindroth, Carl  
Larsen, H. -1677 Lnk, A.  
Larsen, Herman Lorentsen, K.  
Larson, Edward Lorin, Christian  
Lato, Edvard Lorin, C. W.  
Law, John Lundberg, Torsten  
Leckalm, M. Lurtin, Paul  
Lind, W. Lutten, Theodore  
Lindbeck, L. Lutzen, Valdemar  
Lindberg, A. J. Lynch, James  
Lindh, N. V.

Maas, R. A. Matson, H.  
Maata, John Mayers, Paul M.  
Mack, Edward McCann, J. C.  
Macker, David McCusken, John  
Madsen, Georg McGlaslan, W. T.  
Magnussen, M. B. McKeating, R.  
Mangold, A. H. McManus, P.  
Mansfield, Harry Melander, G. L.  
Markmann, Heinr. Meislahn, Hans  
Markmann, M. -1073 Melson, William  
Markwardt, Cam Mickaelsen, John  
Martensen, J. C. Moberg, A. W.  
-2191 Mogensen, C.  
Mathews, O. Monsen, Berger  
Mathews, R. Moore, Chas. R.  
Mathews, Lewis Mora, J.  
Martinez, A. Mortensen, Georg  
Martin, H. Mulligan, Edward  
Martin, Eugene Murphy, Geo.

Nelson, Andy Nilsen, H. L.  
Nelson, Carl C. Nilsen, N. E. -609  
Nelson, N. R. Nilsen, Nils E.  
Nelson, N. E. -552 Nilsen, Oskar  
Nerby, Kristian Nilsson, Reinhold  
Nicholson, Otto Nor, Niels P.  
Nielsen, Harold North, N. P.  
Nielsen, Hugo Nowak, Andy  
Nielsen, H. J. Nurn, John A.  
Nikander, Einar Nutsen, Gus  
Nikind, Henry Nygren, Gus  
Nilsen, Hans Nymann, Oskar

Oberg, Mauritz Olsen, O. P. -1141  
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O'Brien, Jack Olsen, O. L.  
Odeen, P. Olson, Frank  
Olsen, A. -1303 Olson, Oskar  
Olsen, Adrian Olson, Otto  
Olsen, Albert Olsson, James  
Olsen, C. A. Olsson, J. E.  
Olsen, Hans Oseberg, Anskar  
Olsen, Herman Osolin, John  
Olsen, John Osolin, Oscar  
Olsen, John -1222 Osterberg, H.  
Olsen, John Osterholin, J. W.  
Olsen, L. E. Overwick, Thomas

Paulsen, James Peterson, W. G.  
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Valfre, George Vickery, Curtis  
Varnquist, Ernst Virtonen, Chas.  
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Vesgaard, Jens -269  
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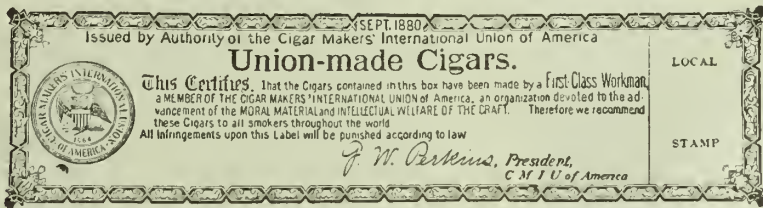
**INFORMATION WANTED.**

Edward Beahan, a native of Cali-  
fornia, supposed to be sailing on the  
Lakes, is inquired for by his brother,  
J. J. Beahan, 2003 Chestnut street,  
Oakland, Cal. 5-10-16

Eugene Martin, age 25, 6 feet tall,  
gray eyes, is inquired for by his  
mother. Anyone knowing his where-  
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Martin, 4231 15 N. E., Seattle,  
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there is nothing in the papers now-  
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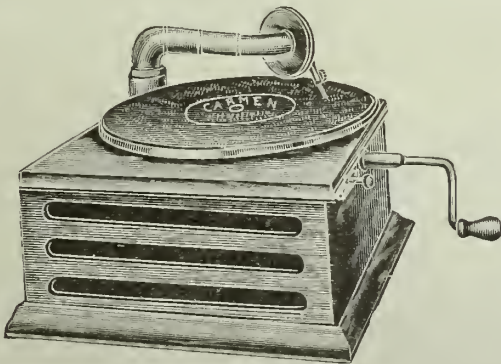
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CHICAGO, ILL.

**News from Abroad.**

According to a telegram from  
Hamburg, the Superior prize court  
acknowledges liability for the de-  
struction of the Danish schooners  
"Cocos," "Elna" and "Neptunus" by  
German submarines on June 12 and  
July 26, 1915, but repudiates any  
claims for cargoes and effects.

The Danish motor vessels "Ban-  
don," "Chumpon" and "Pangan,"  
which were sold recently to the  
Norwegian government, have been  
re-named "Folkvard," "Lidvard" and  
"Landvard," respectively. All these  
vessels were built at Glasgow in  
1909, and are of 3409 gross and 2183  
net tons.

The Portuguese government has  
authorized the publication of the an-  
nouncement of the inauguration of a  
service comprising thirty-two Ger-  
man steamships which have been  
seized. The vessels were turned  
over to various Portuguese shipping  
companies, who have agreed to pay  
a commission of 5 per cent. on the  
total amount of freight carried.

It is reported from Stockholm that  
a large Swedish Sea Insurance Com-  
pany is being formed at Gothenburg,  
with a capital of 3,000,000 kroner.  
Some of the largest shipowners in  
the country are the chief movers in  
the concern. The formation of this  
new company is mainly due to the  
difficulties experienced in covering  
sea insurance risks in Sweden but  
also to prevent insurance premiums  
going to foreign countries.

The German submarine "Deutsch-  
land" has safely returned to Bremen.  
Two British light cruisers, the "Not-  
tingham" and "Falmouth," were sunk  
in the North Sea by German subma-  
rines on August 19. One diver was  
sunk, the other was rammed, but  
reached a German port. The British  
claimed the sinking by one of their  
submarines of a German battleship  
of the "Nassau" type. Berlin later  
admitted that the battleship "West-  
falen" had been torpedoed, but had  
reached port only slightly damaged.

The Nova Scotia Legislature is  
discussing a bill for the encourage-  
ment of shipbuilding by exemption  
from taxation. The bill provides  
that all land, buildings and freehold  
property in actual use, in connection  
with any manufacturing establish-  
ment in Nova Scotia, established for  
the manufacturing of ships of iron  
or steel, or any combination of met-  
als of like character, or for manu-  
facturing in iron and steel, shall be  
rated and assessed for taxation for  
all purposes on a sum equal to the  
assessment thereof immediately pre-  
ceding acquisition for such manu-  
facturing purposes for a period of  
15 years from such acquisition.

With a lull in fighting, or at least  
in results, on the Russian and Italian  
fronts, and the sinking of the French  
and British drive in Picardy to  
something more like rapier thrusting  
than the broadax blows of a fort-  
night ago, the interest in the Euro-  
pean situation has passed like a flash  
to Saloniki. There a true battle of  
the nations began to develop, with  
Austrians, Germans, Bulgars and  
Turks holding back an array of  
English, French, Italians, Russians,  
Serbians and Montenegrins, estimated  
at close on to 1,000,000 men. Dur-  
ing the week Italy has finally de-  
clared war on Germany and a large  
Italian force was landed at Saloniki,  
evidence of the complete co-opera-  
tion of the Allies, and at the same  
time a division or so of Russians.



### With the Wits.

The Real Answer.—"Whom does the baby resemble?"  
"Every other baby that I ever saw."—Detroit Free Press.

His Way Out.—Wife—Do you object to my having \$200 a month spending money?"

Husband—Certainly not, if you can find it anywhere.—Judge.

As It Is To-day.—Penitentiary Guard—Convict 411 is not in his cell, sir!"

Warden—That's all right! He's still hunting for the ball he lost on the links this afternoon!—Life.

The Worst Possible.—Jones (to his grocer)—You seem angry, Mr. Brown.

Brown—I am. The inspector of weights and measures has just been in.

Jones—Ha, ha! He caught you giving fifteen ounces to the pound, did he?

Brown—Worse than that. He said I'd been giving seventeen.—Tit-Bits.

Nature-Faking.—A Long Island teacher was recounting the story of Red Riding Hood. After describing the woods and the wild animals that flourished therein, she added:

"Suddenly Red Riding Hood heard a great noise. She turned about, and what do you suppose she saw standing there, gazing at her and showing all its sharp, white teeth?"

"Teddy Roosevelt!" volunteered one of the boys.—New York Times.

Informed.—A famous scientist was present at a dinner at which one of the guests began to deride philosophy. He went on rudely to express the opinion that the word "philosopher" was but another way of spelling "fool."

"What is your opinion, professor?" he asked, smiling. "Is there much distance between them?"

The professor surveyed his vis-a-vis keenly for a moment, then, with a polite bow, responded:

"Sometimes only the width of a table."—Tit-Bits.

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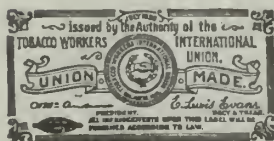
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the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

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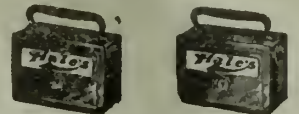


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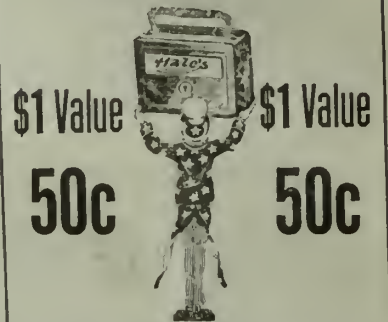
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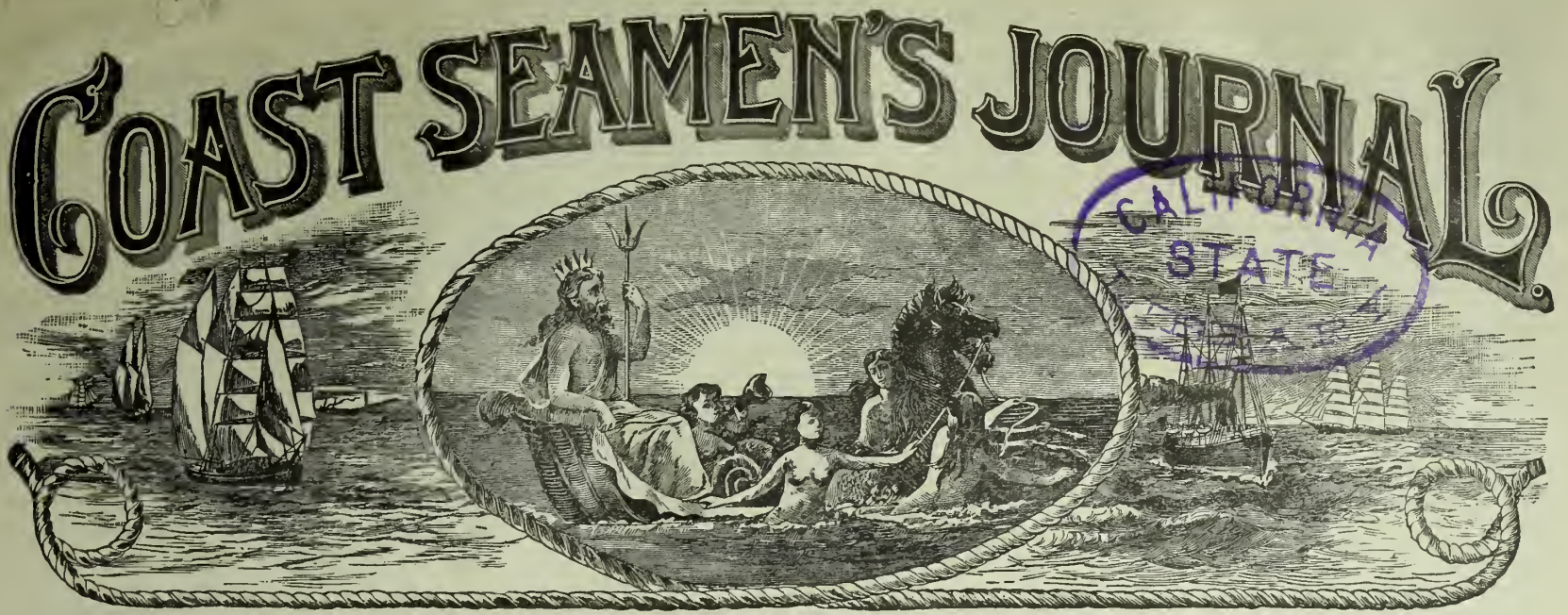
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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen.

Our Aim: The Brotherhood of the Sea.

Our Motto: Justice by Organization.

VOL. XXIX, No. 52.

SAN FRANCISCO, WEDNESDAY, SEPTEMBER 6, 1916.

Whole No. 2398.

## A "PLAIN ISSUE" ANALYZED.

### Why San Francisco Labor Crushers Pose as Philanthropists.

The Commonwealth Club of San Francisco maintains an open forum for the discussion of public issues. On August 19 Mr. Frederick J. Koster, President of the San Francisco Chamber of Commerce, addressed the Club on "Industrial Statesmanship in San Francisco." Mr. Koster's speech was generally regarded as the keynote of the organized employers who recently raised a million dollars to establish the so-called "open shop"—i. e., the non-union shop.

Subsequently the Presidents of the Central Labor and Building Trades Councils of San Francisco were asked by the Commonwealth Club to select a trade-unionist to present "The Labor Side of the Open Shop Conflict." The two Presidents honored the editor of this journal with a request to perform that task. Accordingly, on Saturday, September 2, the Commonwealth Club heard Labor's reply to Mr. Koster, as follows:

Mr. Chairman and Members of the Commonwealth Club: It is about fifteen years since a really determined effort has been made in San Francisco to break the back of the labor unions. At that time no serious attempt was made to bedef the issue. There were no hair-splitting and disingenuous words and phrases such as are being used in the present war upon the organizations of labor. Fifteen years ago the organized employers of San Francisco openly and arbitrarily "demanded the right to run their own business to suit themselves."

#### A New Variety of Charity.

The organized element in our community which is now engaged in a union-extinguishing campaign is not showing any such frankness and sincerity. To read the utterances of President Koster, quoted day after day in the public press, one would naturally gather that the so-called Law and Order Committee of the Chamber of Commerce was a charitable institution, generously devoting a million-dollar slush fund to the high work of saving labor from its own unwisdom and protecting the innocent working-man against himself. I could quote a dozen such misleading statements, but there is no need, for you have read them yourselves.

It is matter for thought, however, that the laboring man in this instance refuses, even fights against, this splendid philanthropy. He does not want such salvation. He will resist being saved, in this instance, with every cent at his command—and there must be a reason. There must also be a reason why certain financial interests of this community have been so liberal as to pour a million dollars into the coffers of this particular "charity."

This same group, the money power of San Francisco, is contributing to Belgian relief only about \$25,000 a year, and that is the most widely advertised charity history has ever known. A few weeks of whispering about "law and order," and behold, we are told a million-dollar fund has leaped into existence. It does not seem as philanthropic as Mr. Koster's statements sound. Nobody can resist the impression that our solid business men don't put up a million dollars unless they expect to get back at least a million

dollars—perhaps even a million and a quarter.

This business of hiding their real purpose of union-smashing behind such phrases as "law and order" would indicate that the Chamber of Commerce has learned by sad and bitter experience that an overwhelming majority of the people of San Francisco sympathize with the aims and aspirations of the men and women who are organized in trade unions. Something tells them that an open attack would not meet with support. So the employers' war cry of 1916 is not for the "right to run their business to suit themselves." Far from it. The million-dollar board of strategy of our own Chamber of Commerce does not propose to show its hand by a frontal attack upon the labor unions.

#### New Names for Old Issues.

This time it is to be a campaign for "law and order" and the "open shop." And I propose to show that "law and order" would not be altogether in the safest place if left in these hands alone, and that when they speak of the "open shop" they really mean nothing but the "closed" shop—closed to unions and to collective bargaining between employer and employee.

Truly, it must be conceded that the would-be union busters of San Francisco have grown and developed. They have learned that there are different ways of killing a cat.

As a preliminary, therefore, it has evidently been determined to give the cat a bad name. And, being in practical control of the press, they have set out to use that control to the limit. The plan is to create a general impression to the effect that the labor unions freely practice coercion, intimidation and violence, and that they depend upon such practices for their very existence.

For good measure, and as a sort of conclusive argument and convincing proof of good intentions, the Chamber of Commerce is widely advertising itself as the self-appointed guardian and protector of the non-union man in his inalienable right to work "how, when and where he pleases." This guardianship they are pleased to call "the declaration for the open shop."

Then, at some future day, when the stage has been properly set and when the public mind has been sufficiently poisoned and well prejudiced against the economic organizations of the workers it will be ever so much easier to crush and annihilate them.

#### "Nothing to Arbitrate."

In the meantime, according to the spokesman of the Chamber of Commerce, there is "nothing to arbitrate."

The Chief Executive of San Francisco, who has twice been elected at the primary because a majority of all the people trust him and believe in him, thought there was something to arbitrate and suggested a plan. His Grace, the Archbishop of San Francisco, beloved and respected by all classes in the community, thought there was something to arbitrate and readily agreed to serve under the Mayor's proposal. The Councils of Labor expressed their willingness to accept the arbitration offer. But the Caesars of the Chamber of Commerce, imitating

the three tailors of Tooley street, announced in grandiloquent voice and manner that law and order were "not arbitrable." And they allowed further that no one except themselves was competent to determine "the issue of the open shop." And, finally, that they would not consent to "cloud the plain issue which this community is eager to face."

There is no need to dwell upon the rather ludicrous aspect of a situation in which half a dozen men assume to speak for a community like San Francisco. But there seemingly is great need for a more thorough analysis of the "plain issue," so called.

First, have they the right to consider themselves the guardians of "law and order"?

It is unfair and unjust—yes, it is cowardly to attempt to create the impression that the 65,000 organized working people of this city are less law-abiding than the few business men who support the Chamber of Commerce. The trade unionists of San Francisco bitterly resent the slurs and the insinuations which have been hurled at them by the self-constituted purifiers of San Francisco. The trade unionists of San Francisco stand for "law and order" from A to Z and refuse absolutely to be placed on the defensive upon that issue. Moreover, they will not permit the successors of the defunct Citizens' Alliance to pose as paragons of virtue and civic decency when the plain record shows quite a different story.

#### A Few Pertinent Questions.

Who bribed and debauched the public officials of San Francisco?

Who is supporting the restaurant dives, and who owns the land upon which stand the houses of prostitution, in violation of the red light abatement law?

Who, on the floor of the Merchants' Exchange, urged the beating up of union men as a means of securing peace and quietness?

Who is raising a million-dollar slush fund, in part through disregard of the national banking act?

Certainly not the trade unionists of San Francisco.

True, the organized working people of this city have their black sheep. So have the merchants, bankers and lawyers. The trade unionists as a whole, however, believe in the fair and impartial administration of law by the regularly constituted authorities and they will resist to the bitter end every attempt of interested parties to intimidate or control any branch of the civil government of our city. Above all, they will not permit the "law and order" committee of the Chamber of Commerce to do so. For no other organization has such an unenviable record for opposing humanitarian legislation.

In Congress and in the Legislature the voice of the Chamber of Commerce has ever been heard in opposition to progress—against child labor laws, against our women's eight-hour law, against the workmen's compensation law and against all things that make manhood more noble, womanhood more beautiful and childhood more happy and bright. The municipality, State and Nation have recognized the justice of the



eight-hour work day. But the Chamber of Commerce, true to its past, is to-day making common cause with the interests that would deny the shorter work day to the railroad men and to the culinary workers of San Francisco. Such is the sordid record of the Chamber of Commerce.

Mr. Koster has referred to "the influence of organized labor on politics in San Francisco" as "an outstanding evil."

Truly, much depends upon a person's point of view.

Municipal operation of the Geary street car line was considered an evil by the Chamber of Commerce.

Abolition of the seamen's involuntary servitude was regarded as an evil by the Chamber of Commerce.

And, judging by recent events, the Chamber of Commerce is disposed to classify even our honored Mayor as an evil.

Time forbids a further enumeration of courageous men and progressive issues that have been branded as evils by the Chamber of Commerce.

Organized labor of San Francisco certainly has reason to be proud when its influence on politics meets with the disapproval of the small group of men who control the Chamber of Commerce.

#### "Labor's Lawlessness."

Mr. Koster has threatened to publish an alleged record of organized labor's lawlessness. We challenge him to do his worst, but respectfully suggest that he devote at least some of his attention to the crimes committed by some of his associates in the Chamber of Commerce.

The Sealer of Weights and Measures in one year condemned and confiscated 24,894 scales, weights, measures and packages, to protect the public from being robbed. We challenge Mr. Koster to publish the details.

The San Francisco Board of Health in a year was compelled to seize and condemn approximately 980,000 pounds of fish and meat and more than 105,000 pounds of provisions. We challenge Mr. Koster to publish the details.

The State Labor Commissioner during the course of a year in San Francisco handled 4,459 cases, principally violations of the women's eight-hour law, child labor law and defrauding employees out of their wages. We challenge Mr. Koster to publish the details.

Thousands of sacks of produce have been held in the warehouses until they rotted. Tons of live fish have been hauled directly from the fishermen's boats to the glue works and fertilizing plants. Thousands of tons of fresh produce has been destroyed and dumped into the bay.

All these crimes have been committed by merchants. And we challenge Mr. Koster to publish those details.

We also challenge the Chamber of Commerce to cite an instance in its history where it has advocated or brought about a raise in wages or a shortening of the hours of the workers.

In connection with Mr. Koster's charges of lawlessness, the friends of organized labor should bear in mind that sensational journalism is ever ready to give prominence to sporadic instances of disorder in the labor world, as it does to criminal happenings in the community at large. One case of assault and battery perpetrated by a union striker receives a larger headline than is devoted to a thousand gracious acts of fraternity and charity, of mutual helpfulness and uplifting, for which unionism is far more responsible. Trade unions neither teach nor uphold violence. Men fail to live up to ideals in the churches in the State, in the commercial world, in fraternal orders, but public judgment in these cases does not condemn the institutions for the misdeeds or the acts committed in direct violation of their teachings.

#### Terms That Disguise Thought.

The other issue raised by the Chamber of Commerce is "the open shop against the closed shop."

The president of the Chamber of Commerce has all too briefly given you his definitions of the open shop and he has kindly and frankly admitted that there are different varieties of closed shops, i. e., he has conceded that some shops are closed against union men.

It has been said that language is a device to disguise thought. Certainly, the terms "closed shop" and "open shop" are examples in point. For these terms effectively disguise the thought that underlies them.

The closed shop is not closed, nor is the open shop open, in the ordinary sense of these terms. The meaning ordinarily conveyed by these terms is the very opposite of the facts in each case. And this, presumably, is exactly what was intended by the invention of these terms.

If we would call a spade a spade, we would use the terms "union shop" and "non-union shop." The use of these terms would leave no room for argument, or would at least compel us to argue upon the merits of the respective institutions.

These terms express thought; they do not disguise anything, and they leave no room for quibbling or generalizing. This, we may be sure, was also well understood by the open shop campaigners. They were determined to start an argument, but also afford the added advantage

of a confusion of thought among their hearers.

The open shop, as the proponents of that institution would have us understand it, is a shop that is open to all workmen, both union and non-union, in which wages are proportioned to the earning capacity of the worker, in which the employer exercises sole authority, and in which the worker considers the employer's interest as his own and works for the promotion of the employer's interest as a condition precedent to his own advancement.

Thus stated, the open shop appears to be a very desirable institution. However, to fully appreciate the advantages here set forth we must go backward to a period, say two centuries ago, in which the general characteristics of the economic world were of a part with the methods and objects of the open shop.

But when viewed in the light of existing conditions, the open shop is a glaring anomaly. It is an attempt to maintain a disorganized element in the midst of society all the other elements of which are fully organized. This attempt may succeed in argument, provided one's brains are thoroughly addled for the occasion, but it has not and will not succeed in the practical world of industry.

Just at present we have certain San Francisco restaurants displaying the so-called open shop card, by which the public is informed that the place is operated "without discrimination against union or non-union labor." Yet, some of the culinary workers employed in these restaurants just prior to the open shop declaration were asked to sign an agreement containing the following clause:

"The employees agree that they will work under the present condition of wages and hours, and agree not to pay any dues or strike benefits or other sums to the culinary unions, or any of them, in the event of a strike or lockout."

This is just one illustration of open shop tactics. However, anyone at all conversant with industrial matters knows that in ninety-nine cases out of a hundred the so-called "open shop" really means the non-union shop and the death of the unions.

The simple truth is that the argument of the open shop is based upon false premises. It presupposes an individualistic state of industry. It falls to the ground immediately we reflect upon the actual conditions under which the world's work is carried on.

#### Employers Strong for Organization.

All the material and financial elements of industry here and elsewhere are organized. In fact, the leaders in San Francisco's commercial life so thoroughly believe in organization that they are daily working overtime to bring their existing "union" to greater perfection. And surely, they must all concede that the personal will or inclination of the individual employer, even though he may be well disposed toward his employees, is governed by laws more binding, more inexorable, than the laws of humanity. Whether business is conducted in competition or in combination, the "laws of trade" largely determine the relation between the employer and his workmen.

The employer in competitive business is forced to limit the cost of labor in order to meet the terms of his competitors. Similarly, the employer in business that is combined (i. e., organized) is driven to the same course by the demands of the stock market. The only check upon the process of cheapening labor is that afforded by organization on the part of the latter.

The so-called open shop, while adapted to a state of industry in which the individual conscience has free play, would, in the present state of affairs, reduce labor to the subsistence limit—that is, to the minimum of food, clothing and other necessities upon which men can live and work.

In reality the open shop is open only to the non-union working man, since whoever enters it is forced to work under non-union conditions. Under these conditions wages are based, not upon the industry or skill, but upon the necessities of the workman—that is, upon the workman's capacity to endure long hours, hard labor, hunger, cold and other physical discomforts.

The union being abolished, there is no collective bargaining between the employer and his workers. The organized employer bargains with the unorganized individual workman. Even a child could tell at a glance who would get the better of such a bargain.

Under the system represented by the open shop the workman works, not for what he pleases, but for what his employer pleases.

The will of the employer is supreme. The workman is merely a part of the plant—an automatic tool—without voice or influence in the conduct of the business. The "labor element" is but a part of the employer's business, and the employer "runs his business to suit himself."

When we consider the open shop in its true character as a non-union shop we see that the advantages claimed for it are either purely theoretical or entirely illusory.

The open shop protects the workman in his constitutional right to remain defenseless in the face of those who would exploit him.

It encourages the stronger to overwork the weaker, thus forcing the wages of the latter to

the lowest possible point. It eliminates regulation and representation on behalf of labor, and in place thereof establishes the so-called efficiency or speeding-up process.

Finally, the open shop, as a result of overwork and underpay, lowers the efficiency of labor, reduces profits and demoralizes the industrial world so far as its influence extends.

In brief, the open shop is an attempt to revive eighteenth-century conditions of labor in the midst of twentieth-century conditions of industry.

The closed shop—that is, the union shop—is a twentieth-century idea applied to twentieth-century conditions. It is the true open shop—a shop that is open to every workingman upon one simple condition, namely, that he shall join his fellows in organization as a necessity to protection in an organized world.

The union shop recognizes the constitutional right of the non-union workman to work when he pleases, for whom he pleases and for what he pleases, but it denies any obligation on the part of the union workman to work under conditions which the non-union workman is pleased and compelled to accept.

#### All Have "Constitutional Rights."

The union shop also recognizes, and expresses, the moral as well as the constitutional right of the union workman to withhold his labor—to go on strike, if need be—when conditions warrant that course as the only remaining means of enforcing a decent regard for his needs as a man who possesses not only hands to work and a stomach to fill, but also a heart to hope and a soul to save.

The union shop contemplates the organization of industry, thus affording protection to labor and establishing an equilibrium between the latter and the other forces which bear upon it from all sides. In the absence of the stabilizing force of organized labor the people would be crushed by the weight of the forces surrounding them, and the latter in turn would fall of their own weight.

One of the unfounded claims freely made by the champions of the non-union shop is that the union shop limits the output. Mr. Koster, in his paper read before this club, referred vaguely to "the hampering conditions imposed upon industry by organized labor." He furnished no details, yet in the very next sentence he refers to his unsupported allegations as "facts."

But facts are stubborn things. And the labor organizations of San Francisco are prepared to prove that instead of lessening the output, union conditions mean greater efficiency and an increase in the output.

From a mass of similar data available, the following statement, made under date of May 31, 1914, by Willis Polk, an architect of national reputation, is submitted in refutation of Mr. Koster's claim:

"In 1891, twenty-three years ago, the Mills building cost 39½ cents per cubic foot. At that time mechanics worked nine hours a day on the job and laborers ten hours a day. Mechanics worked ten hours a day in the factories and shops, and the average wage was \$3 a day for mechanics and \$1.25 per day for laborers."

"In 1908, in the reconstruction of the Mills building and the construction of the first annex thereof, the total cost per cubic foot of the annex was 33 cents. At this time the mechanics worked eight hours a day and at an average of \$6 per day; laborers got \$2.50 per day."

"This disparity of hours and wages, it is easily seen, amounts to nearly 100 per cent., if not more; yet, the building in question cost more than 16 per cent. less. Some allowance should be made for the fact that in this case the Mills annex only had one finished front, otherwise the building was of the same character and finish."

#### Union Facts vs. Non-Union Fiction.

"At the same time, the First National Bank building, constructed in 1908, had many features such as exterior cut stone finish and lavish interior decorations, and did not exceed 40 cents per cubic foot. In other words, a better building was built under these apparent adverse labor conditions at 40 cents than the Mills building, with apparently the most favorable labor conditions of 1891, at 39½ cents."

"On the other hand, in 1912 and 1913, the Insurance Exchange building was completed at a total cost of only 28 cents per cubic foot."

"The second annex to the Mills building, now just completed, has only cost 26 cents per cubic foot."

"The Hobart building, now in course of construction, will not cost to exceed 36½ cents per cubic foot. This includes entire exterior finishing of four sides of a tower twenty-three stories high."

"The question has frequently been asked me whether or not labor, under the dominion of the Building Trades Council, has not been and is not now a serious handicap to the building investments in this territory."

"I think that the foregoing facts are a sufficient answer to the question. However, I desire to state that from my point of view, at the present time, labor, as organized in this city, is more efficient, more dependable and more accurate than it has ever been during my experience in the past thirty years."

"In truth, the evolution, if not the revolution,

(Continued on Page 11.)



# WEEKLY NEWS LETTER

Contributed by American Federation of Labor

## Immigration Figures.

During June of this year 37,296 immigrants were admitted, reports the Federal Bureau of Immigration. In June, 1915, the number was 28,499, and in June, 1914, 85,094. During the latter period, which was before the European war, Austria contributed 6874; last June, 306. Bulgaria, Serbia and Montenegro combined contributed 510 in June, 1914; last June, 21. Other southern and southeastern European nations maintained like proportions.

During June, 1916, the number of laborers totaled 4862; farm laborers, 3422; servants, 3870, and farmers, 566. In the skilled trades and callings, clerks and accountants led with 777, followed by carpenters and joiners, 524; mariners, 329; seamstresses, 219; and dressmakers, 208.

New York State received 9238 of these immigrants; Massachusetts, 3316; Michigan, 2713; Pennsylvania, 2037; California, 1448, and Ohio, 1045.

Practically none of this immigration was diverted to Southern States. Arkansas and North Carolina received 2 each; South Carolina, 5; Kentucky and Mississippi, 7 each; Georgia, 15; Tennessee, 19, and Alabama, 26.

## Arizona's Executive Praised.

In his report to the Arizona State Federation of Labor First Vice-President Donnelly called attention to Governor Hunt's opposition to gunmen and thugs during the strike of Clifton copper workers, which started in September, 1915. The strikers were successful.

"His assertion that no thugs or gunmen would be permitted to enter the strike zone should never be forgotten by the organized workers of Arizona," said Vice-President Donnelly. "Another man of sterling worth and character was found in the person of Jim Cash, sheriff of Greenlee County. He stood as a stone wall defying the powers of corporate greed, at all times guaranteeing to the strikers the full measure of constitutional liberty and maintaining peace and order in a fair, equitable manner. These two officials made it possible to carry on a five months' strike without violence."

## Cigar Girls Maltreated.

The Detroit strike of 7000 women, girls and a comparatively few men, is still on, despite thug methods of police, silence on the part of daily newspapers and the blindness of uplifters, welfare workers and other prominent citizens whose mission in life is to help (?) the workers.

One of the leading spirits among the strikers is Anna Swiezkowaks, who tells this story of how Detroit's large cigar industry is handled:

"The labor laws of Michigan provide that no woman shall work more than 54 hours a week, but we girls work from 10 to 11 hours a day and are always being speeded up. We often have but ten minutes to eat our lunch and many girls eat it while working, not even stopping to wash their hands. There are lots of little girls not

more than 13 or 12 among us, and I have seen the forewoman slap and cuff them about and take all their cigars away from them, saying that they are no good. These cigars are sold, but the children don't get any pay for them. The girls have 25 or 50 cigars taken away from them at a time because they are told that they are not up to the standard, but they are sold as firsts just the same. This is so the girl will not get as much money. Every 100 cigars we make, we have to make one free for the company. That makes twelve million in a year.

"Besides this we are expected to get so many cigars out of so much tobacco, and if we can't do this we are docked. Sometimes the tobacco is good and sometimes it is so bad that we can get but 75 where we are expected to get 100. There is no one that we can go to with our troubles. We have just to stand any injustice that is given to us. Last week I was locked up in the Canfield avenue station. I had not done anything wrong, but a policeman said I had thrown a stone. Two women of the street were put in the cell with me. They were cursing and smoking cigarettes. They had on beautiful clothes, but I think they had been drinking. Lots of our girls have been arrested for standing around the factories and the police have torn their clothes and handled them very roughly."

On the request of several manufacturers, Circuit Judge Mandell issued an injunction against A. F. of L. representatives, officers of the Cigar Makers' Union and other organized workers who are assisting these girls. Because the unionists are attempting to rescue small children from debauching conditions, the honorable court says they are acting "contrary to equity and good conscience." Picketing in the vicinity of the struck plants is prohibited, visitations to the homes of strikebreakers is declared to be in contempt of court and the workers are debarred from congregating "in the neighborhood" of the plants, "or at any other place" to interfere with or obstruct the trade of employers whose cigars are made at the cost of wrecked childhood.

## Illiterate Aliens Increasing in United States

The number of aliens in this country over 21 years of age who have taken no steps to become citizens increased from 900,000 in 1900 to 2,600,000 in 1910, according to Senator Dillingham in a recent speech in the Senate. He said that the latter figures exceed the Presidential vote of fifteen Western States and that it is both wise and necessary for a literacy test to be applied to this increasing number of immigrants.

"What does it mean," he asked, "to have in this country 2,600,000 alien-born men—I am not speaking of women or children—who, as late as 1910, had not taken a single step toward becoming American citizens, but who, under our naturalization laws, were substantially all entitled to become citizens of the United States? What does it mean to have 2,600,000 men who are aliens, who are liable to come into full citizenship almost immediately? Do

(Continued on Page 10.)

## MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 570 West Lake St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

### AUSTRALASIA.

Federated Seamen's Union of Australasia.

29 Erskine St., Sydney, N. S. W.

1 Crawford St., Dunedin, N. Z.

Queens Chambers, Wellington, N. Z.

Palmerston Bldg., Auckland, N. Z.

Carrington, Newcastle, N. S. W.

Maritime Bldg., Melbourne, Victoria.

Seamen's Offices, Port Adelaide, South Australia.

26 Edward St., Brisbane, Queensland.

Dredge Platypus, Cairns, Queensland.

Wharf Rockhampton, Queensland.

Ross Island, Townsville, Queensland.

Patriot Office, Maryborough, Queensland.

Patriot Office, Bundaberg, Queensland.

Federated Cooks and Stewards' Association of New Zealand, Wellington.

### GREAT BRITAIN.

National Sailors and Firemen's Union, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekland Bldgs., 22 Canning Place, Liverpool.

### BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

### GERMANY.

Deutscher Transportarbeiter Verband, Engelfufer 21, Berlin S. O. 16, Germany.

### FRANCE.

Federation National des Syndicats des Inscriptions, Maritimes de France, 33 Rue Grange aux Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord. 3 Rue Scudéry, Havre.

### NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

### SWEDEN.

Svenska-Sjomens-och Eldareforbundet, Stockholm, Tunnelgaten 1 B., Sweden.

### DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurationers Forening, Nyhavn 17, Kobenhavn.

### HOLLAND.

Algemeene Nederlandsche Zeemansbond, Katteburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhaven 14c, Rotterdam.

### ITALY.

Federazione Nazionale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

### AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

### SPAIN.

Sociedad Sindical de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

### URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

### ARGENTINA.

Federacion Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarría 363 (Altos).

### BRAZIL.

Associacao de Marinheiros e Remadores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedade Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo dos Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

### SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.



## World's Workers.

Vice Consul Robert S. Townsend, of Carlsbad, Austria, reports that wages for miners in the district of Bohemia have been fixed at 85 cents a day for overseers; 69 cents a day for ore diggers, ore handlers, mechanics of all classes, and stokers; 57 cents for workmen over 20 years of age; 45 cents for workmen between the ages of 16 and 20; and 28 cents a day for boys and women.

Another organization for the placing of women on farms has been established in Glasgow, Scotland. It is known as the West of Scotland Agricultural Section of the Women's Legion. The object of this organization is to find situations as farm workers for women, trained or untrained, who apply for them. The governors of the West of Scotland Agricultural College, Glasgow, continue to receive applications from women and girls for admission to the course of training in farm work which they have begun at Holmes farm, Kilnarnock. The training of a number of women began in the middle of June. Those now in training began by cleaning potato drills, after which they start on the thinning of turnips. After that come hay making operations. The large majority of those who have enrolled come from the city.

The total number of claims to unemployment benefit made at Labor Exchanges in Great Britain and other local offices of the Unemployment Fund during the five weeks ended June 30, 1916, was 10,674, as compared with 9,513 during the four weeks ended May 26, 1916, and with 22,867 during the four weeks ended June 25, 1915. Of the total of 10,674 claims, 7,105 (or 67 per cent.) were claims for the direct payment of benefit, and 3,569 (or 33 per cent.) were claims for payment of benefit through associations of workpeople in the insured trades having arrangements with the Board of Trade under Section 105 of the National Insurance Act. The number of claims made during each of the five weeks was 1,999, 2,078, 2,110, 2,169 and 2,318, the average being 2,135, as compared with 2,378 in the four preceding weeks and with 5,717 in June, 1915.

Approval of the labor "triple alliance" was voiced at the recent conference of the National Union of Railwaymen, in Bath, England, under the chairmanship of Alderman Albert Bellamy. G. H. Sherwood moved "That this congress views with pleasure the growing solidarity of labor, as evidenced by the formation of the industrial triple alliance. We are satisfied that this industrial power, if properly used, will be the means of safeguarding and protecting the interests of the workers against any and every attempt at exploitation, and we note with satisfaction the efforts of that body to deal with the serious problems that will arise out of the war." H. C. Charleton in seconding the motion, remarked that the formation of the triple alliance had brought a shout of despair from the capitalist press, which was flooded with letters from various magnates all over the country deploring the creation of the alliance and imploring the Government to take steps to cut the claws of the men. But the Government knew better than to adopt that advice, because they saw that labor was awakening. The resolution was carried unanimously.

## SAN PEDRO, CAL.

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A. E. BLAIZE

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### REMOVAL ANNOUNCEMENT.

**S. G. SWANSON** for the **BEST** there is in **TAILORING** Less the Fancy Price who has been established since 1904 on Beacon Street, between 6th and 7th IS NOW located on the 2nd floor **BANK OF SAN PEDRO BLDG., entrance 110 WEST 6th STREET, SAN PEDRO, CAL.,** Where he is better prepared, because of Much lesser rent, to give the trade the advantage of lower prices and as formerly, special care is given to garments entrusted to him for Cleaning, Repairing and Pressing.  
Note—Clothes also cut, trimmed and made from your own cloth with the Union Label too. The new woollens are now ready for your inspection, how about your order?

### San Pedro News Co.

Sixth and Beacon Streets, San Pedro, Cal.

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Francisco Papers on Sale. Agents  
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FIFTH AND BEACON STREETS

— Dealers in —

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When making purchases from our  
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Seamen's Journal.

### M. BROWN and SONS

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Opposite Sailors' Union Hall  
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### ALASKA FISHERMEN.

San Francisco.

|                     |                 |
|---------------------|-----------------|
| Bergman, John       | Johnsen, Aug.   |
| Blom, Ernest        | Konig, D.       |
| Christiansen, Anton | Nielsen, Harold |
| Christiansen, A.    | Olander, Ed     |
| Doris, Geo.         | Thomson, John   |
| Eckart, T. G.       |                 |

### San Pedro Letter List.

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|-----------------------|---------------------|
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| Andersen, John        | Nelson, Dick        |
| Andersson, Oskar      | Nilsen, Oskar       |
| Bentsen, Hans B.      | Nilsen, Edward      |
| Bushman, John         | Nilsen, Oskar J.    |
| Berglund, Emil        | Olsen, Nick         |
| Blucker, John         | Orling, Gust        |
| Carlson, Gus          | Olsen, Andy         |
| Carlmark, B. G.       | Olsen, Olof S.      |
| Carlson, Harry        | Ophaug, W.          |
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| Ellwes, Fred          | Oquist, Gust        |
| Eklund, G. E.         | Olson, Frank        |
| Fjellman, Jonas       | Olausen, Kristian   |
| Fugelutsen, Thor      | Peterson, Nicolai   |
| Fjellman, Karl        | -1234               |
| Forsman, G.           | Plintz, Johan       |
| Ginar, Walter         | Peterson, N.        |
| Grigoleit, E.         | Peterson, Hugo      |
| Galleburg, Martin     | Pettersen, C. V.    |
| Heesche, Henry        | Pakki, Emil         |
| Holmstrom, Fritz      | Pederson, Ole       |
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| Hansen, Charley       | Palmquist, A.       |
| Hansen, Ole           | Peterson, Aage      |
| Howery, Lon           | Raun, Einar         |
| Hoversen, Carl        | Rosenblad, Axel     |
| Rudd, Walter          | Schmidt, Theodor    |
| Jansson, Oscar        | Samuelsson, Frank   |
| Johnsson, J. A. -1659 | Smith, Johan        |
| Johanson, Victor      | Soderlund, Anton    |
| Jacobsen, Louis       | Schmidt, Louritz P. |
| Jansson, Fredrik      | Strom, C. L.        |
| Karnup, Edward        | Swanson, J. N.      |
| Kashlund, Franz       | Stromsberg, I.      |
| Kallo, Anton          | Schelly, Akkel      |
| Lassen, Johan -1542   | Stalt, Akkel        |
| Lutton, Theo.         | Sandblom, Konrad    |
| Lauritzen, Ole        | Schallies, Charlie  |
| Larson, Max           | Svenson, Nicolaus   |
| Lybeck, Thos.         | Thorsen, Carl       |
| Lindberg, G. W.       | Tonnesen, Peter     |
| Lindberg, Ernst       | Tho, John           |
| Leldeker, Elith       | Uhlig, Richard      |
| Lalan, Joe            | Uappa, Kostl        |
| Lidsten, Chas.        | White, Robert       |
| Lane, Frank           | Warkkala, John      |
| Lundin, C. -1054      | Wichman, Karl       |
| Lill, Karl            | Wartila, Anton      |
| McNeal, John          |                     |
| Monterro, John        | Newspapers and      |
| Monts, Rehnolt        | Packages.           |
| Makela, N.            | Schmidt, Lauritz P. |
| Malm, Gustaf          |                     |

### Honolulu, H. T.

|                     |                   |
|---------------------|-------------------|
| Anderson, John E.   | Nelsen, C. F.     |
| Burk, Harry -1284   | Petersen, Carl    |
| Crantly, C. W.      | Peters, Walter    |
| Eugenlo, John       | Felther, Fritz    |
| Ekelund, Rickhard   | Solberg, B. P.    |
| Iverson, Sigvald B. | Strand, Conrad    |
| Lengwenus, W. L.    | Thompson, Emil N. |
| Moller, F.          |                   |

### INFORMATION WANTED.

Carl Fritjof Johansson Lind, age 39, a native of Sonderborg, Germany, sailing on the Pacific Coast, is inquired for by his brother. Anyone knowing his whereabouts please notify John Lind, 1401 West 9th St., Cleveland, Ohio. 3-24-15

Anders C. Anderson, a native of Norway, who left his personal effects at Port San Luis, Cal., after leaving a ship at that place, is inquired for. Anyone knowing his whereabouts please notify D. R. Jacks, Deputy Collector of Customs, Port San Luis, Cal. 12-22-15

Martin Nielsen, a native of Denmark, member of the Sailors' Union on the Pacific for the last 8 years, has not been heard of since July, 1912. His address then was Sailors' Union, Seattle, Wash. Anyone knowing his whereabouts please notify George Leonhard, Sailors' Union, 59 Clay St. 8-11-15

Olai Ingebrigtsen (Brock), a native of Norway, last heard from 13 years ago, when leaving San Francisco for Australia on the American bark "Golden Gate," is inquired for by his brother. Any information regarding the above named will be gladly received by Niels Ingebrigtsen, 469-49th street, Brooklyn, N. Y.; or Sam Andersen, 100 Steuart street, San Francisco, Cal. 8-4-15

Anyone knowing the whereabouts of Peter Murphy, better known as Boatwain McGann, will kindly notify Patrick Kieran, 58 Commercial St., San Francisco, Cal. 4-19-16

Vencelus Durbich is inquired for by his brother. Anyone knowing his whereabouts please communicate with Gerolaino Durbich, Zurich, Switzerland. 7-28-15

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### INFORMATION WANTED.

John Edstrom, alias Brynjulf Edstrom, born in Norway in 1879, was last heard from at Mobile, Ala., where his address was Norwegian Chapell, is inquired for. Anyone knowing his whereabouts please notify his mother. Address, 22 Pilestradet, Kristiania, Norway.—12-22-15

George Alexander Sharman, a native of Brooklyn, N. Y. About 28 years of age, height 5 feet 9 inches,

supposed to have sailed on the Great Lakes in 1907, is inquired for by M. L. Kinvan, 1211 Mosher street, Baltimore, Md. 7-14-15

George Barrett, who, on November 12, 1912, left the ship "Port Logan" at Newcastle, of which he was an apprentice, is inquired for by his mother, his father having died. Anyone knowing the whereabouts of this lost son please at once communicate with Amelia Barrett, 1 Woodland Place, East Greenwich, London, England. 3-3-15



# Pacific Coast Marine.

Contracts for three 8800-ton steel steamers, to cost a total of \$2,500,000, have been booked from Norwegian interests by J. F. Duthie & Co., shipbuilders, Seattle, it is announced.

It is reported the Union Iron Works is laying the keels for two shelter-deck cargo ships of 10,000 tons deadweight at its Alameda plant. Their sale price is said to be \$1,750,000. The ships are being built on speculation.

J. T. Steeb & Co., Tacoma, have completed arrangements for changing the registry of the barque "Phyllis" to conform with the American rule. The "Phyllis" was formerly the Chilean barque "Australia," but is now owned by the Pacific Freighters Co. of San Francisco.

Another unit of the old sugar fleet which ran between San Francisco and Hawaii for many years under sail alone has stepped out of the windjammer class and is now an auxiliary schooner. The "R. P. Rithet" is the latest to have engines installed.

The well-known Pacific Mail tug "Arabs" was sold on September 1 to the Associated Oil Company. The price paid for the vessel was not given out. Her new owners will use her in towing their large fleet of oil barges around the bay. The "Arabs" was built here in 1904 and is one of the most powerful tugs on the bay.

An agreement has been signed between the Standard Oil Co. and the Board of Harbor Commissioners in Los Angeles for additional acreage on Boschke's Island. By the terms of the agreement the Standard Oil Co. secures 3½ acres in addition to its present holdings. The acreage fronts 600 feet on the southerly bank of the west basin main channel and will be improved immediately.

The barge "Rufus Wood," which was used on San Francisco Bay for many years by the Pacific Coast Steamship Company as a coal hulk, is undergoing extensive repairs at the shipyards of Dan Hanlon in Oakland creek. When the work on the old coal hulk is completed she will be classed as a lumber barge. The barge is now owned by James Tyson and will be used in the coastwise lumber trade.

Rigged as a six-masted barkentine, the former Pacific Mail steamer "City of Sydney" sailed from San Francisco on Wednesday, August 30, in command of Captain Alfred Andersen, for Melbourne, with a cargo of oil and lumber. The Sydney is the first vessel of her type to leave this harbor in two years. The cargo aboard the Sydney consists of one million feet of lumber, 34,000 cases of gasoline and 525 barrels of lubricating oil.

Under the \$80,000 appropriation of the sundry civil act, approved July 1, 1916, a light and fog signal station will be erected at Point Vincente, Cal., the most prominent point on the California coast between Point Loma and Point Conception, a distance of 220 nautical miles. There is at present an unlighted gap of 32 nautical miles on the usual course of coasting vessels, between Point Hueneme and Point Fermin light stations, which will be broken by the new station.

The American schooner "Albert Meyer" and the British steamer "Dalmore" were reported sold during the past week. The schooner, which was owned by George E. Billings, was purchased by J. E. Shield of Seattle for \$25,000. She is 156 feet long and 36 feet wide and was built at Fairhaven in 1896. The "Dalmore" was purchased by the Union Steamship Company and will be renamed the "Waitotara." The vessel is of 3048 tons net register and is at present at Vancouver.

The chartering of the Chilean bark "Louis A. Goni" has proved very profitable to Hind, Rolph & Co. The vessel sailed from Iquique August 14 with a cargo of nitrate for Honolulu, at a rate of 60 shillings, for the Pacific Fertilizer Company. After discharging at Honolulu she will go to North Pacific ports to load lumber for Australia at a rate of 110 shillings. At Melbourne she will load coal for Chile, at a rate of 50 shillings. Hind, Rolph will make double the charter price on the steamer.

John Wesley Dolby, Spanish vice consul at Seattle, has been semi-officially advised that the Spanish Transatlantic Line plans in the near future to send vessels from Spain through the Panama Canal north as far as Puget Sound. The consul general of Spain recently has written to consular agents in Pacific Coast cities regarding the service, but definite information as to its installation is lacking. It is understood that the service will be between Barcelona and New Orleans, and thence by the canal to San Francisco, Portland and Seattle.

It is reported that the International Mercantile Marine Company has no intention at present of putting the "Kroonland" and "Finland" back on the coast-to-coast run. A spokesman for the company says it is difficult to see how it could be expected that the company would return these vessels to the coast-to-coast run in view of the high freights at present obtaining in the transatlantic trade as compared with what could be charged on the Panama Canal run, and, in addition, having to pay canal tolls, with the possibility of expensive and annoying delays being encountered in the canal.

The sundry civil act, approved July 1, 1916, appropriated \$40,000 for a light and fog signal station at or near Kellett Bluff, Henry Island, Wash., or at some point on the west coast of San Juan Island, Wash. It has been shown that the best location for the proposed light is at the Lime Kiln, on the west coast of San Juan Island. Vessels proceeding to the northward after leaving Point Wilson have a run of about 32 miles before reaching the proposed location, with no fog signal on the American side. The depths are too great for soundings, and there are strong tidal currents of uncertain direction to contend with.

The Pacific-Alaska Navigation Company's steamer "Admiral Clark," which foundered at sea August 11, was formerly the grain-carrying steamer "Rutland," plying the Great Lakes. She was a steel vessel of 2321 gross tons, built at Cleveland in 1906. She was purchased by the Pacific-Alaska Navigation Company last year for service on the Pacific Coast and renamed the "Admiral Clark." She was to have been brought to the Pacific Ocean after completing charters on the Atlantic. She was commanded by Captain James Daniels of Seattle. Chief Engineer John Jackson and First Mate Rotch were also from Seattle.

The steamer "Edna," which formerly was known as the "Mazatlan," has been virtually confiscated by the British Government, according to testimony presented at a hearing before Collector J. O. Davis of San Francisco, by her owners, Sudden & Christenson. It developed that although no word as to the actual disposition of the vessel had been received since the prize court hearing, the British Government were using her as a transport between London and French ports. At the hearing Sudden & Christenson filed affidavits supplementing their claims made to the State Department for the return of the vessel.

The steamer "City of Puebla," for thirty years in service on the Pacific Coast and at one time considered the fastest passenger vessel in these waters, has left San Francisco for New York. She may never again plow through Pacific waters, the vessel having been sold by the Pacific Steamship Company to Eastern owners. Captain R. L. Baggot, who has been in command of the steamer for many years, will take her to the Atlantic seaboard. The trip will be made through the canal. The "Tampico," also a Pacific Coast Steamship Company vessel, recently sold to New York shippers, will soon follow the "City of Puebla."

The "Sierra," a motor lumber carrier being built at the Mathews shipyards at Hoquiam for the E. K. Wood Lumber Company of this city, was launched during the past week. Her machinery is now being installed and she will be ready for service within a month. The "Sierra" is 221 feet long and 42 feet wide. Her lumber-carrying capacity will be 1,225,000 feet. She is equipped with a 320 horse-power Bolinder engine, which will drive her at a speed of eight and one-quarter knots. The winches will be operated by steam furnished by a donkey boiler, and two Bolinder stationary engines will furnish power for the electric lights and fire pumps.

The Robert Dollar Steamship Company has purchased the steamer "Yucatan" from the North Pacific Steamship Company for \$185,000. The "Yucatan" is at present under charter to Swayne & Hoyt. She sailed from Shanghai on August 20 for San Francisco, after completing a highly profitable trip with explosives for her charterers. It is rumored that the Dollar Company purchased the vessel for parties in the Orient. The "Yucatan" is 336 feet long, 43 feet wide and has a gross tonnage of 3525 tons. She was built at Chester, Pa., in 1890. Since the present high charter rates have prevailed the steamer has been running between this port and the Orient. Formerly she was on a coastwise schedule.

According to the "Canal Record," delivery of mail parcels containing merchandise addressed to officers and members of crews of ships making the passage through the canal or calling at the terminal ports of Cristobal and Balboa may be made without the payment of duty to the Republic of Panama, as such merchandise is not being brought into the country. The postmasters at Cristobal and Balboa will forward such parcels to the office of the Captain of the Port for delivery to the ships in care of which the mail is addressed. This arrangement is made in line with other extensions of postal facilities to ships which use the canal and its terminal ports, and have no relations with the Republic of Panama. Care will be exercised to see that the privilege is not abused, and that goods delivered under this arrangement are not brought into Panama afterward.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants' Exchange Bldg., Third Floor, California St., near Montgomery. Telephone Kearny 394. (Advt.)

## International Seamen's Union of America

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AMERICAN FEDERATION OF LABOR  
and  
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

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Erie, Pa.

(Continued on Page 11.)



# Coast Seamen's Journal

Published weekly at San Francisco

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Established in 1887

PAUL SCHARRENBURG .....Editor  
I. M. HOLT.....Manager

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## NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.



WEDNESDAY, SEPTEMBER 6, 1916.

## LABOR DAY OF 1916.

Labor Day is the occasion above all others when the workers meet to rejoice over past victories and hearten one another for the battles to come.

To the seafarers of America, Labor Day of 1916 brought an unusually happy message.

Practically every national and international, every local union affiliated with the American Federation of Labor has made definite progress in securing for its members greater advantages in those things which are fundamental of betterment in all relations of life. In some organizations the success has been phenomenal.

But no labor organization has made such significant strides as the International Seamen's Union of America. The other organized workers had long ago secured for themselves freedom from involuntary servitude—the right to quit their job with or without the permission of the boss. And but few of them understood or realized that the problem of human freedom was not ended by the work of Lincoln. There still remained a class bound to involuntary servitude, the seamen. The Seamen's Act has finally brought that great boon. It has made American soil sacred to freedom, a country upon which a bondman may not step without losing his legal fetters.

Freed and given an opportunity to protect themselves, the seamen have during the year, and are still pressing their demands for higher wages and better conditions. As a natural and logical sequence of the glorious opportunities given by this newly-gained freedom, the International Seamen's Union of America has a greater membership, by many thousands, than at any time in its history.

However, the achievements of the past are not enough. They are nothing compared with what the workers are to win in the future. So our greatest cause for rejoicing is that the organized seamen of America are more united, more confident, and better equipped in mind and heart than ever before in history, for the great task that lies before them.

To-day as never before the American

wage-earner, organized or unorganized, carries in his heart the principles of organized labor. Those not yet fortunate enough to have put these principles into effect are only waiting the opportunity before they, too, join their more courageous or fortunate fellow workers in the greatest battle line ever flung out against injustice and oppression. Those principles have been accepted not only by the workers, but to-day they are recognized as correct by every humane, intelligent citizen of this Republic. In fact, the time is rapidly coming when no man or corporation is arrogant enough or powerful enough to deny to the workers the right to a voice in determining the conditions under which they shall toil. As for those individuals and corporations that still remain blind to this truth, we need only faith in ourselves and all their attempts to stem the tide of freedom and democracy in American industry will come to naught.

For in this enlightened age all mankind is beginning to realize that those who suppress organized labor, or hinder it from working day and night, to apply its principles and its views in our social life, are depriving progress of its main support.

All mankind is beginning to understand that from the very beginning of the world's economic history the workers have gained whatever meed of freedom was shown in the march of the years solely by organization. It was the united voice demanding, instead of the small individual voice pleading in vain.

Our unions have been the schools, colleges and universities wherein the toilers have assimilated knowledge. Not the knowledge of law, medicine, or the arts, but that deeper study of the rights of the worker—the right to live as free men and to share fully in all the material things which are so amply provided, but so unevenly distributed. Practically every movement for the progress and emancipation of the workers has had its birth in unions. It is true, the progress of modern times has, somehow, invariably taken the form of legislation. But no Legislature, Congress or Parliament can take sole credit for such progress. The origin of advancement rested at the doors of the workers, through their unions. The people's State and National lawmaking bodies were but carrying out our ideas, our proposals.

Again, all mankind is just now learning that the workers' movement in the form of unionism is not bounded by a city, a district, a county, or even a continent. International Unionism is growing apace. It is one of the biggest signs extant of the onward march. It is prophetic. It is a forecast of the time when the workers of the world will speak as one; when, in their overpowering superiority of numbers, they will deal and dispose of the problems before them.

When Unionism has become truly international there will be an end to wars manufactured by Czars, Kaisers and Kings. Instead of wars between nations we shall have an international alliance of workers to wage war upon ignorance, disease and poverty. Instead of internecine bickerings and petty quarrels we shall join hands and root out privilege, greed and monopoly.

In a word, some day, in the not far distant future, we will deal mainly with fundamentals, rather than with surface indications.

We will, by the might of numbers and the force of reason, place human rights above property rights—always!

Demand the union label upon all purchases!

## RAILROADS AND WATERWAYS.

For weeks past the eyes of the nation have been centered upon the transportation problem. Now that a strike of the Railroad Brotherhoods has been happily averted through the good offices of President Wilson and the enactment of an eight-hour law, it may be well to point to some interesting contrasts and comparisons between land and water transportation.

Transportation in the United States costs annually three times the total for support of National, State, and local governments.

Either directly or indirectly, transportation affects the cost of everything except air, water and sunshine.

Water transportation is by far the cheaper—costing from 1/6 to 1/10 as much as rail transportation. In fact, the annual saving in the United States by carrying goods by water is estimated at more than \$550,000,000.

Railways always make transportation rates lower where water competition exists. Thus, every additional improvement of waterways in the United States materially increases both direct and indirect savings in freight rates. And, strange to relate, waterways also increase the profits of railways with which they compete—as cheap transportation for raw materials creates both industry and commerce.

All but two cities in the United States having 200,000 population or more are situated on navigable waterways.

The largest cities, densest population and busiest and most prosperous people, throughout the civilized world, are found along navigable waterways.

Germany, for example, although 600,000 square miles smaller than Texas, by use of its fine waterways system, in 1912 made its foreign commerce exceed that of the United States by more than \$500,000,000.

And, to-day, there are but few to dispute the assertion that one of the surest ways to develop national resources, and to promote the prosperity of every interest (including the railroads) and of every citizen, north, west, east and south, is to improve all our waterways as fast and as far as we can.

The day before the recent California Primary election the San Francisco Chronicle declared editorially that "whoever registered as a Republican intending to vote for Hiram W. Johnson at the primary swore to a lie." Well, according to the latest returns there are more than 150,000 of those perjurers in the Republican party of California. In fact, the liars in the "G. O. P." exceed the "honest" ones by some 20,000. No wonder the Chronicle printed an editorial (the day after election) about the fallacies of popular government. The standpatters of California have been forced to swallow many a bitter pill during recent years. But the nomination of California's courageous Governor for the United States Senate, and the practical certainty of his election in November, is a very, very bitter pill indeed.

John I. Nolan, San Francisco's "Union Labor" Congressman, has again been elected at the primaries, receiving both the Republican and Democratic nominations by overwhelming majorities. Here's to our own Congressman who so frankly and fearlessly declared that he had never been and would not promise to be bound by any party ties—but that he would always be loyal to Labor!



## THE "DAY LABORER."

We have suffered for many years, and patiently supported three of the most morally base and unreliable daily newspapers that ever inflicted a community. The Hearst and De Young mouthpieces have made slander their standard and falsehood their religion, even to a state that is at times ridiculous. A recent edition of the San Francisco Call, however, regales its readers with an editorial that surpasses all previous bombastic efforts. Under the caption, "We Have Been Getting Rich So Fast," the following emanates from the inspired mind of the editorial writer:

We have been getting rich so fast, so astoundingly fast, especially here in California.

Year after year our success and our money has grown.

The day laborer in California lives better today than the rather prosperous merchant lives in any other part of the world.

The man who thought himself lucky to have a tandem bicycle fifteen years ago has a motor car to-day.

Space will not permit of an elucidation of the many enjoyable features of the workingman's life in California as proclaimed by the Hearst organ, but they included high living banquets, university education for our children, long vacations during summer months, etc., and many other activities generally acknowledged to be the exclusive enjoyment of the ultra wealthy.

Such claptrap drivel might easily be overlooked were it not for the fact that its intended inference might be lost upon some of us who do not seek abstruse reasoning in ordinary editorials. We are given to understand that the lot of the workingman in California is a bed of roses; that we should be thankful that we are allowed to exist under such circumstances by the would-be guardians of our destinies; hence it is inferred that those of us who belong to labor unions for purposes of safeguarding our liberties are afflicted with unreasonable discontent, and are unworthy of citizenship in this glorious commonwealth.

If the assertions of the Call's editorial were true, even in some respects, we might justly be accused of at least a modicum of ingratitude towards the land of our birth or adoption; but from hard experience and observations we know the direct opposite to be a cruelly established fact. We are compelled to reluctantly admit that the lot of the average migratory laborer in California is still most deplorable, even though marked improvements in camp sanitation and housing have been made during the past two years. It is doubtful if anywhere else in the wide world is there such a large percentage of homeless men willing to work, who are living under a system which compels them to pick up their blankets and walk every time they are compelled to change jobs. Some fifty thousand men in California are commonly termed "blanket stiffs" owing to the fact that their employers do not give them the consideration granted to horses and cattle in the provision of shelter. To the initiated, the lot of the "day laborer in California," far from being "better than the rather prosperous merchant" elsewhere, is in many instances less to be envied than that of the household pets of the said merchant.

The most powerful labor organization is that which in addition to the ability to "put up a fight" has the brains to put up a good argument in justification or prevention of the last resort.

## LABOR DAY AT SAN FRANCISCO.

Mayor Rolph and Archbishop Hanna Deliver Inspiring Addresses to 10,000 Organized Workers.

Unique in the annals of the organized labor movement of San Francisco was this year's celebration of Labor Day—the one day in the year dedicated to the men and women of toil.

For the first time in the history of the San Francisco trade union movement the chief executive of the city acted in the capacity of chairman of the Labor Day celebration; Mayor James Rolph, Jr. having been the unanimous choice of the general Labor Day committee for that honor.

Also, for the first time, the Labor Day orator had been chosen from the ranks of the clergy; his Grace, the Most Reverend Edward J. Hanna, Archbishop of California, having consented to deliver a "message of hope and love and light" to the wage earners of San Francisco.

The celebration was held at the Stadium in Golden Gate Park, where the organized workers of San Francisco, forgetting their differences, united as never before in peace and harmony, gave themselves over to the pleasures of the day.

## A Significant Indorsement.

The three cardinal principles of the organized labor movement—the right to work; collective bargaining and the right to a living wage—received the unqualified indorsement of Archbishop Hanna.

Mayor Rolph set himself squarely against the so-called open-shop campaign now being conducted by the San Francisco Chamber of Commerce, and predicted that what he termed an attempt to destroy organized labor in San Francisco, would fail. He argued that there is need of men in this city who will think in terms of human rights and not in terms of property, of greater consideration for the problems of poverty and less for the problems of wealth and of viewing the price of labor from a different standpoint than the price of merchandise.

In part, the Mayor spoke as follows:

The nation is no greater and no better than the men and women who compose the State, and of these, those who labor overwhelmingly outnumber all others.

The statesmanship of the future will not deal alone with wars and commerce. It will not be confined to revenue systems and guardianship of property. These will have their proper attention, but they will be subordinate acts of government which touch the welfare, the hopes, the ambitions and aspirations of mankind.

Labor had to fight for its right to organize, but happily the sun has set upon that day of battle and the fight was won by labor.

Labor got nothing for its efforts until it saw the wisdom and efficacy of organization.

I believe in the organization of labor, in organized union labor.

And you know I practice what I preach and preach what I practice.

It is my profound conviction that the union of labor makes for the moral uplift of the country as a whole and places the prosperity of all on a firm basis.

I believe in collective bargaining. The system of collective bargaining is the essence of commercial progress. It protects the laborer and gives solidity to the contract that capital is able to make with labor.

I do not believe that there is a problem of human existence that cannot be solved by reason and negotiation, when men approach each other in a spirit of fair dealing.

## "C. of C. Will Fail."

In San Francisco at this moment a strong effort is being made in certain quarters to destroy organized union labor.

I prophesy the failure of this movement.

I am sure that not even a considerable minority of our people is in sympathy with any campaign to destroy organized labor, a movement which would precipitate a wasteful and distressful struggle which settles nothing, brings no good to anyone and divides a community for years.

The public is informed, however, that this campaign is not an attack on organized labor.

Most opponents of organized labor declare that they do not wish to destroy the unions.

They would permit the unions to exist if they confine themselves to the functions of benevolent societies, visiting the sick and burying the dead—but they must not attempt to deal with the wages or conditions of employment or interfere with the inalienable right of every man to work whether he belongs to a union or not.

According to this school of thought every man has an inalienable right to work.

But let any man seeking employment go into any shop or factory or bank and, relying upon his inalienable right to work, demand a job.

He will soon find that his inalienable right to work is nothing but a group of words and

(Continued on Page 10.)

## OFFICIAL.

## SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Sept. 5, 1916.

A synopsis of the minutes of the meeting held on the above date will be published in next week's issue.

JOHN H. TENNISON, Secretary pro tem.  
Maritime Bldg., 59 Clay St. Phone Kearny 2228.

Victoria, B. C., Aug. 28, 1916.

No meeting. Shipping medium; prospects uncertain.

REGINALD TOWNSEND, Agent.

Room 11, De Cosmos Block, 1424 Government St.

Vancouver, B. C., Aug. 28, 1916.

Shipping fair; prospects uncertain.

W. S. BURNS, Agent.

213 Hastings St., E. corner of Hastings and Main. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Aug. 28, 1916.

No meeting. Shipping very good; men scarce; prospects uncertain.

H. L. PETTERSON, Agent.

2016 North 30th St. Tel. Main 808.

Seattle Agency, Aug. 28, 1916.

Shipping fair.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Aug. 28, 1916.

No meeting. Shipping and prospects poor.

E. J. D. LORENTZEN, Agent pro tem.

P. O. Box 6. Tel. Main 557.

Portland Agency, Aug. 28, 1916.

Shipping dull; prospects uncertain.

JACK ROSEN, Agent.

44 Union Ave. North. Tel. East 4912.

Eureka Agency, Aug. 28, 1916.

No meeting. Shipping dull.

OTTO DITTMAR, Agent.

227 First St. P. O. Box 64. Tel. 159.

San Pedro Agency, Aug. 28, 1916.

Shipping medium; prospects uncertain.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Aug. 21, 1916.

Shipping dull; prospects poor.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

## MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Aug. 31, 1916.

No meeting. Shipping fair for waiters.

EUGENE STEIDLE, Secretary.

42 Market St. Phone Kearny 5955.

Seattle Agency, Aug. 24, 1916.

No meeting. Shipping quiet.

LEONARD NORKGAUER, Agent.

Grand Trunk Dock, Room 203. P. O. Box 214. Phone Main 2233.

San Pedro, Aug. 23, 1916.

No meeting. Shipping fair; plenty of members ashore.

HARRY POTHOFF, Agent.

P. O. Box No. 54.

Portland Agency, Aug. 28, 1916.

No meeting. Shipping medium; no members ashore.

THOMAS BAKER, Agent.

89 Second St. N. Phone Broadway 2306.

The work of attempting to float the steamer "Bear," stranded on the Northern California Coast, goes on with unabated vigor, the salvagers being still hopeful of success. While all gear for hauling on the vessel and taking up any gains is in place, ready for action, the crew is now devoting its energies to dredging away sand about the vessel. For this purpose two additional sand pumps have been added to the equipment, making three now aboard the vessel, operated by steam from the "Bear's" own boilers. In addition to these pumps, a large steam drag shovel, operated by a donkey engine, is being used. With these appliances the vessel is being kept partly afloat and prevented from sinking deeper into her sand bed. From now on it will be a race between man and nature to see if the machinery of the former can take away the sand faster than the latter can put it back.



### STEFANSSON'S ACHIEVEMENTS.

The arrival at Nome, Alaska, of six of the leading aids of Vilhjalmur Stefansson, with thirty tons of specimens gathered by the party since it started into the British American Arctic regions, in 1913, will interest Canadians more than any other people. This because it is under and for the Dominion government, and backed by it with funds, that the Scandinavian explorer, a native of Manitoba and educated in the United States, is working; and to Ottawa will come the spoils that have just arrived at Nome.

Quite natural has been the latter-day interest of the Dominion in the vast and previously unexplored regions which Stefansson and his aids have been traversing. As civilization, with its attendant arts and natural sciences, presses farther and farther north in British American territory, and as population creeps poleward, there will inevitably be increasing curiosity about the regions that lie beyond. Stefansson is only a forerunner, making the way clear to other investigators, some backed with State aid and others not, but all bent on Canada's enlarging the bounds of her self-knowledge, and at the same time, disclosing the resources of a tangible, physical sort that await discovery and utilization. Nor is this all. Exploration for its own sake, as a proof of a nation's entrance into the sisterhood of communities bent on expanding the bounds of human knowledge, has now been ordered by Canada, and at a comparatively early stage of national existence. She has begun to do collectively, and with revenue popularly derived, what many of the older nations have yet to undertake.

The lieutenants of Stefansson who have landed in Alaska have not seen their chief since 1915, and some of them not since 1914. Their work has been done mainly on and about Coronation Gulf. Stefansson, who does not plan to come out of the North until next year, has been busying himself with further exploration of the mountainous land which he has discovered to the west and north of Banks Land. The latter territory he also has explored more thoroughly than have any of his predecessors.

Taken in connection with the work which Russian explorers are doing from Siberian bases of departure, this penetration of the North by Stefansson and his Canadian aids is prophetic of a wide expansion of knowledge of the Arctic territory during the next decade or two. The more reliable financial backing which the modern explorer gets, the ampler and more perfectly suited outfit with which he starts, the aid that wireless communication gives, and the technical equipment of the man and his aids, all make for swifter and surer triumphs over conditions.

Those stages of progress are alone durable which have rooted themselves in the mind and conscience of mankind before receiving the final sanction of legislators. The only means of realizing what is good is to teach it by education and propagate it by example.—Francisco Ferrer.

Any old capitalist can properly conduct a trade union if he only organizes it and does the conducting himself. No previous experience required.—New York Call.

### WHAT ARE "AMERICAN IDEALS"?

We have read much about the high ideals that made us of the United States the foremost citizens of the world. With no disloyalty to the land of our fathers, but rather with a deeper love for their ideals than ever, we feel constrained to ask, "What are these high ideals that mark us as so distinctively different from other peoples?"

It is true that we have taken much credit to ourselves for our stand as a peaceful people, yet one might easily account for that by the reason that as we have not sought to acquire outside territory, we have little or no cause for complications that would lead to strife. The loud wail of the jingoists on the slightest pretext furnishes us some idea of the forces in the nation that would precipitate war did any occasion furnish an excuse.

The fact that our arms factories are working night and day to furnish war material to the struggling nations of Europe makes us seem to some quiescent partners in the business of international war. There is no reasonable doubt but we would have been at war with Mexico had the American concessionaries in the country had their way, and the danger is not entirely past. It is generally the wealthy exploiting class that promote and foster international wars, and these we have in plenty.

The standard by which the progress of any nation is judged should be the amount of social legislation adopted in the interest and welfare of its working population. The protection that is placed around them in their employments and the barriers erected against a too barbarous exploitation of their working power. Laws should be so written and enforced that none would have occasion to cry out at the injustice of their application.

It is right that there should be laws governing the actions of individuals and corporations in all things that affect others than themselves. This is made necessary by the greed which prompts some to always seek the advantage of another. Human instinct, unleashed and not subject to law, is still guided largely by the law of the stone age when the most powerful and active dominated his surroundings. Enlightenment prompted the passage of protective legislation, but the stone age spirit was also active and by bribery and coercion have made their application and enforcement almost impossible.

Many practices that are admittedly anti-social and productive of the worst possible results are freely practiced without fear of legal restriction. Child labor, which flourishes in many of our States at this late date and despite the active propaganda against it, might be cited as a case in point. While the majority of the people disapprove of child labor, the interests that fatten off its profits are so strongly entrenched that they seem almost impregnable.

In no nation of the civilized world are the greedy employers so ruthless in their violation of all legal and moral restraint as in our own land. Fortified behind friendly judges, friendly governors and aided in their cause by subservient legislators, in at least four of the United States, they have committed depredations that amounted to virtual treason. Contrary to all law they have recruited standing armies of thugs and

assassins, responsible to their employers alone, for the purpose of making their exploitation of labor the more secure. While these acts have been denounced by the public and a large part of the press, there is still no immediate remedy in sight for the evils of the system.

In Colorado we read of the active persecution of John R. Lawson and others for daring to stand defiant to a clique of money-lords who have made their industries a hell on earth. Lawson and others must stand trial for murder because the striking miners would not stand passively by and see their loved ones murdered in cold blood. This, notwithstanding the fact that the operators that connived at the importation of hired thugs and murderers who invaded a peaceful community in defiance of all law, have never even been threatened with law.

In the columns of the papers, daily, one can read of the persecution of the workers by a class that is above and beyond the law, and this in free, cultured and civilized, peace-loving America. Not in the backward nations of another land, but in the land we love to call our own. All this is convincing truth that injustice can be perpetrated under the folds of the flag of a republic as easily as under an absolute monarchy. It is the people of any nation who determine whether injustice or justice shall prevail, and injustice will govern any land so long as the people of that land are content to abide its ravages. America will only become a land of high ideals in reality when the people have cleansed the government of the unclean forces that are slowly strangling its workers. The workers must organize, educate and federate that they may come into their heritage promised by the fathers of the republic before they were overridden by the enemies of popular rule. The day when labor rules, the Stars and Stripes of the United States will mean something more than the mere symbol of a political subdivision ruled by greed.—Wyoming Labor Journal.

### HARD TIMES IN GREECE.

According to the American Consul General at Athens, Greece, the profits of Greek shipowners during the year 1915 have been placed as high as \$80,000,000. Some owners, tempted by the large prices offered for ships in various parts of the world, have disposed of a number of their vessels, and the idle crews, who, largely because of the language difficulty were unable to follow their calling under some foreign flag, have remained in Greece, to add to the large number of men already out of work.

### COMPASSES IN LIFEBOATS.

An intimation has been received in Liverpool (England) from the Board of Trade of a new rule making it obligatory that lifeboats carried by steamships, including those in the home trade, shall carry efficient compasses to facilitate their efficacy in life-saving. While it is not required that every lifeboat shall be so furnished with compasses, the rule insists upon not less than half in passenger ships. In cargo ships at least two boats must be so provided.

Demand the union label upon all purchases!



## CAPE VERDE PACKETS.

Reports from Nantucket recently stated that the three-masted packet schooner "Mystic," bound from Cape Verde Islands for New Bedford, had dropped anchor off Great Round Shoal Lightship to send a boat ashore for assistance, being destitute of provisions and almost unmanageable after five weeks battling with storms. She had 172 persons on board, including 150 passengers, who had been virtually without food for two days. After provisioning the schooner, the steamer "Petrel" took her in tow for New Bedford.

It came as a surprise to many to hear that the Cape Verde packets were still in existence. In years gone by a packet service also ran from New Bedford to the Azores, but the Fabre Line service from Lisbon, via Azores, to Providence drove the windjammers out of the trade. Even the Cape Verde packets, notwithstanding the lack of direct steam communication with those islands, are dropping out, some having been wrecked, some condemned and some sold out of the service. One of the missing vessels is the "Savoia," an iron barquentine of 417 tons reg., built at Genoa in 1891, and last reported sailing from the island of Fogo, Feb. 4, for San Thiago. She had capacity for 243 passengers. Another well-known Cape Verde packet is the brigantine "Luso," 358 tons, built of wood at Newport, N. S., in 1887. The packet "Daisy" is a wooden brigantine, built at Brookhaven, N. Y., in 1872, which sails under the American flag and carries about as many passengers as the "Savoia."

The Cape Verde packets are, without a doubt, the most picturesque craft in the Atlantic. They bring immigrants to New Bedford and also whale oil landed at Cape Verde or the Azores by American whalers. On the return voyage, the cargo consists of stores, staves and general supplies for the islands and the whale-ships. Few immigrants are as picturesque as the Portuguese who travel by these packets. Gaudily dressed, they often land at New Bedford barefooted in the midst of winter.

The Cape Verde islanders who dwell around New Bedford are a very industrious race. They indulge in cranberry farming and man the whale-ships. They are negroes and should not be confounded with the natives of the Azores who are also to be found in and about New Bedford and who were brought in numbers before the war by the Fabre or White Star liners.

It may appear strange in these days that passengers should be willing to travel in small sailing ships and face the privations which often have to be endured on a transatlantic voyage. However, the primitive Cape Verde islanders, accustomed since infancy to face hardships, know nothing of the luxury of steamer travel. There are no direct steamers from Cape Verde to America, the only steamer route being via Lisbon by means of local steamers or of the South American liners calling at St. Vincent for coal and proceeding north via Lisbon.—"Shipping" Illustrated.

Antofagasta, a great shipper of metal ores, borax, and nitrate, is obliged to pipe its drinking water several hundred miles from the Andes. The city is one of the driest spots in the world, though a deep-water port. Beyond it lies the great Atacama desert.

## A GARDEN OF SERPENTS.

Brazil's "Garden of Serpents" is one of the most interesting, though to some, repulsive sights in the world, and is maintained purely for scientific purposes. It is located at Butanta, Brazil, and occupies in all some 700 acres. Here are the laboratories which produce serums for the cure and prevention of the effects of snake-bites. The snakes used in preparing the serums are kept in a small park, containing numerous dome-shaped shelters, which is surrounded by a wall and a ditch filled with water. Other specimens are kept in a similar park near the main building, in order to study their habits, favorite food, the very diverse venomous properties of various species, and the best method of escaping their attacks.

The hot and moist forests of Brazil contain many venomous serpents, but the slightest noise alarms the peaceful and timid reptiles, which attack only those persons and animals that tread on them or destroy their lairs. The principal families are the Bothrops and the Crotales, or rattlesnakes. The Bothrops' venom decomposes the blood and produces internal hemorrhage, with intense congestion of the liver, kidneys and brain, while the venom of the Crotales paralyzes the respiration, circulation and vision, and usually causes death within twenty-four hours. Each venom requires its special antidote. The laboratory heads prepare a serum for each, and also a polyvalent, or compound serum, which is effective against all Brazilian snake venoms, for use when the species of the attacking snake is unknown. The serums are obtained from young and sound horses and asses, which receive, at intervals of five or six days, injections of venom, increasing from one-twentieth milligram to one gram. A year's treatment is required to produce perfect immunity and an effective serum. The polyvalent serum is obtained by injecting the venoms of Bothrops and Crotales alternately. The animals thus immunized furnish anti-venom serum for a long time if they receive a fresh injection of venom after each extraction of serum. Tubes of serum, with hypodermic syringes, are sent gratuitously to hospitals, municipalities, and poor patients. Others are sold at low prices or exchanged for live snakes. Serums for pest, diphtheria, and tetanus also are produced by the usual methods.

## FILIPINOS SUCCEED CHINESE.

In view of the satisfactory results obtained by American and British steamship companies in the employment of Filipinos as ships' crews, says the Manila (P. I.) Times, the management of the German steamers now lying in Manila bay has decided to replace the Chinese members of the crews with Filipino sailors.

Reason and good sense will not fail to augur ill of that system of things which is too sacred to be looked into; and to suspect that there must be something essentially weak that thus shrinks from the eye of inquiry.—William Godwin.

From one source alone—saltpeter—sixty per cent. of the Chilean revenues are derived. During thirty-one years the industry and agriculture of the world have paid a tax of \$425,000,000 to Chile.

## NOTICE TO SEAMEN.

## IMPORTANT.

Any seaman who finds himself discriminated against, either directly or indirectly, because of his membership in the Seamen's Union (or because of his intention or desire to join the Union), by any representative of the Lake Carriers' Association or any of its allied companies, is requested to at once report the facts to an officer of the Union. Careful notes should be made, giving detailed information of what has occurred, full names, addresses, date, time, place, etc. This will apply to acts of discrimination against seamen, for above stated reasons, or because of rules of the so-called "Welfare Plan," by any agent or representative of the Lake Carriers' Association or any of its allied concerns, including the masters and officers of the ships.

Fraternally yours,

LAKE SEAMEN'S UNION,  
V. A. OLANDER, Secretary.

## LAKE DISTRICT, I. S. U. of A.

## LAKE SEAMEN'S UNION,

328-332 West Randolph St., Chicago, Ill.

## BRANCHES AND AGENCIES:

BUFFALO, N. Y. ....55 Main Street  
Telephone Seneca 936 R.  
CLEVELAND, O. ....1401 W. Ninth Street  
Telephone Bell Main 1842.  
MILWAUKEE, Wis. ....133 Clinton Street  
Telephone South 240.  
ASHTABULA, O. ....21 High Street  
Telephone 552.  
NORTH TONAWANDA, N. Y. ....152 Main Street  
Telephone Bell 2762.  
DETROIT, MICH. ....15 Twelfth Street  
Telephone 3724.  
SUPERIOR, WIS. ....1721 N. Third Street  
Telephone, New, Broad 385.  
BAY CITY, MICH. ....108 Fifth Avenue  
OGDENSBURG, N. Y. ....70 Isabella Street  
CONNEAUT, O. ....922 Day Street  
SOUTH CHICAGO, ILL. ....9142 Mackinaw Avenue  
PORT HURON, MICH. ....517 Water Street  
ERIE, PA. ....107 E. Third Street

## MARINE FIREMEN, OILERS AND WATER-TENDERS' BENEVOLENT ASSOCIATION.

## HEADQUARTERS:

71 Main Street, Buffalo, N. Y.  
Telephone Seneca 48.

## BRANCHES:

CLEVELAND, O. ....1185 W. Eleventh Street  
CHICAGO, ILL. ....406 N. Clark Street  
MILWAUKEE, Wis. ....151 Reed Street  
DETROIT, MICH. ....27 Jefferson Ave., East  
SUPERIOR, Wis. ....1814 Fourth Street  
OGDENSBURG, N. Y. ....70 Isabella Street  
BAY CITY, MICH. ....108 Fifth Avenue

## MARINE COOKS AND STEWARDS' UNION.

## HEADQUARTERS:

406 N. Clark St., Chicago, Ill.  
Telephone Main 365.

## BRANCHES:

Buffalo, N. Y. ....Toledo, O.  
Cleveland, O. ....North Tonawanda, N. Y.  
Milwaukee, Wis. ....Superior, Wis.  
Ashtabula, O. ....Erie, Pa.

## UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

## MARINE HOSPITALS:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

## RELIEF STATIONS:

|                      |                         |
|----------------------|-------------------------|
| Ashland, Wis.        | Ogdensburg, N. Y.       |
| Ashtabula Harbor, O. | Oswego, N. Y.           |
| Buffalo, N. Y.       | Port Huron, Mich.       |
| Duluth, Minn.        | Manitowoc, Wis.         |
| Escanaba, Mich.      | Marquette, Mich.        |
| Grand Haven, Mich.   | Milwaukee, Wis.         |
| Green Bay, Wis.      | Saginaw, Mich.          |
| Houghton, Mich.      | Sandusky, O.            |
| Ludington, Mich.     | Sault Ste. Marie, Mich. |
| Manistee, Mich.      | Sheboygan, Wis.         |
| Erie, Pa.            | Superior, Wis.          |
| Menominee, Mich.     | Toledo, O.              |



## WEEKLY NEWS LETTER.

(Continued from Page 3.)

you realize that this vast volume of male aliens amounts in number to one-seventh of all the votes cast in the Presidential election of 1912? The possibilities suggested by the presence in this country of such a vast number of prospective, and to a large extent uneducated, voters can only be understood when I state that the entire Presidential vote of California, Oregon, Washington, Montana, Idaho, Wyoming, Nevada, Utah, Colorado, Arizona, New Mexico, North Dakota, South Dakota, Nebraska, and Kansas in the election of 1912 amounted only to 2,280,000; and yet we had substantially that number of alien-born men in the United States on that date all ready to become citizens of the United States."

Senator Dillingham was a member of the Immigration Commission, appointed by Congress to investigate this question. He stated that agents of the commission came in contact with 86,000 persons in the iron and steel industry and found that the average wage of these 86,000 persons was \$326 a year.

## A Nervy Anti-Unionist.

Ernest A. Prange, an installment jeweler in Grand Rapids, Mich., has sued the Trades and Labor Council and the Building Trades Council, together with their officials, and the Observer, official paper, for \$50,000 damages. Prange employed non-union building craftsmen and the unionists asked all members and sympathizers not to patronize him.

In his bill of complaint Prange says he has a business of \$50,000 a year, and that \$30,000—60 per cent.—of this amount comes from trade unionists.

He wants his cake and he wants to eat it at the same time, for he asks the court to restrain the unions from announcing that he employed non-union labor, because "the action of said defendants has caused him to suffer great losses and that in all probability will cause him to suffer great losses in the future, if said defendants are successful in carrying out their design, and will cause him to lose profits of \$50,000 and upwards."

## Senator Sherman Backed Into a Corner.

In the United States Senate, on August 19, Senator Sherman was backed into a corner when he tried to prove his great love and admiration for trade unionists as a whole and at the same time stamp as a public nuisance the man they have repeatedly and unanimously elected president of the A. F. of L.

August 15 Senator Sherman first uncorked his spleen because President Gompers, in answer to a letter from a trade unionist, stated Charles E. Hughes' position in the Danbury hatters' case while a member of the Supreme Court.

This enraged Senator Sherman, who rambled off into a tirade so common in conventions of manufacturers' associations. He said, "Gird up your loins, Mr. Gompers, and answer like a man." The A. F. of L. executive lost no time in accepting the challenge, and wrote Senator Sherman to this effect.

Last Saturday Senator Reed (Missouri) reopened the case by inserting the Gompers' letter in the record, and defended the

unionist in a vigorous manner. In reply to the acceptance of his challenge for a joint debate, Senator Sherman quit cold and proved his snobbery and last-century viewpoint when he declared that if the laws of dueling were in force, "I would say to Mr. Gompers that I do not fight with anyone except those of my own class."

Senator Reed said: "I sometimes think it is a misfortune that men on the floor of the Senate are immune from the pains and penalties of the law against libel and slander. I have known Mr. Gompers in a way—not intimately, but I have been thrown in contact with him—for a number of years. I have had occasion to follow his public acts; for I speak of his acts in connection with the great labor organization to which he belongs as in the nature of quasi-public acts. I have never known him to do an unjust or unlawful act. Instead of being an instigator of strife, it is well known that he is one of the most conservative of advisers of that great body of men of which he is the head. I challenge any man to point to a single time when Mr. Gompers has not sought to promote the interests of the great laboring classes of this country by peaceful means.

"There have been men, there are occasional individuals, who attach themselves to every society, to every organization, whether secular or ecclesiastical, who will reflect by their acts discredit upon the organization to which they belong. There are men who have sat in this chamber whose words and conduct have not added luster to this body. But only the most narrow, the most prejudiced, the most evil-minded of men would charge the individual act of one wicked man to an entire body of men."

Senator Sherman laid great importance on the failure of President Gompers to denounce individual members of trade unions who have been convicted of crime. This was answered by Senator Owen (Oklahoma):

"Mr. Gompers is not called upon as the head of the American Federation of Labor to apologize to the country whenever any member of that organization is convicted of crime, any more than the Senator from Illinois is called upon to apologize to the country whenever a person is convicted of murder in the State of Illinois."

Senator Sherman then pleaded that he had "the very greatest confidence" in the members of organized labor, and again renewed his attack on the A. F. of L. executive. Senator Owen, in reply, made this telling point:

"The Senator can not have any confidence in the judgment of organized labor in this country in denouncing as he does this man whom millions of members of the unions have trusted and whom they have elected over and over again. Have these organized labor people no common sense? Have they no judgment? Have they no evidence of the integrity and ability and worth of this man?"

Senator Sherman was getting into deep water and he offered the weak defense that he would communicate with the dissatisfied members of the A. F. of L. and other organized workers not affiliated "and if it will be any satisfaction to the Senator from Oklahoma I will give him their names, with their consent."

It was clear that the Illinois Senator was getting groggy, and the discussion was

closed with this punch from the gigantic Senator James (Kentucky):

"Does not the Senator (Mr. Owen) think it would have been more in keeping with the dignity of the Senate for the Senator from Illinois to have communicated with these gentlemen before he made this charge than to make the charge and then refuse to disclose his evidence, unless he has their consent? It seems to me that the Senate is not the proper place for a Senator representing a great commonwealth to make broadside charges affecting the integrity and character of citizens of the republic without being willing also to give his evidence. I do not think it is quite the right thing nor the proper place for the Senator to make the charge and then say, 'I will sustain it, provided I can get the consent of the men who gave me the evidence.'"

## Applauds Child Labor Act.

The Register of Mobile, Ala., expresses this thought on the Federal Child Labor Act, which is supported by every thinking southern citizen, despite contrary views of a few mill owners and their representatives:

"The evil sought to be abolished is of sufficient extent and magnitude to call for federal control. The States have various laws, some have adequate laws; some have virtually none; and there is nothing uniform or certain in the enforcement. The millmen, by their opposition to the introduction and passage of salutary legislation by the States, and their failure to adopt voluntarily a sanitary and humane employment system, have invited Congressional supervision. This appears to be one instance where the people would cordially approve of centralization of power, the States having failed notoriously to give to the little children the protection to which they are entitled."

## LABOR DAY AT SAN FRANCISCO.

(Continued from Page 7.)

that about the only inalienable right he has is the right to starve.

## Cash vs. Humanity.

We need in this community more men of vision and insight, men who can think in terms of human rights as well as in terms of property. Only such men can prevent those clashes between capital and labor which are bred of mutual misunderstanding.

Government has been eager to help business, but slow to help women and children and labor.

For generations we were concerned with the problems of wealth, all the while not seeing that we ought to be concerned with the problems of poverty.

Capital and labor cannot fully understand each other until they think in the same terms, and it would be well for the opponents of labor to think in terms of humanity.

Labor thinks in terms of living. When a union fixes wages at \$3 a day, it has not in mind so much the \$3 as \$3 worth of living; and, when \$3 will no longer maintain that standard of living, the union feels that it is really no longer getting its due.

Of course, it is easy to argue against this plan of a wage scale, but men do not live on technicalities and cannot feed on words.

You cannot discuss labor or the price of labor in the jargon of the law courts or the exchange.

## Wages Mean Life.

The price of labor is something entirely different from the price of barrels or of ships. The man who sells his labor is selling not a commodity, but his life.

The price of labor is the welfare of the nation; the price of labor is the pride of men, the honor of women, the well-being of children; the price of labor is the price of life, of liberty, of happiness.

These things a man must understand if he is to deal fairly with labor either as an employer, a citizen or a public official.



## A "PLAIN ISSUE" ANALYZED. (Continued from Page 2.)

in building methods has advanced to a point where from an economical or investment point of view, more advantages in the employment of labor are now at the disposal of the building public than at any other period in the history of building construction."

Again, under date of August 30, 1916, Mr. Polk submits the following facts:

"Early in 1911 I accepted an invitation to act, on the part of the owner, as an appraiser in the adjustment of a fire loss in Los Angeles.

"One of the appraisers, representing some of the insurance companies in this adjustment, was a Los Angeles man.

"During the appraisal this man contended that my estimates were excessive, on the ground that I based them upon San Francisco prices, and that I was unfamiliar with Los Angeles prices.

"He claimed that costs in Los Angeles were less than in San Francisco for the reason that Los Angeles maintained open shop and other non-union labor conditions, while San Francisco did not. Therefore he demanded that I reduce the claim that I had submitted.

"After the adjustment of this loss to the satisfaction of my client I was then retained to reconstruct the building in question. My position was then in a measure reversed.

"In the first instance I was trying to sell my loss for the highest possible figure. In the next I was trying to buy reconstruction at the lowest possible cost. In the first instance, while my duty forbade me from conceding the point, I conscientiously thought that possibly Los Angeles prices were lower.

### Architect Is Amazed.

"In rebuilding, my duty consisted in obtaining such lower prices. Imagine, therefore, my amazement in finding that I could not. As a matter of fact, I found that the reconstruction of this building, notwithstanding lower wages, longer hours and other non-union labor conditions prevailing in Los Angeles, the cost of this work equaled the cost of similar work in San Francisco, where shorter hours, higher wages and other union labor conditions prevailed."

Much other evidence is available upon the subject of union labor efficiency and it would seem as if Mr. Koster himself appreciates this fully, for his own barrel factory is operated under union shop conditions.

Our great ship-building industry, too, is conducted under union conditions, and we challenge any one to make comparisons with non-union plants.

But after all, the point at issue is not the limitation of the output.

Nor is it necessary to dwell upon the fact that some of the most eminent members of the Chamber of Commerce have for years limited the industrial development of San Francisco by demanding inflated prices for real estate. Perhaps Mr. Koster's expert investigation will tell us later just how many prospective industries have been driven to the other bay counties because of the inducement offered by cheaper land.

The main point to be considered is the respective merits of the union shop and the non-union shop. If it be shown that the union shop is a necessity to the protection and the wellbeing of labor, the conclusion cannot be weakened, and certainly cannot be reversed, by the charge that its conduct in certain respects is open to criticism, even although such charge were proved beyond dispute.

### Abolition No Remedy.

Every institution created for the advancement of the human race has been subject to a charge of abuse at some time or other, and with more or less justification. Abolition has been seriously proposed, and even attempted, as a corrective of the abuses that have accompanied many institutions. These efforts have failed, for the reason, chiefly, that the institutions had within them a vitality that proved superior both to their own weaknesses and to the strength of their opponents.

As time passed, these palladiums of our liberties have grown in strength and respectability. The abuses to which they were at first subject have ceased—or at least have ceased to arouse hostility. So with the institution of organized labor. As it grows older it becomes stronger; as it becomes stronger it becomes more responsible; as it becomes more responsible abuses decrease and disappear.

The remedy for the abuses of organization is not disorganization. Organization has merits of its own which nothing else can replace. The remedy for the abuses is simply more organization.

The union shop spells peace in industry—peace founded upon mutual recognition and intelligent co-operation on the part of employers and employees, not upon the entire defenselessness of the individualized worker.

The union shop stands for stability and progress in the conditions of industry. The non-union shop stands for uncertainty and stagnation. Conditions in the union shop improve in accordance with the accepted rules of progression. Conditions in the non-union shop grow worse under the rules of retrogression and can

never improve until they have reached the limit of endurance.

It is futile for the president of the Chamber of Commerce to talk of harmonizing the human element in industry by the establishment of the so-called open shop. The organized workers have no foolish illusions upon that point. And the worthy gentlemen who so generously contributed to Mr. Koster's million-dollar jackpot know exactly what they are after. But they will not succeed.

The organizations of labor are here to stay, and if we may judge the future by the past, they will grow healthier and stronger in the face of all opposition. For in the hour of real danger even the beasts of the field learn to know the value of sticking together.

## THE SIREN OF CEYLON.

Contrary to the general belief, fish are not all dumb. Quite a number of them make some kind of noise.

The common red gurnard of the English coast, on being hooked and hauled rudely out of the sea, will grunt loudly and indignantly, as a fisherman will tell you. It is a strange, croaking sort of noise, such as one might expect a young crow to make.

Then there is a fish called the butterman, which is found off the Scottish coast. This fish which is fat and comfortable looking, about a foot long as a rule, makes a distinct hooting noise from the back of his throat when landed in a net or caught on a long line. A netful of these fish, though they are rather rare, is sometimes caught, and when they are hauled in the chorus of sharp, siren-like hoots is very startling to the stranger.

But in Ceylon there is a shellfish, a kind of mussel, which positively sings. In still weather, when the water has ebbed away from the mussel beds for a few hours, these shellfish can be heard producing a long, low, fluty sound.

How they do it no one knows, but they make a quite distinct attempt at singing; and as they have no throats, they must produce the sound by some manipulation of their double shells.

The sound is low and not at all unpleasant—in fact, it is rather sweet to the ear on a still summer's night.—From Answers, London.

## ENVIRONMENT AND RACE.

"The cause of undeveloped ears in maize has not yet been definitely defined. According to a South African authority, barrenness does not seem to be a variety characteristic but rather the result of environment."—"Australasian."

"Every breeder knows that if lambs get a check in infancy they never mature with a bloom on, nor evenly. Generally the worst sufferers are those breeds which make the best quality of meat."—"Hickory," the Farm and Dairy Expert for the "Australasian."

"It is essential for milk production that the cows shall be supplied in their food with the materials necessary to make the milk, more especially the albuminoids."—"Australasian."

If you want a good crop of anything, good quality, with good appearance, you must have rich ground or well-fed ground.

What about the human being?

In every paragraph one can read, Man, Woman, or Child, and the statement is just as true as it was of the original plant or animal to which it was applied.—The Australian Worker.

## Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

## International Seamen's Union of America

(Continued from Page 5.)

### PACIFIC DISTRICT.

#### SAILORS' UNION OF THE PACIFIC

##### Headquarters:

SAN FRANCISCO, Cal., 59 Clay St.

##### Branches:

VICTORIA, B. C., 1424 Government St.  
VANCOUVER, B. C., 213 Hastings St., E. corner of Hastings and Main, P. O. Box 1365, Tel. Seymour 8703.  
TACOMA, Wash., 2216 North 30th St.  
SEATTLE, Wash., 84 Seneca St., P. O. Box 65.  
ABERDEEN, Wash., P. O. Box 6.  
PORTLAND, Ore., 44 Union Ave., North.  
EUREKA, Cal., 227 First St., P. O. Box 64.  
SAN PEDRO, Cal., P. O. Box 67.  
HONOLULU, H. T., Cor. Queen and Nuuanu Sts., P. O. Box 314.

#### MARINE FIREMEN, OILERS AND WATER-TENDERS OF THE PACIFIC.

##### Headquarters:

SAN FRANCISCO, Cal., 58 Commercial St.

##### Branches:

SEATTLE, Wash., 1408½ Western Ave., P. O. Box 875.  
PORTLAND, Ore., 242 Flanders St.  
SAN PEDRO, Cal., 613 Beacon St., P. O. Box 574.

#### MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

##### Headquarters:

SAN FRANCISCO, Cal., 42 Market St.

##### Branches:

SEATTLE, Wash., Room No. 203, Grand Trunk Dock, P. O. Box 214.  
PORTLAND, Ore., 89 Second St. N.  
SAN PEDRO, Cal., P. O. Box 54.

#### ALASKA FISHERMEN'S UNION.

##### Headquarters:

SAN FRANCISCO, Cal., 49 Clay St.

##### Agencies:

SEATTLE, Wash., 84 Seneca St., P. O. Box 42.  
ASTORIA, Ore., P. O. Box 138.

#### DEEP SEA FISHERMEN'S UNION OF THE PACIFIC.

##### Headquarters:

SEATTLE, Wash., 84 Seneca St.

##### Branches:

VANCOUVER (B. C.), Canada, 437 Gore Ave.  
PRINCE RUPERT (B. C.), Canada, P. O. Box 968.

#### UNITED FISHERMEN OF THE PACIFIC.

ASTORIA, Oregon, P. O. Box 138.

#### BAY AND RIVER STEAMBOATMEN'S UNION OF CALIFORNIA.

SAN FRANCISCO, Cal., 10 East Street.  
SACRAMENTO, Cal., 200 M Street.



## Labor News.

Girls employed by the Southern Manufacturing Company at Richmond, Va., are on strike. Piece work rates make it impossible for them to earn a living wage.

"Infant mortality is the 'yard stick' for measuring the height of social welfare and the breadth of human efficiency," said Dr. Emil T. Lobedan, health official, in a recent address in Milwaukee.

Practically every motorman and conductor employed by the Birmingham (Ala.) traction line has joined the Street Car Men's Union which is being installed by Vice-President Ben Commons, of the international organization of street car men.

Team owners and a committee from Tri-City Teamsters' Union have agreed to a new wage scale that raises wages \$2.50 a week for over 200 employees. The union was organized three months ago and includes Davenport, Iowa, Rock Island and Moline, Ill.

San Francisco culinary workers on strike for an eight-hour day are tired of being charged with inciting violence because they picket, so they are now using donkeys to advertise non-union restaurants. Unionists are wondering what objection the law-and-orderites can raise against harmless, inoffensive donks.

Organized workers at Worcester, Mass., are planning for a huge "labor forward" movement to offset the non-union activities of the Metal Trades' Association, the Worcester County Employers' Association and other anti-union organizations whose members insist on labeling their trade union antagonism "open shop."

Striking machinists at Philadelphia are gradually winning their eight-hour battle. Thirty-five shops have accepted the shorter workday and signed an agreement. About 2000 are still on strike, although this number is being lessened because many strikers are leaving the city to work under union conditions.

Alabama trade unionists and members of the railroad brotherhoods attended a banquet given in honor of the convention of the Farmers' Educational and Co-operative Union of Alabama, held in Birmingham, Ala. Speakers representing the three movements urged closer unity and exchanged fraternal greetings.

The Boilermakers' Union of Wilmington, Delaware, has won its strike against the Harlan & Hollingsworth Corporation, shipbuilders. The work week was formerly 54 hours and the strikers demanded a 48-hour week. The agreement provides for 48 hours for pieceworkers and 54 hours with increased pay for day workers.

Chief of Police McNamara of Waco, Texas, requests the mayor and other city officials to consider the question of an eight-hour day so that favorable action may be taken in preparing the next city budget. "You gentlemen are aware of the demands made on the strength and energy of patrolmen under present requirements. The argument in behalf of the benefits of eight hours' labor are too well known to make it necessary for me to attempt to argue that point with you," he says. The police official, however, insists that a policeman who works short hours is free from worry, care and vexation and will give better service.

## SEATTLE, WASH.

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## Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Anderson, Ole A. Mathisen, Martin  
Andersen, A. C. Magnusen, Lars  
-1108 McDonald, W.  
Anderson, G. (Case) Mortensen, K. A.  
-1108 Macfarlane, Jas.  
Abrahamsen, John Machads, Henry  
Anderson, John McIntosh, James  
Anderson, N. G. Mictenen, John  
Anderson, Alf. 1638 Morrissey, James  
Anderson, Albert Mynkemeyer, H.  
Ackerson, A. R. Nelsen, Edward  
Astad, Ole Newman, J. S.  
Behm, A. Newland, Ernst  
Benson, D. Nolan, James  
Benson, C. A. -1894 Nygren, Gus  
Bergstrom, A. Nashls, E.  
Bach, M. Naro, H.  
Billsteln, K. Nielsen, Estwan  
Brennan, P. Nilsen, Feder  
Bessen, George Nitske, C.  
Berg, Johannes Nygard, Oluf  
Bjerke, Ole Olsen, A. M. -944  
Boek, J. Olsen, J. E.  
Cahin, A. Olsen, Tellef  
Carruthers, M. Olsen, Harald  
Christensen, -1366 Olsen, Ole  
Chudelm, G. Olsen, C. A. -1203  
Carlson, Gust Petersen, Bjarne  
Cottingham, F. Pictzman, L. D.  
Duncan, Geo. Puhleates, Aug.  
Ekwall, G. Petersen, A. -1720  
Erikson, J. R. Peterson, W.  
Erbe, L. J. Peterson, R. S.  
Espedal, J. Peterson, Calle  
Evans, J. Powers, James A.  
Edwards, Louis Rivers, John  
Fenes, I. Rostoin, A. M.  
Ferguson, R. Rasmussen, John  
Fredericksen, B. J. Reaues, N. R.  
Gabrielsen, P. Rosenwald, I.  
Gerber, Fritz Salvesen, Soerdrup  
Gilroy, Wm. Sandell, F. F.  
Hansen, N. -2072 Samseter, Paul  
Harrison, H. Schultz, W.  
Halvorsen, John L. Schellen, C.  
Haug, G. H. Schnelle, W.  
Jacobson, Julian Schmidt, E. H.  
Jacobson, Anton Seeley, T.  
Janson, Olaf Shankat, H.  
Jensen, Hans Stein, Herman  
Johansen, Erie Stammerjohan, C.  
Johansen, Oscar Stradlin, A. W.  
Jorgensen, Olaf Samsing, C. J.  
Junge, H. St. Clair, T.  
Jensen, Hans Swanson, R.  
Johanson, Aug. Samuelsen, W. L.  
Jonsson, Karl Schaurman, W.  
Julison, C. A. Torvik, Olaf  
Knutsen, Pete Tjormen, K. M.  
Korki, J. Tuligowski, Carl  
Koch, W. Taft, Hans  
Kjorsvik, Johan Thorsen, Andrew  
Kristiansen, Nils Uskila, B.  
Lewis, James Valentinsen, G.  
Lindroth, Gust Walters, Aug.  
Lani, Gus Wernersen, L.  
Lander, B. Wicksten, A.  
Lundersen, Carl Westlund, John  
Laamanen, J. Westerlund, Albert  
Lalan, Jas. Walsh, Ed.  
Laine, A. V. Wahlstrom, E.  
Larsen, Nels Young, A.  
Larsen, C. A. Zelenk, A.  
Mathisen, Sigurd

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## Tacoma Letter List.

Adolfsson, Gottfrid Melngall, M.  
Bratt, F. H. Nielsen, Niels -751  
Carlson, Gustaf Olsson, Per  
Hodson, H. I. Peel, Peter  
Jacobson, Gustaf Simonson, Sigvard  
Jensen, Hans -1555 Soter, Erik  
Lundgren, Carl Suominen, Oskar  
Magnusson, Ernest Svensen, John  
Marks, Thorwald Ullman, Emil  
Martinsson, E. Vigen, Elias

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## INFORMATION WANTED.

Alfred Pettersen Hilland, a native of Bergen, Norway, age 44, is inquired for by his brother, Randolph Pettersen. Anyone knowing his whereabouts please notify Sam Anderson, 100 Steuart St., San Francisco, Cal. 7-26-16

Gumersindo Fernandez, formerly messboy on steamer "Watson," should call at the offices of Nathan H. Frank, 1215 Merchants Exchange Bldg., San Francisco, and receive salvage money due him from S. S. "Camino." 8-30-16

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## Eureka, Cal., Letter List

Contreras, Julio Kustel, Victor J.  
Kyrkslatt, Lars Kinowsky, A.  
Lawrence, Harry Ingebretsen, Alf.  
Melander, G. L.

## Alaska Fishermen

Arentse, John Koester, Ernst  
Ast, P. Kester, Erich  
Brormare, Adolf Knudsen, O.  
Carey, Arthur L. Larsen, Martin  
Frost, H. C. Nelson, Chas. R.  
Hakanson, John Noland, Edvard  
Jansen, Jacob Odland, Sven  
Jansson, Axel J. Petersen, Andrew  
Johnsen, Harry Werner, Chas. J.  
Johnsen, August Wilhelmson, Seth

## INFORMATION WANTED.

Ingvald Andreas Hansen, alias Andrew Hansen, a native of Norway, age about 36; tall, dark; last heard of July, 1905. His address then was, Andrew Hansen, Karluk, Kodiak Island, Alaska. He is inquired for by his mother. Anyone knowing his whereabouts please notify Staff Captain Robert Smith, district officer, native work, Alaska, Box 925, Wrangell. 4-13-15

Olof Pedersen, a native of Norway, age about 60, supposed to be sailing on the Pacific Coast, is inquired for. Anyone knowing his whereabouts please notify J. T. Miles, 761 Greenwich St., New York, N. Y. 2-16-16

Anyone knowing the whereabouts of Thomas Rowe (now aged about 74), who was at one time a seaman and longshoreman on the Pacific Coast and also served in the Pacific Coast Navy Yards, will greatly oblige inquiring relatives by supplying such information. Address, Editor, Coast Seamen's Journal. 1-5-6



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Tel. Main 8295 ROSENSTEIN BROS.

## Portland, Or., Letter List.

|                    |                     |
|--------------------|---------------------|
| Andreasen, N. S.   | Johansson, Chas.    |
| Anderson, N. P.    | -2407               |
| Anderson, Nils     | Karlson, Ingvald    |
| Anderson, Rasmus   | Kjer, Magnus        |
| Adolfson, John     | Kristensen, Wm.     |
| Andreson, Hans     | Lindberg, A. C.     |
| Anderson, Gotfrid  | Lange, Peter H.     |
| Benson, S.         | Larsson, Ragnar     |
| Bernhardson, Chas. | Ljungstrom, John    |
| Bernadt, H. W.     | Larsson, C. -1632   |
| Brien, Hans        | Molen, Derk von     |
| Bosse, Geo.        | Nygren, Gust        |
| Carlson, Gustaf    | Ohlsson, J. W.      |
| Dybdal, Olaf       | Oglive, Wm. A.      |
| Edstrom, John      | Paulson, Herman     |
| Erickson, Eric     | Palm, P. A.         |
| Fisher, Fritz      | Reos, Oscar         |
| Hoten, J.          | Rensmand, Robert    |
| Henriks, Waldemar  | Rosenberg, Adolf    |
| Hagen, Arthur      | Ryberg, S.          |
| Helm, M.           | Smith, John         |
| Hylander, Gust     | Swanson, John L. V. |
| Jespersen, Martin  | Schroder, Paul      |
| Jonsson, Karl      | Sward, A.           |
| Jensen, Henry      | Tuhkanen, J. J.     |
| Johansen, Nikolai  | Westengren, C. W.   |
| Jarwinen, John     |                     |

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212 Eighth Street, Hoquiam, Wash.  
209 First Street, Raymond, Wash.

## INFORMATION WANTED.

Patrick McFee, who was cook on  
board the schooner "Robert Henry"  
on a voyage to Mexico last year, is  
inquired for by the U. S. Shipping  
Commissioner, at San Francisco, Cal.  
9-15-15

Adolph Godfred Eriksen, born in  
Moss, Norway, is inquired for by  
his brother, Herman Eriksen. Any-  
one knowing his whereabouts please  
notify W. Nielsen, 206 Moravian St.,  
Philadelphia, Pa. 5-26-15

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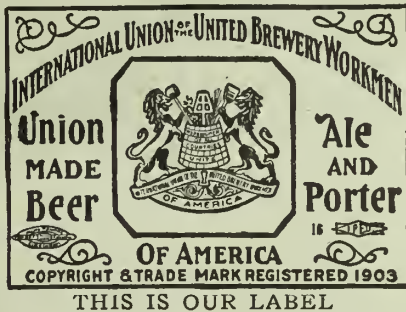
## Boot and Shoe Workers' Union

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John F. Tobin, Pres.

Chas. L. Baine, Sec.-Treas.

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## Aberdeen, Wash., Letter List.

|                       |                     |
|-----------------------|---------------------|
| Albers, George        | Krause, Otto        |
| Anderson, William     | Kuldsen, John       |
| Anderson, John        | Koster, Walter      |
| Anderson, Chris.      | Kottler, William    |
| Anderson, A. P.       | Kard, Hjalmar       |
| Andersen, Andrew      | Lindholm, John      |
| Andersen, Olaf -1118  | Lindgren, Ernst     |
| Bjerck, Gustav        | Lindroos, A. W.     |
| Bjerck, Geo.          | Lundkvist, Alarik   |
| Burmeister, T.        | Ludvigsen, Arne     |
| Bjorklund, G.         | Leedham, Max        |
| Benson, W. J.         | Lucey, James        |
| Bowman, C.            | McLeave, John       |
| Brogard, N.           | Munsen, Fred        |
| Bohn, Gus             | Nilsen, Harry       |
| Carlson, Adolf M.     | Nielsen, C.         |
| Carlson, Gustaf       | Nordman, Karl       |
| Carlson, Walter       | Olsen, W.           |
| Christiansen, Dedrick | Pasao, Andrew       |
| Crentz, F.            | Petterson, Karl     |
| Davis, Frank A.       | Peterson, Nels      |
| Dean, James           | Peters, Walter      |
| Donalson, Harry       | Peltsan, Jacob      |
| Eriksen, Ole          | Pedersen, Alf       |
| Grau, Aksil -1116     | Risenius, Sven      |
| Gronroos, Oswald      | Rudt, Walter        |
| Gronlund, Oskar       | Robertson, A.       |
| -414                  | Scheftner, Bernhard |
| Gueno, Pierre         | Sandqvist, Junnar   |
| Harley, Alex          | Stenvall, Sigurd    |
| Holmroos, W.          | Sward, Arnold       |
| High, Edward          | Scarabosio, M.      |
| Hansen, Ove Max       | Skotel, A.          |
| Hansen, Jack          | Toves, H. C.        |
| Hansen, Thorleif      | Torin, Gustaf A.    |
| Hylander, Gustaf      | Windt, Walter       |
| Jensen, L.            | Williams, T. C.     |
| Jensen, L. M. P.      | Waalder, Edgar      |
| John, F. Johanson     | Wehrman, John       |
| Johansen, Walter      | Wagner, Ed.         |
| Johansen, A. Harry    | Wedequist, Axel     |
| Johnson, Fred -1723   | Wagner, Ed.         |
| Johansson, Arvo       | Wagner, Ed.         |
| Johnson, Alexander    | Wagner, Ed.         |

## INFORMATION WANTED.

Hans Nilson, a native of Tons-  
berg, Norway, was last heard from  
at Mobile, Ala., is inquired for by  
his mother. Anyone knowing his  
whereabouts kindly notify Louis  
Donald, Norwegian Vice Consul, 77  
St. Francis St., Mobile, Ala. 12-22-15

Oscar Olsen, age 37, a native of  
Hallarna, near Gothenborg, Sweden,  
who was sailing on the Great Lakes  
about three years ago, is inquired  
for by John V. Olsen, Sun Com-  
pany, Marcus Hook, Pa. 5-26-15

Hugo Carlson Ljung, age 29, a  
native of Gothenborg, Sweden, was  
last heard from in a Cable Boat on  
the Atlantic Coast, is inquired for  
by his brother. Anyone knowing his  
whereabouts please notify John Carl-  
son Ljung, Jungmansgatan 5, Goth-  
enborg, Sweden. 1-12-16

Knut Jensen, No. 5018, a member  
of the Lake Seamen's Union, a  
native of Denmark, is inquired for  
by his wife, Lieschen Jensen, of  
Tangemunde, A/Elbe Ostenerweg,  
No. 7, Germany. Anyone knowing his  
whereabouts please notify the Lake  
Seamen's Union, 133 Clinton street,  
Milwaukee, Wis. 4-14-15

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Next door to Waterman & Katz

## INFORMATION WANTED.

Paul Laux, American, age 23, 6  
feet tall, who was last heard from  
about 4 years ago at San Jose, Cal.,  
supposed to be a sailor, is inquired  
for. Anyone knowing his where-  
abouts please notify his father, Carl  
Laux, 112 E. 28th St., Los Angeles,  
Cal. 6-21-16

Adolph Krakan, last heard of at  
Port Pirie, January, 1912, and again  
in March, 1913, from Warumbo, 118  
miles from Adelaide, South Australia,  
is inquired for by his mother at  
Hamburg, Germany. 8-25-15

Otto E. Bickel and John Sherman  
Bickel, brothers, who have not been  
heard of for many years, are in-  
quired for by their sister. They are  
both tall, light complexioned, and  
blue eyes. Any information regarding  
their whereabouts will be highly ap-  
preciated. Please address Miss Laura  
Bickel, 1591 East Ninety-third street,  
Cleveland, Ohio. 4-14-15

Any information regarding Wilhelm  
Kuhme, age 27, a native of Germany,  
who was supposed to have been  
drowned in the wreck of the steam  
schooner "Francis H. Leggett," Sep-  
tember 18, 1914, will be thankfully re-  
ceived by the German Consul, San  
Francisco, Cal. 1-19-16

Fred Marjama, a native of Russia,  
age 36, has not been heard from  
since 1908, at Buffalo, N. Y. Anyone  
knowing his whereabouts please  
notify his brother, J. Marjama, 51  
South St., New York, N. Y. 9-1-15

Bernard Baasen, a native of She-  
boygan, Wis., a former member of  
the L. S. U., who was last heard  
from at Milwaukee, Wis., April 29, is  
inquired for by his mother. Anyone  
knowing his whereabouts please no-  
tify Mrs. Sophie Baasen, 561 Clinton  
street, Milwaukee, Wis. 7-5-16

## Home News.

Governor Whitman of New York  
has been endorsed for re-election by  
William R. Hearst's privately con-  
ducted Independence League.

George R. Lunn, Socialist mayor  
of Schenectady, New York, has ac-  
cepted the Democratic and Pro-  
gressive nomination for Congress in  
his district.

Nome (Alaska) despatches say  
that vast Arctic deposits of copper  
have been found by scientists that  
have been on a two-year expedition  
in the Arctic regions.

Resources of national banks on  
June 30 last were \$13,927,000,000, a  
reduction as compared with May 1  
of \$269,000,000, according to report  
just issued by the comptroller of the  
currency.

Both houses of Congress have ap-  
proved the naval bill which carries  
an appropriation of \$313,384,329.24.  
Provision is made for the con-  
struction of 157 new vessels, 66 to  
be under construction within six  
months.

A treaty between the United States  
and Great Britain for protection of  
insect-destroying birds on both sides  
of the Canadian boundary was signed  
on August 16 at Washington by Sec-  
retary of State Lansing and the Brit-  
ish Ambassador.

San Francisco bank clearings for  
the month of August reached the  
highest level for any monthly period  
in the banking history of the city,  
the total transactions reported by  
the Clearing-house Association at the  
close of business August 31 being  
\$287,323,010. This is a gain of more  
than \$3,000,000 over the previous  
high-water mark, which was reached  
in May of this year, when the clear-  
ings totaled \$278,778,838.

Low wages and long hour em-  
ployers at Tampa, Florida, are  
squealing over the failure of city  
authorities to enforce a law pro-  
hibiting, by heavy licenses, the op-  
eration of labor agents. Negroes are  
leaving the city and lumbermen and  
employers in the turpentine industry  
are demanding that the Tampa police  
stop the exodus. Some unionists  
suggest that if men are paid a living  
wage there will be no trouble to  
supply the labor demand.

The Pennsylvania Workmen's Com-  
pensation Board has rendered a far-  
reaching opinion in the case of a  
plasterer who fell from a ladder and  
was injured while employed on a  
building being erected by Mrs. Ida  
Groner, who had failed to insure  
against accident to the workman. A  
decision by the referee was in favor  
of the defendant, but this was over-  
ruled by the compensation board,  
who ordered that Mrs. Groner pay  
the plasterer's medical and hospital  
bills and \$8.80 per week to him until  
a total of \$1540 is paid.

At least 5,000,000 acres of land in  
Pennsylvania are continually non-  
productive because of forest fires,  
and Pennsylvania citizens are losing,  
at a minimum, \$20,000,000 which  
might be realized from the products  
of the soil, according to the State's  
chief forest fire warden in his first  
annual report. "With repeated fires  
and continuing erosion the absolutely  
barren land is on the increase," says  
the report, which estimates that 500,-  
000 acres of the 8,000,000 acres of  
forest land in the State is damaged  
by fire annually. The State loses  
\$1,000,000 a year directly from fires  
in the woods.



## Domestic and Naval

It is reported that the Navy Department will refuse to authorize the equipment of the Boston Navy Yard for battleship construction.

Steel merchant vessels building or under contract to be built in private American shipyards on August 1, 1916, according to builders' returns to the Bureau of Navigation, Department of Commerce, numbered 389, of 1,260,978 gross tons, an increase of four vessels and 35,194 tons over the return for July 1, 1916.

The steamer "Artisan," 5825 tons gross, 3662 net, built this year at Sparrows Point, Md., carries about 8800 tons deadweight on 25 feet, steams about 10 1/2 knots, and owned by the American-Hawaiian Steamship Company, New York, has been sold to Norwegians, for, it is said, about \$1,250,000. She cost about \$400,000 to build.

The Italian ship "Mount Carmel" is now believed to have been sunk in the Gulf hurricane. She was on a voyage from Genoa to Pensacola and wreckage has been found on the Gulf beach which indicates that some such fate befell her. She is of iron, 1526 tons, built in 1883 and owned at Naples by B. Scotts Lachancia.

The keel has been laid for a large four-masted schooner in the yard of R. L. Bean at Camden, where was constructed the "George W. Wells," first of the world's six-masted schooners. Others of the same type are to follow. After a long period of idleness the Bean yard has contracts that will require three years for completion.

Comptroller Warwick of the Treasury has ruled that the Government may use \$300,000, the unspent portion of the \$2,750,000 appropriated by Congress at the beginning of the European war to bring American refugees home, in paying fees in connection with suits against those who have failed to return the money loaned by the Government for this purpose.

The United States Bureau of Navigation reports the registration of the following described house flag and funnel marks of the Petroleum Transport Company, 120 Broadway, New York: House flag—triangular green pennant with red circle inclosing monogram P. T. in white on a blue field; funnel marks—a red circle inclosing monogram P. T. in white on a blue field.

The American schooner "J. E. du Bignon," which was towed to Pensacola bottom up July 11 by the tug "Sea King," was sold at auction August 8 to Henry Monk, of Pensacola for \$5900 by the underwriters. Mr. Monk was also the successful bidder for the schooner's cargo of lumber, estimated at 120,000 feet. His bid for the cargo was \$975. Mr. Monk will have the schooner righted and repaired without delay.

The number of first-class passengers arriving in Bermuda during 1915 was 10,511, a decrease from the total for 1914, which was 14,773. The largest number of passengers arriving in Bermuda in any one calendar year was 27,045, in 1911. The total number in 1912 was 22,918, decreasing to 21,595 in 1913. Beginning with August, the tourist traffic was greater in 1915 than in 1914, due to more settled conditions and to the greater popularity of the islands as a summer as well as a winter resort.

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June 30th, 1916

|                              |   |   |   |   |   |                 |
|------------------------------|---|---|---|---|---|-----------------|
| Assets                       | - | - | - | - | - | \$63,811,228.81 |
| Deposits                     | - | - | - | - | - | 60,727,194.92   |
| Reserve and Contingent Funds | - | - | - | - | - | 2,084,033.89    |
| Employees' Pension Fund      | - | - | - | - | - | 222,725.43      |
| Number of Depositors         | - | - | - | - | - | 68,062          |

### San Francisco Letter List.

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from date of delivery.

Members whose mail is advertised in these columns should at once notify I. M. Hott, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Abrahamsen, Berner -1552  
Ad. Binar T  
Anders, Arthur  
Aho, Jno.  
Anokas, Ilmari  
Albertsky, Fritz  
Alexanderson, Paul  
Aksen, Charles  
Andersen, C. -1716  
Andersen, Edward  
Andersen, George  
Andersen, S. T.  
Anderson, A. F.  
Anderson, Ernest  
Anderson, F.  
Anderson, F. -332  
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Backstrom, Folke  
Bang, Mauritz  
Bannan, Fritz  
Bannister, John  
Benson, Helge  
Berghand, C. R.  
Beiner, Albert  
Bernsen, Julius  
Bertelsen, B. J.  
Bessesen, Olaf  
Bey, O. -2248  
Bilstein, Karl  
Bjork, Rudolf  
Blair, Frank  
Blecke, Alf.

Carey, A. L.  
Carlsen, Frank  
Carlsen, Hans  
Carlson, Alex  
Carlson, Gustaf  
Carlsson, Gustav  
Carlstrand, Gus  
Carroll, John J.  
Carter, Sidney  
Cassberg, Gustaf  
Caterines, Constantino  
Catt, Fred.  
Cavanagh, J. E.  
Creely, Tom

Dahlstrom, G.  
Danielsen, Dave  
Danielsen, H.  
Danielsen, N.  
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Dehlen, Gus.  
Eck, Carl  
Eckhoff, Otto  
Eckstrom, George  
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Ellis, B.  
Ellison, Sam

Fagerli, Ott.  
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Falconer, Joseph  
Fisher, Arthur  
Fjellman, Georg  
Franke, C.  
Fredriksen, B. D.  
Gabrielsen, Peder  
Gansor, Joe  
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Gerner, Hans  
Gonzalez, M.  
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Hagman, Jack  
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Hubert, Emil  
Hunter, G. H.  
Huotari, J.  
Iversen, Iver  
Jensen, Henry  
Jensen, John F.  
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Zerlt, John R.  
Zickermann, Hugo  
Zunk, Bruno

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Berling, J. B.  
Conolly, O.  
Gjesdal, Elling  
Gunvaldsen, Ingvald  
Jansson, A. L.  
Jensen, Henry  
Kappla, Arthur  
Larsen, Sigurd  
"Leidecker"  
Lindh, Wm.  
Lornsen, Crist  
Lundquist, Frank  
Mathisen, H. -1759  
Olson, Carl -1101  
Winter, Theodore

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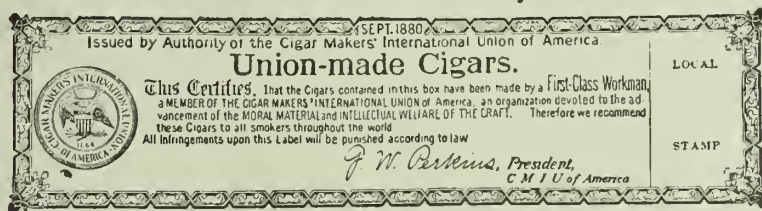
39 Sacramento Street Near Market

**INFORMATION WANTED.**Edward Beahan, a native of Cali-  
fornia, supposed to be sailing on the  
Lakes, is inquired for by his brother,  
J. J. Beahan, 2003 Chestnut street,  
Oakland, Cal. 5-10-16Eugene Martin, age 25, 6 feet tall,  
gray eyes, is inquired for by his  
mother. Anyone knowing his where-  
abouts please notify Mrs. Rose T.  
Martin, 4231 15 N. E., Seattle,  
Wash. 1-27-15**Capt. Chas. J. Swanson****CLASSY CLOTHIER**  
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**INFORMATION WANTED.**John Seaberg, No. 2890, a native  
of Russia, age 30, and a member of  
the Sailors' Union of the Pacific, is  
inquired for by his wife. Anyone  
knowing his whereabouts please no-  
tify Mrs. H. Seaberg, Gen. Del., Sac-  
ramento, Cal. 8-30-16Will John Baumcister, member of  
the Sailors' Union, will call at the  
office and receive a letter waiting for  
him there.Love's Labor's Lost.—At a certain  
church it is the invariable custom of  
the clergyman to kiss the bride after  
the ceremony. A young woman who  
was about to be married in this  
church did not relish the prospect  
and instructed her prospective hus-  
band to tell the clergyman that she  
did not wish him to kiss her. The  
bridegroom obeyed the instructions  
given."Well, Harry," said the young  
woman, when he appeared, "did you  
tell the minister that I did not wish  
him to kiss me?"

"Yes."

"And what did he say?"

"He said that, in that case, he  
would charge only half the usual  
fee."—Tit-Bits.Prosperity.—Farmer Corning was  
asked whether he had had a good  
year."Gosh, yes!" he exclaimed. "I had  
four cows and three hogs killed by  
railway-trains and two hogs and  
eleven chickens killed by automo-  
biles. I cleared near a thousand  
dollars."—Puck.**FRENCH AMERICAN**  
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| Charles Carpy  | X. De Plchon    |

Realistic.—During the recent Shake-  
speare celebration, a number of local  
amateurs appeared in the great  
dramatist's most famous tragedy.  
Next day the principal actor inquired  
of a critical friend what he thought  
of the performance."It was great! Simply great!"  
was the reply. "As you played  
Hamlet it was easy to see why  
Ophelia should go and drown her-  
self."—Boston Transcript.How Was She to Know?—Mrs.  
Williams, who had recently returned  
from abroad, was attending an after-  
noon tea which was given in her  
honor."And did you actually go to  
Rome?" asked the hostess."I really don't know, my dear,"  
replied Mrs. Williams. "You see,  
my husband always bought the  
tickets."—Ladies' Home Journal.Of the Same Class.—"They say,"  
remarked the spinster boarder, "that  
the woman who hesitates is lost.""Lost is not the proper word for  
it," growled the fussy old bachelor  
at the pedal extremity of the table.  
"She's extinct."—Philadelphia Ledger.Doomed.—Anxious Mother—Young  
Millyuns seems to be quite friendly  
with you of late. Do you know  
what his intentions are?Pretty Daughter—No, and I don't  
care; but I know what mine are.—  
Indianapolis Star.**News from Abroad.**A message from Berlin says: "Ac-  
cording to the Swedish newspaper  
'Politiken,' the mines recently placed  
by the Swedish government will  
make it impossible in future for  
British steamships to return to  
England from the Baltic. Up to this  
time British vessels had sailed along  
the coast within Swedish territorial  
waters, while they will now be  
forced into international waters on  
their journeys."Several changes have been made  
in the British cabinet on account  
of the death of Earl Kitchener.  
David Lloyd-George has been made  
secretary of war. Edwin Samuel  
Montague, financial secretary to the  
treasury, takes Mr. George's place  
as minister of munitions. Thomas  
McKinnon Wood, secretary of state  
for Scotland, is made chancellor of  
the Duchy of Lancaster and finan-  
cial secretary to the treasury. Har-  
old J. Tennant, parliamentary under-  
secretary for war, is secretary of  
state for Scotland.At an open meeting arranged by  
the Manitoba Minister of Public  
Works, unionists discussed the find-  
ings of the fair wages board, which  
has set rates for all Government  
employees in that province. The law  
was passed by the last legislature.  
The board consists of an employer,  
a representative of the workers and  
a representative of the Government.  
They have considered the question  
for several months, and forwarded  
their findings to the Minister of  
Public Works, who advertised the  
proposed scales and held a public  
meeting to discuss same.During the past week Roumania  
has finally joined the Allies and in-  
vaded Austrian territory; Greece was  
plunged in a revolution, having for  
its object an attack upon Bulgaria,  
and Russian troops moved into Rou-  
mania in order to co-operate in that  
country's campaign. It would be  
difficult to overestimate the impor-  
tance of the new developments in  
the Balkans. Roumania adds a well-  
trained army of at least 600,000 to  
the Allies, and, by coming into the  
war, lengthens the line which Aus-  
tria must defend by the stretch from  
Bukowina to the Bulgarian border.  
Bulgaria, who, during Roumania's  
neutrality, could concentrate against  
Greece and the Allies operating from  
Saloniki, must now divide her forces  
to meet the new opposition from the  
north and possibly from the Black  
Sea.A compilation of the week's news  
from the battle line in France seems  
to show that the British captured 200  
yards of trenches, but from all ap-  
pearances "the great push," as Pat-  
rick MacGill renamed "the great  
drive," has come to a standstill. The  
weather and other causes have been  
put forward, but the fact remains  
that between the allied drive on the  
Somme and the German attack upon  
Verdun there is a great resemblance,  
and that resemblance may become  
still closer as events proceed. It will  
be remembered that the Germans in  
the first week of Verdun made great  
headway, less in the second, still less  
in the third and after the fourth week  
remained practically stationary for  
months and months. It has been  
much the same thing along the  
Somme, and it is significant that the  
British admit that their casualties  
for August were 127,945. Those are  
only the British casualties.



### With the Wits.

He Knew.—Teacher—Johnny, can you tell me what a hypocrite is?

Johnny—Yes, ma'am. It's a boy what comes to school with a smile on his face.—Brooklyn Citizen.

A Small Point.—Barrister's Wife—So your client was acquitted of murder. On what grounds?

Barrister—Insanity. We proved that his father once spent two years in an asylum.

Barrister's Wife.—But he didn't, did he?

Barrister—Yes. He was doctor there, but we had not time to bring that fact out.—Tit-Bits.

Her Silence.—Young Aldrich was waiting in the parlor for his loved one to appear, when her small brother came in and took a seat.

"Well, Chester," said Aldrich, "what did your sister say when you told her I was waiting?"

"Why, she didn't say nothing," replied the small brother. "She just took a ring off one finger an' put it on another."—Life.

True Success.—Mabel—Was your bazaar a success?

Gladys—Yes, indeed; the minister will have cause to be grateful.

Mabel—How much were the profits?

Gladys—Nothing. The expenses were more than the receipts. But ten of us got engaged, and the minister is in for a good thing in wedding fees.—Stray Stories.

One Thing in Common.—One of the members of a committee of inspection on its tour of a certain penitentiary found himself in conversation with one of the convicts. The latter was disposed to be confidential, and thus unburdened himself:

"It is a terrible thing to be known by a number instead of a name, and to feel that all my life I shall be an object of suspicion among the police."

"But you will not be alone, my friend," said the visitor, consolingly. "The same thing happens to people who own automobiles."—Exchange.

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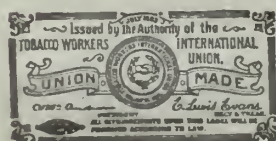
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the Maritime Law, and is now, in addition to being a thorough teacher of Navigation and its kindred subjects, a regularly admitted Member of the Bar.

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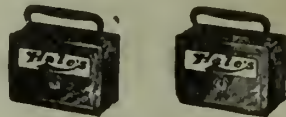
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